

NOVEMBER/DECEMBER 2016

FLIGHT LINES

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FORT

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NOVEMBER/DECEMBER 2016

FLIGHTLINES

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Readers are encouraged to submit articles and photos. All contributions published with the author's name is the opinion of the author and does not necessarily reflect the opinions and policies of the Canadian Warplane Heritage Museum. Responsibility for accuracy rests solely with the author.

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AVIATION PHOTOGRAPHY



A presentation by Eric Dumigan of his many air-to-air images & stories!



SATURDAY JANUARY 28, 2017
1:00 pm
Canadian Warplane Heritage Museum

Regular admission rates apply
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Cover: Fleet Fort #3643
AL MICKELOFF

News

New Look!

Welcome to the new look and format of *Flightlines*, the official publication of the Canadian Warplane Heritage Museum!

In an effort to keep the membership more informed, each issue of *Flightlines* will now be 20 pages, and the frequency of *Flightlines* will be increased from 4 issues per year to 6 issues per year. With this issue, we have expanded the content of *Flightlines* to include new regular departments and more departments will be added in future issues.

As outlined in the mandate of the Canadian Warplane Heritage, *Flightlines* will tell the story of the aircraft flown in Canadian military service as well as Canadian aviation figures who served in military service from the beginning of World War II to the present. Of course, *Flightlines* will also cover the news, updates and happenings around the museum, its aircraft and members.

Let us know how we are doing! We want to hear back from you with your comments about this issue and future issues of *Flightlines*. We welcome your researched articles, first person accounts, profiles and pictures of aviation figures and aircraft as defined in the mandate that can be shared with the membership.

Flightlines is your magazine and we need your input to ensure its success.

Bill Cumming, *Volunteer Editor*
museum@warplane.com



AL WICKELOFF

The new Stinson arrived by road to the Canadian Warplane Heritage Museum on 19 August 2016.

Stinson Acquisition

On 19 August 2016, the latest addition to the CWH collection arrived at her new home in Hamilton, thanks to Ed Martin who made the trek to Connecticut to pick up our new Stinson. CWH's new Stinson has only 767 hours of flying on the airframe and has only 75 hours since an extensive rebuild in 2009. This aircraft essentially replaces our original Stinson 105 that was lost in the hangar fire of 1993. While the new Stinson resembles the 105 in appearance, it is a Stinson 10A version that boasts a Franklin engine that provides an increase of 15 hp over the original Continental engine. Although it doesn't have a RCAF history, it will eventually be restored to the markings of Stinson 105 #3469 as served with the Royal Canadian Air Force.

USED FOR LIGHT COMMUNICATION DUTIES & WIRELESS TRAINING

During World War II, the French Government placed an order with the United States for the Stinson aircraft. Since the United States was a neutral country, it was not possible for it to trade with a belligerent. To circumvent this, the Stinsons for the French Government were flown to Canada, loaded onto ships in Nova Scotia and delivered to France. One such shipment of 33 aircraft was passing through Canada when France capitulated. Twenty five of the shipment was taken over by the RCAF.

Within the Royal Canadian Air Force, the Stinson Model 105 was used for light communication duties and wireless training. In the communication role, it was used at various stations to ferry senior officers around for official visits and as the "Station Hack" wherein aircrew in non-flying positions could take it up from time to time to stay proficient. As a training aircraft, it was employed by both No. 1 Wireless Training School, in Montreal, Quebec, and No. 3 Wireless Training School, in Winnipeg, Manitoba.

The aircraft has been put temporarily in storage until engineering are able to access the work required to get her airborne again.



JIM HOOVER

Our original Stinson was lost in the 1993 hangar fire. The new Stinson will also be restored in the markings of Stinson 105 #3469 that served in the Royal Canadian Air Force.



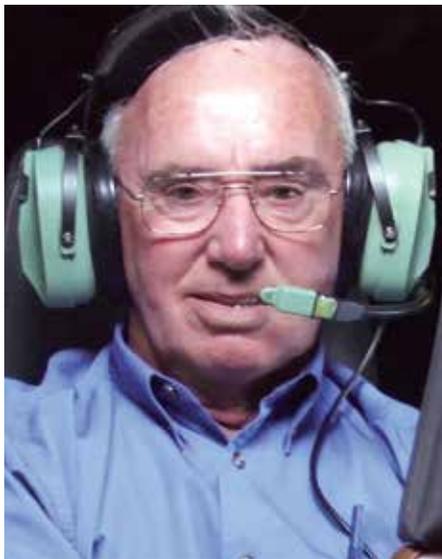
419 Squadron Vet Flies in Lancaster

On 29 August 2016, family and friends of Albert Wallace gathered at the Canadian Warplane Heritage Museum for a very special day. The Toronto Chapter of the Canadian Aviation Historical Society (CAHS) had selected Albert to take a commemorative flight in the museum's Avro Lancaster not only on behalf of his fellow RCAF veterans, but to represent all the Sunnybrook Veterans Centre volunteers with whom he continues to serve at age 95.

Albert R. Wallace was an air gunner with 419 Squadron, Royal Canadian Air Force, and his Halifax II bomber (JB791, VR-X) was shot down on 12/13 May 1943 over Germany. He was captured and spent almost two years as a prisoner of war.



GUSTAVO CORUJO



CWHM

Al Rowcliffe

On 1 September 2016, Al Rowcliffe passed away after a short illness. Most recently, Al was a staff member in our Engineering Dept. but his roots at Canadian Warplane Heritage go way back. Even before Canadian Warplane Heritage became an entity, Al got involved with a Fairey Firefly project with his friend Dennis Bradley, which led to his lifetime passion in aviation. A volunteer, pilot, husband, father and grandfather, Al will be sadly missed by many. Our condolences to his wife, Connie, and the rest of his family.

98 Year Old Tiger Moth Instructor Takes to the Sky



CBC

Thanks to Wish of a Lifetime, a non profit organization that encourages seniors to keep dreaming and pursuing their passions, Don Munroe was able to take a flight in the Canadian Warplane Heritage Museum's de Havilland Tiger Moth. On 7 September 2016, over 70 years since he taught student pilots to fly in the Royal Canadian Air Force Don was once again at the controls of his beloved biplane.

"It's just like when you first learn to ride a bicycle," Munroe commented who has over 1500 hours instructing on Tiger Moths. Museum pilot Rick Rickards had the honour to fly with Don and said "once in the air, I handed the controls over to him. It was delightful watching Donald fly the Moth perfectly."

Aircraft Updates

Fairey Firefly

The museum's Fairey Firefly has not flown following the discovery of a faulty wing folding mechanism component. A new component needs to be sourced or manufactured to replace the damaged component.

In the meantime as we wait for the replacement wing mechanism component, the Firefly's propeller was removed and sent out for refurbishment. The refurbished propeller has now been returned to the museum and is waiting to be reinstalled on the aircraft.



AL WICKELOFF



Tracker Tidbits

By Bob Freeman

The museum's Tracker is the 76th Tracker (out of 99) built by de Havilland Canada under license from Grumman, the original designer. It has been undergoing restoration for over four years since she was pulled into the hangar for her makeover.

Rebuilt zero timed engines were located and have been installed on their refurbished mounts. Overhauled props await their turn to be installed. Both wings have been removed for paint stripping, inspection and repairs. We have just started detailed work on the port wing; the starboard wing awaits some parts and repairs to control surfaces and can then be fully reassembled.

The main landing gear was removed and has been completely refurbished; our volunteer machinists dealing expertly with some repairs to the mounting points and in machining new parts to fit. The nose wheel gear has been repaired, and will be reinstalled when work is completed in the nose wheel bay area.

The horizontal and vertical stabilizers have been removed, stripped and repaired as needed. The horizontal stab has been remounted. Some control surfaces require some minor repairs before being ready for reinstallation.

A small team of dedicated volunteers work on the aircraft and are only too happy to answer questions about the Tracker, her role in the Canadian Forces and her restoration, so don't be shy, drop by sometime and make friends with the crew.

AL WICKELOFF

Avro Anson

After languishing outside in the open air for the past few years, the Engineering Dept. has removed the engines from the airplane as well as the rudder. At this time there has been no decision made to return the Anson to flying condition but an inspection will be undertaken as time allows over the next few months to determine the work that may be required to restore the aircraft to airworthy status.



DAVID HILLS

Consolidated Canso

The installation of the new side door into the Canso fuselage is almost completed now and engineering is preparing the final paper work for the approvals. Once the side door has been approved by Transport Canada, the Canso will be returned to the active aircraft fleet.





The Fleet Model 60

By Bill Cumming

ERIC DUMIGAN

Many different kinds of aircraft saw service with the Royal Canadian Air Force (RCAF) during World War II and in particular with the British Commonwealth Air Training Plan (BCATP). More than thirty different types saw service in Canada and examples of many of these aircraft are now preserved, for future generations to enjoy. One of the most interesting if least successful of these aircraft which have been preserved is the Fleet Model 60 or Fleet Fort.

The Fleet Model 60, or Fort as it was to become known in RCAF terminology, was designed during 1939 by Dick Young, a young aeronautical engineer and former test pilot. Even though it was Canada's first designed monoplane, it had faded into near oblivion before the end of World War II. It had been developed for the intermediate training role but the Fort ultimately served its service career as a wireless trainer. An unglamorous task but an essential task, it was pressed into a role for which it was never designed. Nevertheless, it made an important contribution to the war effort as a large percentage of the radio operators trained in Canada flew in the Fort aircraft.

In 1938, Fleet Aircraft was looking for a product to add to its basic line. Up until this time, it had been producing variants of the Fleet 7 and Fleet 16 Finch

elementary trainers for the Royal Canadian Air Force and for export. The company was also involved in the manufacturing of fuselages for the Handley Page Hampden aircraft, as a unit of the Canadian Associated Aircraft. The Hampden contract provided Fleet Aircraft with an introduction to the all metal field as their only previous experience was specializing in tubing and fabric construction. To meet the new generation of military aircraft which would be appearing in the 1940s, Fleet set out to design and produce an all metal advanced monoplane trainer.

Despite the extensive use the RCAF made of the Fleet 7 trainers and the subsequent orders the company received for the Fleet 16 Finches, the government took no official interest to the development of the Fort. Even with the issuance of progress reports and sales pitches by the company, the RCAF made it obvious they had no intention of committing themselves until there was an actual aircraft to examine.

As a private venture, Fleet Aircraft Company produced the prototype Fleet Model 60. It was to be powered with the 330 hp Jacobs engine and the landing gear, though non-retractable, featured semi-retractable streamline fairings to provide retractable undercarriage experience without the weight, complexity and inherent danger of a conventional retracting gear. The instructor's cockpit was placed above and behind the student's cockpit, giving the instructor a decent view.

On 21 March 1940, Tommy Williams, Fleet's test pilot and Dick Young made the first flight test in the prototype Fleet Model 60. During May, 1940, three RCAF pilots performed evaluation

tests in the prototype Model 60, now carrying civilian registration CF-BQP, at the Central Flying School in Trenton, Ontario. They were enthusiastic about the aircraft, praising its ground and

flying characteristics and compared the Model 60 directly with the Harvard noting that in all respects its performance was in many ways equal to the Harvard's. The test officers considered the aircraft to be very stable trainer and would make a suitable intermediate trainer by the addition of guns and bomb racks.

By this time, the war in Europe was deteriorating and it was clear the UK might well fall short in its promise to supply aircraft for the Air Training Plan. On the strength of the test report, the

THE FORT ULTIMATELY SERVED ITS SERVICE CAREER AS A WIRELESS TRAINER



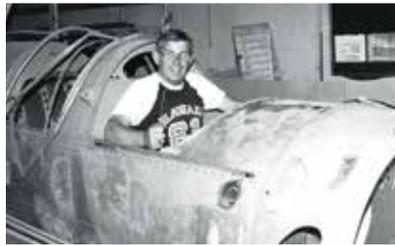
Royal Canadian Air Force placed an order through the Department of Munitions and Supply with Fleet Aircraft for 200 Model 60K aircraft as intermediate trainers plus payment of the costs for development and the purchase of the prototype aircraft. The name Fort I was selected for the new trainer.

Production was slow to begin at Fleet. The first production aircraft, RCAF No. 3651, flew in May 1941 and once the RCAF got its hands on the Fort, numerous problems emerged. The brakes were always a source of problem and the Fort became noted for turning over and ground looping. The Forts were "to be used in the same way as the Yale, eg. as an intermediate trainer, and flown intensively." Handling characteristics were good but an unskilled pilot could get into trouble during steep turns and aerobatics. However, due to reports of poor



BRUCE MACRITCHIE COLLECTION

Production of Fort aircraft at the Fleet factory in 1942.



BILL CUMMING

Bruce MacRitchie with the unfinished Fort airframe about 1980.

THE FORT BECAME NOTED FOR TURNING OVER & GROUND LOOPING

workmanship and maintenance difficulties, the Fort earned a reputation for unserviceability that would follow it for the rest of its career.

Soon the RCAF found the Yale was of very little use as a stepping stone to the Harvard. No difficulty was found in converting from light aircraft such as the Finch or Tiger Moth to the Harvard. The use of the intermediate trainer in the instructional process was an unnecessary expense, became quite confusing to the pupils especially at the early stages of his flying career and had a slowing down effect on the actual training. Consequently, the RCAF decided to abandon the intermediate trainer step in the flying training program.

Due to the unsatisfactory experience in the production of the Fort aircraft and with the additional procurement of Harvard II's, the original order of Forts was reduced to 100 aircraft. With the elimination of the intermediate training program the RCAF had to decide what to do with the Fort aircraft. It was suggested that they might be suitable as wireless trainers with radio equipment installed in the rear cockpit in place of the original instructors control panel.

Fort I, RCAF #3660 at the Fleet factory prior to delivery to the RCAF. Note the covering on the undercarriage legs. This aircraft was assigned to No. 2 Wireless School.



BRUCE MACRITCHIE COLLECTION

The conversion of the Forts was carried out by the Repair Depots at each of the Training Commands. The converted Forts were issued to No. 3 Wireless School at Winnipeg in No. 2 Training Command and No. 2 Wireless School at Calgary in No. 4 Training Command. Reports issued by the Wireless Schools did not rate the airplane very well as a trainer. The plane would forever ground loop, the brakes were a constant source of problems, visibility was poor, the oil system was inadequate and all motors ran roughly. The high wing loading of the Fort created a series of bumps in the rough weather which made it difficult for the trainee operator to tune and key. Nevertheless the Forts went on their way to train many thousands of wireless operators.

Most of the pilots flying the Fort found the flying characteristics not particularly vicious but certainly uninspiring. The pilots of the Forts attached to the Wireless Schools had no love for the aircraft. They worked hard to get the Fort into the air and once there had poor forward vision due to the radial engine and tail down flying attitude. Even Tommy Williams commented on the difficulty of flying the Fort but as he said "I never flew an aircraft in my lifetime that I didn't like after getting to know it well."

The RCAF had to respond to a RAF request that wireless operators be given air experience on the more powerful T1154 radio equipment. The test team felt that the Fort was unsuitable as its

generator was not powerful enough to handle the radio load and the installation necessitated the trainee operator to face the rear of the aircraft. The schools requested a cabin type airplane but the request was rejected as HQ replied this would leave nearly 100 Forts without a function and "the Fort is not so useless as to warrant such extravagant replacement." In the event, the Yale and later the Harvard was converted to the new equipment. In October 1943, the first of the Yale wireless trainers arrived at No. 2 Wireless School. The Forts were gradually replaced until the last ones were turned in during April 1944, although one example was retained by the RCAF until 1946.

Once the Forts were all turned in, there was no thought of further service use. A few were scrapped but most were put up for sale even before the war's end, but none were put into service.

Canadian Warplane Heritage (CWH) acquired the airframe, a Jacobs engine and three wings of a Fort aircraft in November 1979. When Fleet Aerospace of Fort Erie, Ontario had completed the restoration of the Cornell "Spirit of Fleet II" aircraft for the CWH, they sought another restoration project. The project was transferred to Fleet a year later where a group of retired Fleet employees led by Bruce MacRitchie volunteered to restore the aircraft. It was only fitting for the Fort to return to the factory where it was originally designed and built, to be restored to fly again.



RICK RADELL

The restoration was a long and meticulous process and many of the missing components had to be fabricated by hand, including one complete wing that had to be manufactured entirely. The restoration project was complicated by the fact that original drawings for the aircraft no longer existed.

Research into the history of this particular Fort determined the airframe was Construction No. 600, which was the prototype Model 60K (CF-BQP). When it was taken on strength by the RCAF in June 1941, it was assigned RCAF #3540. It served initially with the Aircraft Test & Development Unit at Rockcliffe, Ontario and was then assigned to No. 2 Wireless School in Calgary as a wireless trainer. In 1942 Fort #3540 was sent to No. 6 Repair Depot in Trenton, Ontario and was struck off strength on 19 December 1942. It was sold to a private collector by War Assets.

On 8 August 1993 registered as C-FORT and restored into its original BCATP colours of RCAF #3540, the Fort flew again with Bruce MacRitchie at the controls. Today the Fleet Fort resides in the Canadian Warplane Heritage hangar on display to the museum visitors, and it is demonstrated only a few hours each year at various local events. The Fleet Fort is a unique tribute to the history of aviation manufacturing in Canada and the British Commonwealth Air Training Plan.

Half & Half Fort



AL WICKELOFF

Many do not realize that the Canadian Warplane Heritage displays a second Fleet Fort. The second Fort is a static interactive display located on the museum floor.

The purpose of the restoration was to demonstrate how much effort is required to restore an aircraft. The starboard (right) side has been left in original condition as it was found. The port (left) side was restored to flight condition with new fabric, paint, authentic wing and large roundels and fuselage markings. The aircraft was restored in the wireless configuration under the direction of Bruce MacRitchie and his team, "Spirit of Fleet". It has been presented as 50% restored and 50% not restored, or just half and half.

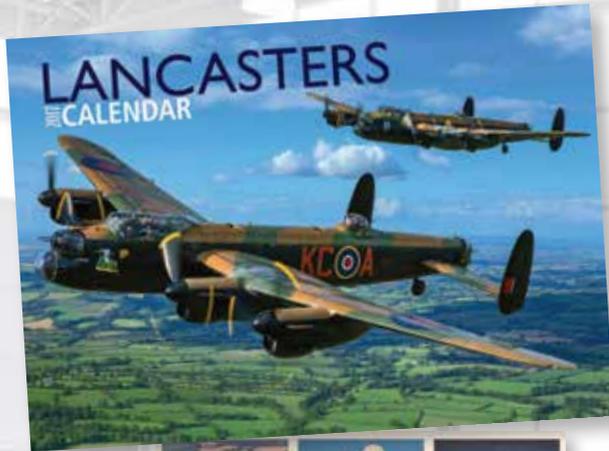
This Model 60K was manufactured by Fleet Industries early in taken on strength by the RCAF on 28 March 1942 as RCAF #3643 and assigned to No. 2 Training Command. In November of 1943 it was transferred to No. 3 Wireless School, Winnipeg, Manitoba. By July of 1944, RCAF #3643 was retired pending disposal and it was struck off strength on 2 March 1945.

It is one of the various aircraft in the collection where the public are able to sit in the cockpit as an interactive display. It is extremely popular with the museum's younger visitors.

Fort #3643 research Larry Doyle.



GIFT SHOP – Holiday Gift Guide

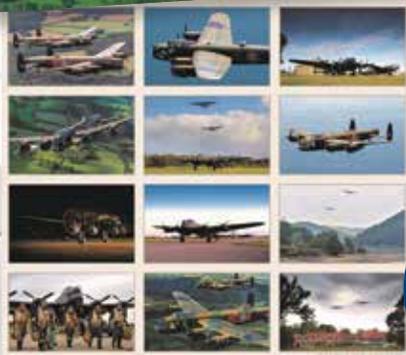


LANCASTERS 2017 Calendar

If you like LANCASTERS, this is definitely a must have calendar for you!

Featuring the Canadian Warplane Heritage Museum's Lancaster "VeRA" (and her temporary schemes as "X-Terminator" and "Lady Orchid"), the Battle of Britain Memorial Flight's Lancaster "Thumper" and the Lincolnshire Aviation Heritage Centre's Lancaster "Just Jane".

This large format calendar (16.5" x 11.5") includes some familiar selections as well as never before published images from several aviation photographers including John Dibbs, Darren Harbar, Martin Keen and Eric Dumigan.

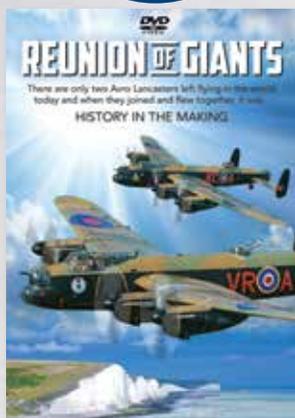


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Hamilton International Airshow 1975

By Doug Fisher



DOUG FISHER COLLECTION

P-51D Miss Kat Brat, P-51 CF-FUZ and Tom Camp's P-40E.



JIM HOOVER

FG-1D Corsair N92509 was flown by Dutch Shelden.



DOUG MICKELOFF

This five seat Wildcat would crash a week after the show.



DOUG FISHER

All of us who are warbird enthusiasts can remember that time when we first caught the bug and became addicted to warbirds. Perhaps it was touring a museum, meeting a veteran, reading a book, building a model, or seeing your first warbird fly and hearing the roar of the engine. For me, it was the summer of 1975 and the first Hamilton International Airshow (HIAS).

The show was held 21 & 22 June 1975 - *Jaws* was just released in movie theatres, *The Captain and Tennille* were topping the charts with *Love Will Keep Us Together*, followed closely by Van McCoy doing *The Hustle*. *Happy Days*, *M*A*S*H*, *All In The Family* and *The Six Million Dollar Man* were all popular TV shows. I was a nine year old kid already interested in warbirds and vintage aircraft but for some reason the 1975 HIAS was the one that really got me hooked!

WE KNEW WE MIGHT BE IN FOR A LARGE TURNOUT

1975 was only 30 years after the end of World War II, and it is now over 40 years since that show took place. Looking through my old photos, I thought it would be interesting to revisit the show. It was a who's who of the early warbird movement and had many legendary airshow performers as well. No wonder it left such a lasting impression.

The warbird movement in Canada was just getting in full swing with the formation of the Canadian Warplane Heritage (CWH) in 1972. Warbird collector Don Plumb held an airshow at Windsor, Ontario, in 1973 and 1974. Plumb, a retired businessman had accumulated a large collection of warbirds including his polished P-51D CF-USA, P-51D N30FF, Spitfire CF-RAF, and Curtiss P-40N C-GTGR.

Dennis Bradley, CWH co-founder picks up the story, "Don Plumb did it for two years, I had the Firefly there one year and the Corsair the next and then he decided not to do it anymore, so we said we'll take over. We got Plumb's list of contacts and started making calls."

"We didn't know what to expect, but when Steve Hinton, Jim Maloney and Tom



CANADIAN WARPLANE HERITAGE MUSEUM

Camp arrived on the Wednesday before the show in the P-51D, Hellcat and P-40 all the way from California we knew we might be in for a large turnout!"

Steve Hinton remembers, "They recall how they were great shows and a fun time. We'd take the warbirds on tour and leave them in the Midwest and then go back to California. Later we'd go back, pick them up, and continue on our tour. We did a lot of shows in Canada. I recall doing one in Collingwood, on the shores of Georgian Bay on Lake Huron - we had a great time doing low passes down the beach where the spectators were gathered!"

"Steve, Jim and I (P-51, F6F and P-40) made the trip to support CWH and our friends. I believe we all felt it was an honour to be invited to participate and couldn't pass up

Everything was done on a small budget at the time. Bradley remembers, "Participants were paid two hours fuel each way, fuel for the show, a hotel room and provided transportation to and from the hotel. The transportation wasn't the fancy rentals seen at today's shows, but spare room in the seats of volunteer's cars."

IT WAS AN HONOUR TO BE INVITED TO PARTICIPATE AND COULDN'T PASS UP THE OPPORTUNITY TO ATTEND

"The civilian acts were mainly sponsored by outside businesses or members' businesses and police, ATC, ramp crews, EMS, etc. were all donated at cost. Parking was done by members and cadets - traffic was a nightmare on Sunday" recalls former CWH Executive Director Phil Nelson. He goes on to say the Ontario Provincial Police were very helpful and the Hamilton Auxiliary Police did yeoman service for the airshow along Highway 6 and Airport Road.

"We put together an awesome display of non-flying project aircraft for the show" Phil Nelson remembers. "Bill Gregg brought down his Yale, which he later donated, I had my PT-26 Cornell all torn apart and displayed and we made a Tiger Moth exhibit. We also had the Seafire fuselage and some Hurricane bits and bites. We didn't have a gift shop so we took my old GMC van, which I had donated for parts shipping and recovery, and painted it like an RCAF flag, complete with roundels, as a rolling store. We set it up alongside the Lysander and Yale airframes and sold a bunch of things that we ordered last minute. Don't remember if we broke even but it worked so well that we took it all to the CNE Airshow in Toronto that year and made a killing on memberships and pins!"



the opportunity to attend. We did a lot of great flying and had some fun parties," recalled Tom Camp.

The main publicity for the airshow was a flypast over Sick Kids Hospital in downtown Toronto. "We had 17 aircraft fly over the Hospital that year," recalled Bradley. "It became a real tradition that lasted for many shows. It was followed by a great hamburger cookout and all the free beer you could drink."

The airshow Chairman, Bill McBride, a very active member of the CWH, recalls the show was run by volunteers, "but ended up having a much larger crowd than expected. Many people got in without paying and as a result they lost about \$30,000 running the show, with most of the money having come from the City of Hamilton. Much to the city's delight, CWH repaid all the money a few years later after running a very successful show."

The only surviving North American P-64 was a particularly appreciated performer.





Dennis Bradley, CWH Co-Founder, flew the Corsair. *CWHM*



CWH members Murray Buckstein, Alan Ness, Jim Vernon, Chuck McWilliams and Bill McBride. *JIM HOOVER*

The civilian acts alone were quite impressive. Joe Hughes performed aerobatics in his Super Stearman and later had Gordon McCollom do his wing walking act on top of the Stearman. Bob Lyjack performed aerobatics in his Waco Taperwing along with Art Scholl in his Super Chipmunk. Local pilots Gerry Younger (Canadian Aerobatic Champion) and Bob Arend performed aerobatics in a Pitts Special and Harvard respectively. Former Luftwaffe pilot Oscar Boesch displayed in his ASW Sailplane (towed aloft by an L-19) and Doug Murray flew his Stampe in the show as well.

The Canadian Armed Forces had flybys of CF-5s performing a simulated aerial refueling with a Boeing 707 tanker aircraft.

They also provided DHC-3 Otters from 400 and 411 Reserve Squadron and a STOL DHC-5 Buffalo. A Canadian Forces C-130 Hercules also performed an impressive display including a JATO takeoff. The airshow was opened each day with a formation of four F-101 Voodoos of the New York Air National Guard 107th Fighter Interceptor Squadron based at Niagara Falls with a high performance flypast.

**THE CROWD LINE WAS MUCH CLOSER THAN TODAY
AND IT ALL SEEMED VERY IMPRESSIVE**

Owned by the Planes of Fame, P-51D Mustang N5441V was flown by Steve Hinton.



DOUG FISHER

The real stars were the warbirds, and they had a great selection. It was a different time than today's shows - no authentic 100% original restorations but plenty of pseudo-authentic schemes, civilian schemes, glossy paint, etc. but everyone was having a great time. Most aircraft carried passengers during the show, some performed aerobatics, but the pilots all seemed to excel at formation flying, with formations of many dissimilar types. The crowd line was much closer than today and it all seemed very impressive for a nine year old!

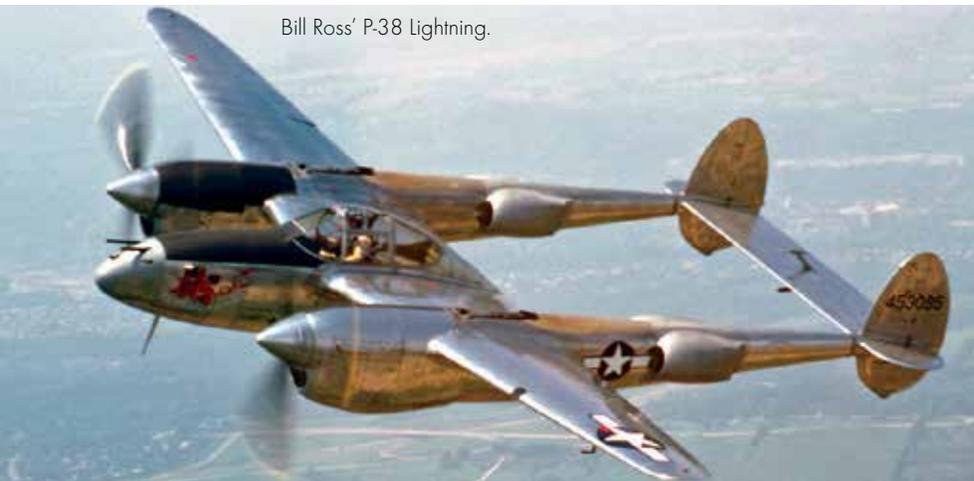
George Stewart, who flew the CWH Firefly CF-BDH in the event showed me his logbook, "I flew it on the Friday

Sick Kids' flypast as well as both days of the airshow. On Friday, I took the Editor of Canadian Aviation magazine along on the Sick Kids' flight, with Steve Hinton and Jim Maloney on my wings in the P-51D and F6F. On Saturday, the log shows I had Bob Simmons in the back seat and Paul Poberenzy in the P-64 and George Enhoming in his T-28 flying my wings. Sunday, I had Don Plumb's mechanic, Ray Middleton, in the backseat with Poberenzy and Enhorning again on my wing. It was a great time!"

**THAT 1975 SHOW WAS AN IMPRESSIVE COLLECTION OF AIRCRAFT
AND PILOTS THAT WOULD STACK UP FAVOURABLY AGAINST
MOST OF TODAY'S PRIME SHOWS.**

"Back in those days whenever we showed up at a show the first thing everyone wanted to do was go fly formation. We practiced it continuously and at CWH we also had the Harvards painted up like the RCAF Goldilocks team and we always practiced formation in them, even becoming so proficient that we did takeoffs and landings in the diamond formation!" said Bradley.

The show had a trainer wing consisting of Canadian actor Paul Soles in his Fleet Finch, Fleet 21, CWH Chipmunk and three CWH Harvards in Goldilocks colours (the RCAF aerobatic team that flew Harvard Mk. IVs).



Bill Ross' P-38 Lightning.

JIM HOOVER



Gary McCann's P-51D Mustang CF-FUZ.

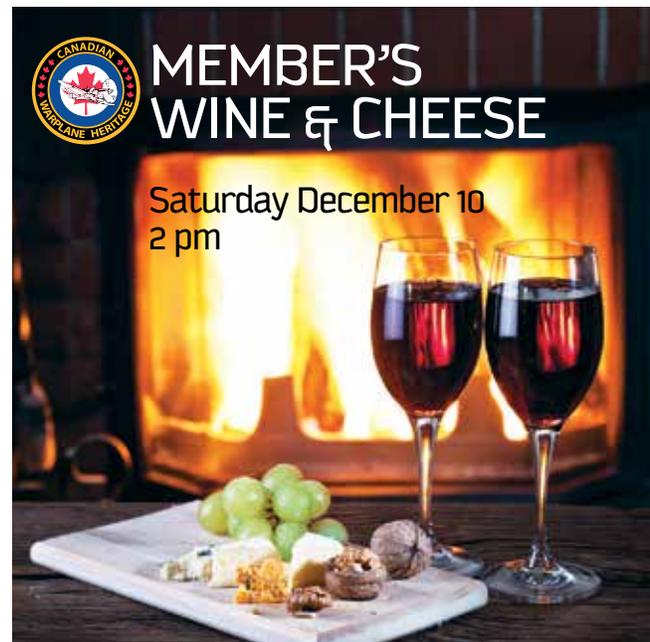
JIM HOOVER

The main event - the heavy metal that flew - consisted of four Bearcats, three Wildcats, one Hellcat, two P-40s, seven P-51Ds, two Corsairs, one P-38, one B-25, one Firefly, and one P-64. A very impressive lineup for a first time show.

The list of pilots that flew in the show also reads like a who's who of the warbird movement. Unfortunately over the past 40 years since the days of the 1975 Hamilton International Airshow, many of the aircraft are no longer with us and some of the pilots have also flown west.

Fortunately, there is no cure for this addiction! That 1975 show was an impressive collection of aircraft and pilots that would stack up favourably against most of today's prime shows. With all the changes in society, regulations, insurance, etc., hopefully airshows will continue for years to come and spark the next generation of warbird enthusiasts.

Doug Fisher's article first appeared in the March 2016 issue of Warbirds International and has been edited and modified to fit this issue of Flightlines.



**MEMBER'S
WINE & CHEESE**

Saturday December 10
2 pm

Upcoming Closures

Nov. 28 to Dec. 5, 2016 Inclusive
December 25 & 26, 2016
January 1, 2017

Mark the 2017 Dates

Here is our preliminary 2017 Schedule of Events:

January 28	AVIATION PHOTOGRAPHY by Eric Dumigan
February 18 to 20	HAMILTON'S KIDS-FEST
February 24 to 26	HAMILTON WOOD SHOW
March 26	HERITAGECON11 Model Contest & Sale
June 17 to 18	Come fly with us at FLYFEST
July 8	RCAF DAY featuring current RCAF aircraft on display
July 15	LANCASTER DAY
July 30	VINTAGE WHEELS & WINGS
August 12	BCATP FLY-IN
September 9 to 10	CLASSICS OF THE GOLDEN AGE indoor car show
September 23	SKY'S THE LIMIT Charity Auction
November 18	SWING OUT TO VICTORY Dinner & Dance

*Please visit warplane.com for additional updates. Dates subject to change. Additional events still to be added.

How Can I Help? Charitable Bequests

The most commonly planned gift, a charitable bequest is a gift that is made through your will. You can choose to leave Canadian Warplane Heritage a specific piece of property, a pre-determined sum of money or a percentage of your estate. Planned today, a bequest is not realized by Canadian Warplane Heritage until after your death. If you are considering a bequest to our charity, we recommend that you explore the various donation methods to ensure your future gift is tax effective and takes your family needs into consideration. Please speak to your legal advisor about drafting or revising your will.

Canadian Warplane Heritage would be pleased to provide you with our brochure, "A Guide To Planning Your bequest To Canadian Warplane Heritage," that includes a step-by-step process to plan your estate (also available at warplane.com). We can offer sample wording for your will and other useful legal and tax information and confidential assistance to you and your advisors.

By carefully planning your bequest, you can eliminate significant taxes payable upon your death. Your estate may claim gifts in the year of death equal to 100% of your net income in that year and the year preceding death. For more information, contact Pam Rickards, Vice President - Operations at 905-679-4183 ext. 230 or pam@warplane.com.

What Can I Donate? Gifts in Kind

The Canadian Warplane Heritage Museum provides resources for research and the furthering of the public's understanding and appreciation of the men and women who have served in the Royal Canadian Air Force. Our mandate is to acquire, document, preserve and house artifacts that pertain to Canadian military aviation from World War II to present, including other related aviation artifacts and memorabilia of significant historic importance to this period. We depend primarily on donations of items to meet this mandate and would welcome learning more about what you have that could add to our collection.

The Canadian Warplane Heritage Museum is also interested in good condition books without any visual signs of mould or mildew. The following topics will be considered: RCAF, RAF - WWII to present, Second World War aviation, Fleet Air Arm, Royal Canadian Navy aviation, Avro Arrow, Cold War and Jet age and general military aviation. We kindly ask, please do not drop books off unsolicited. For more information, contact Erin Napier, Curator at 905-679-4183 ext. 245 or erin@warplane.com.



ALAMICKLOFF

From the Archives Department

A recent donation to the museum was this folding chair that was used at RCAF No. 1 Manning Depot. It originally came from the Technical School at No. 1 Manning Depot, located at the Canadian National Exhibition Fair Grounds in Toronto, Ontario. New recruits were sent there to learn the basics of being in the military; marching, saluting and shining their buttons.



Thank You



Do you remember those ads that suggested the introduction of the computer in society would result in the paperless office and home? Can you recall the thought that a new form of communication called email through an invention called the internet, and the cellular phone, which weighed about 3 pounds twenty years ago would allow us all to have more free time? What happened to those ideas, not to mention the impact of the social media craze today?

It seems to me that the net effect of these technologies rather than making us more free simply enslaved us to a 24/7 society where we are all expected to be available for any reason at all hours of the day which has become the new norm for society.

It is with this notion in mind that I believe it is becoming ever more important to occasionally just STOP and stand still in a self imposed non-tech silence, and in that moment realize that it is our connection to each other that builds, shapes, guides, and enriches our lives. Once we remember this, hopefully we also will recognize that in the hustle and bustle of daily life, that we do not say thank you nearly enough to those who make our life experience very special.

So here is to you and everything you do to make the Canadian Warplane Heritage Museum a success. Here's to saying thank you for your generosity of spirit, talent, expertise, imagination, creativity, and hard work. Here is to the future challenges we will face and the success we will achieve. Here is to saying THANK YOU ALL.

Ad Astra (To the Stars)

David G. Rohrer
President & Chief Executive Officer
Canadian Warplane Heritage Museum



REMEMBRANCE DAY 11.11.16

Join us for this special day of remembrance at the Canadian Warplane Heritage Museum where we will be honouring those who served our country with a special indoor Remembrance Day service. Our service will also recognize the valiant men and women of today's Canadian Forces who build upon the honoured, sacred legacy of our fallen heroes. Weather permitting, museum aircraft will perform a flypast for the service. The service is once again broadcast live by CHCH TV.

The service runs from 10:30 am until 12 noon on November 11th. The museum offers seating for several hundred with limited standing room, so it is best to arrive early. Parking and admission are free but donations to the museum to help us remember them are greatly appreciated.

NOVEMBER/DECEMBER 2016

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