

SEPTEMBER/OCTOBER 2017

# FLIGHT LINES

CANADIAN WARPLANE HERITAGE MUSEUM



CESSNA CRANE  
Canada's Bamboo Bomber

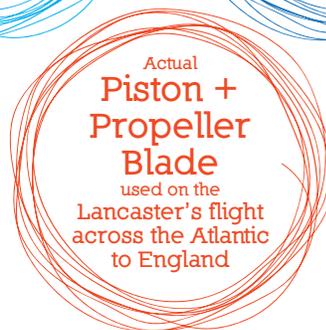
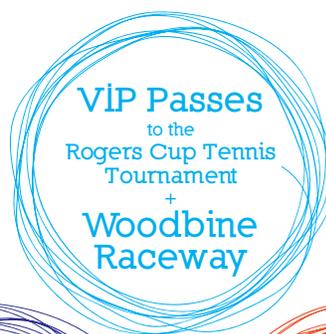
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SEPTEMBER/OCTOBER 2017

# FLIGHTLINES

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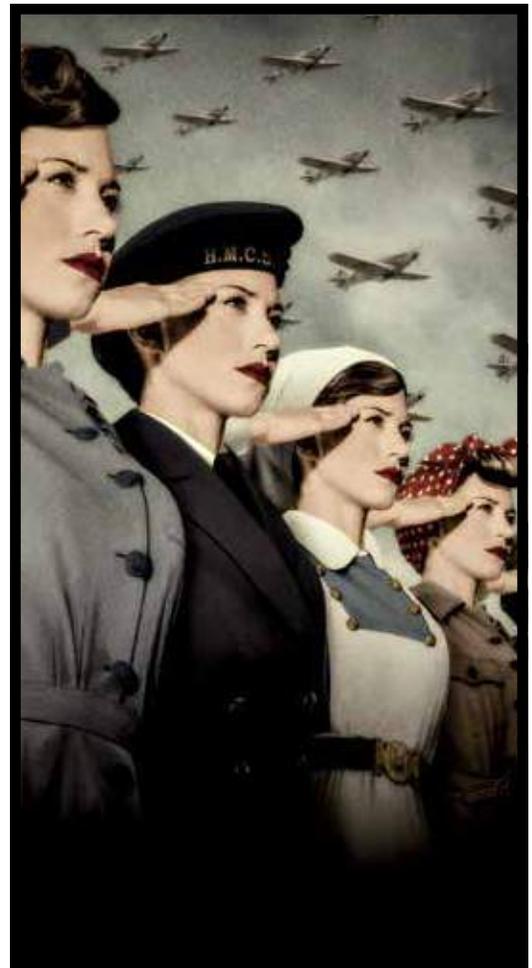
**Volunteer Editor:** Bill Cumming

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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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# WORLD WAR WOMEN

JULY 5, 2017  
TO  
NOVEMBER 19, 2017



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Canada



Cover: Cessna Crane and Avro Anson in the sky together over Southern Ontario back in the early nineties. RICK RADELL

## SUMMER 2017

It is hard to believe but the summer of 2017 will be coming to an end shortly. It was a busy summer with many activities in and around the Canadian Warplane Heritage Museum, and all events were well attended with more visitors than expected. Many more events are planned to the end of the year.

We do receive comments about *Flightlines* by email, and even some by traditional mail, as well as suggestions for future articles and stories. We also have received a few accolades about the layout, colour and content of *Flightlines*. Each issue has presented us with challenges as we collect and prepare the content for the issue, but we have been fortunate to maintain a regular production schedule. Ensuring that we have enough editorial content to fill each issue is always a concern, and we welcome input from the readership of *Flightlines*. Let us know how we are doing; what would you like to see in *Flightlines*; what should we be doing more of? We have committed to provide six issues each year and will continue to meet that mandate.

This issue of *Flightlines* includes our regular columns and news items, as well as a feature story about CWH's Cessna Crane. The Crane underwent a major restoration in the 1980s over a six year period, and was the most extensive restoration of a CWH aircraft up to that time. Long overshadowed by the Avro Anson, the Crane served with distinction during the World War II in Canada, providing training to fledgling multi engine pilots during the days of the BCATP. Hopefully the Crane will return to the air, as financial and other resources allow, reliving that period of history of the 1940s in Canada. Enjoy!

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

## Musketeer part of the new Mount Hope Gateway



On 14 July 2017, the City of Hamilton announced that Canadian Warplane Heritage Museum's Musketeer aircraft would become part of the Mount Hope Gateway design on the outcrop of land at Homestead Drive and Upper James Street in Mount Hope. The Hamilton International Airport (and home to the CWH Museum) is located in the village of Mount Hope, which is part of the City of Hamilton.

The first of 24 Beechcraft CT-134 Musketeers entered service with the Canadian Forces in 1971 as elementary trainers, replacing the de Havilland Chipmunks. The initial batch of CT-134s was replaced in late 1981 with a purchase of 24 more aircraft, which were designated by the Canadian Forces as CT-134A Musketeer II.

The Musketeers served with 3 Canadian Forces Flying Training School and the Canadian Forces Flying Instructor School at CFB Portage la Prairie Manitoba and the Canadian Forces Central Flying School in Winnipeg until 1992. During their 21 years of service the CT-134 and CT-134A fleet at 3 CFFTS trained about 5000 Canadian military pilot graduates, including David Rohrer, CWH's President, who has three hours in his log book on the very plane now located in the CWH hangar. In Canadian military service the Musketeer aircraft was referred to by student and instructor pilots by the nickname Muskrat.

When the Musketeers were released from military service, the government made sure that they would not be flyable in civilian hands by cutting its main spar. CWH's Musketeer, CAF 134222, was acquired by the Museum from a farmer located in Merrickville, which is in eastern Ontario.

The public was invited to review and vote on three design concepts for the new Mount Hope Gateway that will include the Musketeer. The Musketeer is reflective of the City of Hamilton's history as the Hamilton International Airport was used as a training facility during World War II.



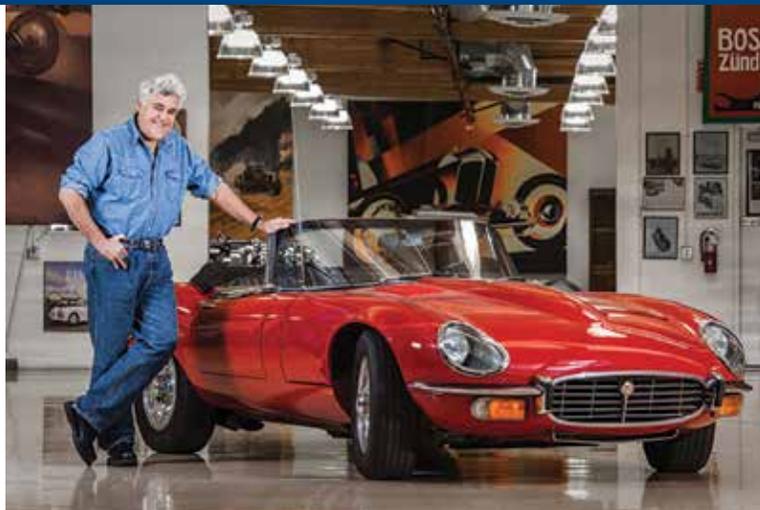


## Air Force Day 2017

In celebration of Canada's 150th, the Canadian Warplane Heritage Museum held an event called "Air Force Day" on July 8th featuring aircraft from World War I to current RCAF military. The Great War Flying Museum and Vimy Flight provided replica WW I aircraft, the Canadian Warplane Heritage Museum displayed WW II and post war aircraft, while the Waterloo Warbirds presented aircraft from the early jet age. The RCAF arrived with several current military aircraft including two CF-18s, two Hercules, a Griffon and the massive 75th Anniversary marked CC-177 Globemaster.

PHOTOS BY DAVID BLAIS





## Sky's the Limit Charity Auction • September 23, 2017

Mark your calendars and get your tickets for this year's most prestigious event, Sky's the Limit Charity Auction, at the Canadian Warplane Heritage Museum on Saturday September 23, 2017.

The evening will feature a live auction by Charity Auctioneer Specialist, Kevin Gibson, with the chance to win a coveted tour of Jay Leno's Garage (which is NOT open to the public). His collection spans 100 years of automotive history with over 200 vehicles. The collection also has a number of rare cars, such as a Monteverdi, a Bugatti Atlantic, and a turbine motorcycle.

Seize this unique opportunity for what promises to be a memorable event which will benefit two deserving organizations. First, the Canadian Warplane Heritage Museum, a non-profit organization whose mandate is to acquire, document, preserve and maintain a complete collection of aircraft that were flown by Canadians and the Canadian military from the beginning of World War II to the present. Secondly, the 'Help a Child Smile', an organization focused on children with cancer treated at the Children's Hospital at Hamilton Health Sciences Corporation by providing opportunities for them and their families to smile and have fun.



Bruce Dickinson, lead singer for one of the most famous bands in the world, Iron Maiden, visited the Museum in July for a flight in the Lancaster. Bruce is also an experienced and respected professional pilot, so we were thrilled when during his visit, he added to the auction with Iron Maiden memorabilia including Bruce Aeris Quartz Chronograph LE watches and a signed guitar.

Other unique items include tickets to the grand finale of next season's live taping of NBC's "The Voice" in Los Angeles, VIP passes to the Rogers Cup Tennis Tournament and Woodbine Raceway, Revelstoke Ski Lodge package, tour Niagara in exotic cars - McLaren, Ferrari & Lamborghini, actual piston and propeller blade used on the Lancaster's flight across the Atlantic to England and many, many more. A number of celebrities and athletes plus special entertainment will be in attendance.

Tickets are \$100 per person and tables of 8 are available for \$750 (HST exempt). Dinner will be catered by Michelangelo's. This is a black tie/business attire event, with opportunities to partake in silent and live auctions with a vast variety of unique prizes.

Tickets and updates can be found at [warplane.com](http://warplane.com).



# Member Profile

## Irene Sobering

As the Canadian Warplane Heritage Museum is presenting the *World War Women* exhibit it is appropriate to recognize one of our own active and long time members, Irene Sobering.

Irene was born in Souris, Manitoba and grew up and went to school in St. James, Manitoba, which is just outside of Winnipeg. In the latter years of school, she noticed an advertisement in a Winnipeg newspaper that the RCAF was recruiting women for the air force. She immediately applied and was accepted.

Irene was part of the third intake of women to join the Women's Division (WD) of the Royal Canadian Air Force on 5 January 1942 in Winnipeg. Travelling east to Toronto she was sent to Havergal College, a private girl's school that was remodeled for use by the RCAF to provide basic training to the newly recruited WDs. Following one month of training, Irene was posted to # 10 SFTS, RCAF Station Dauphin, Manitoba for 'standard duties'. Once established at Dauphin, Irene was assigned as a timekeeper in the control tower to record aircraft flights. About a year later, she was transferred to the Maintenance Control section, monitoring aircraft maintenance schedules.

Posted overseas to London, March 1944, Irene was sent to RCAF Headquarters at 32 Lincoln's Inn Fields to work with the medical section. During this time, she also served on temporary duty at the RCAF financial section in Knightsbridge, which was located next to the famous Harrods Department Store. A total of 17,038 women enlisted with the Women's Division during World War II, but only about 1,500 WD's served overseas.

It was during this time in London, she met her future husband George Sobering. George was an RCAF Lancaster pilot with 155 Squadron, RAF Bomber Command. Coincidentally George did his multi-engine flight training at #10 SFTS at the same time Irene was based there, but their paths never crossed until they met in a London pub in 1944. They were married in London in 1945.

Irene returned to Canada and was released from the RCAF in the fall 1945 in Halifax. George and Irene moved to St. Jean, Quebec into housing provided by the government while George attended McGill University, and Irene worked at Eaton's as a window dresser. Once George completed his university studies, they briefly lived in Windsor, Ontario. A change in employment brought them to Grimsby, Ontario in 1960. During this time, Irene joined the military reserves during the period of the Cold War as a member of Canadian Army Ordnance Corps and served with 23 Service Battalion for 16 years.

Following the acquisition of the Lancaster, Irene and George joined the Canadian Warplane Heritage Museum in 1983. Along with other members, Irene and George were instrumental with the formation of the Lancaster Support Club to fundraise in support of the restoration of the Lancaster. As noted in Bette Page's book *Mynarski's Lanc - the Story of two famous Canadian Lancasters KB726 & FM213*, "Irene was a stalwart of this club, for her undying enthusiasm and hard work in all areas of fundraising, and in particular for the way she manages to organize the catering for any visiting group, no matter how large or on how short notice".

Irene was recognized by the Canadian Warplane Heritage Museum for her work with the Lancaster Support Club in the early 1990s and is still active with the Lancaster Support Club today. She is also a long time and active member with 447 Wing Royal Canadian Air Force Association. Irene currently resides in Lynden, Ontario and can be found at the museum two days a week.





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Black hat featuring the Canadian Warplane Heritage Museum logo in black and grey. The beak of the hat has an alligator print design. 100% polyester. Adjustable snap on back.



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EACH

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Regular Price  
\$49.99

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Men's Golf Shirt with the Canadian Warplane Heritage Museum logo embroidered in grey. 100% Micro Polyester Double Pique with In-House Wicking. 145 g/m<sup>2</sup> (7 oz/linear yd).  
Sizes: M-2XL



**ON SALE**  
**\$39<sup>99</sup>**  
EACH

Regular Price  
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### Canadian Warplane Heritage Museum Ladies Logo Golf Shirt

Ladies Golf Shirt with the Canadian Warplane Heritage Museum logo embroidered in colour. Advanced WEBTech™ 100 wicking fabric offers breathable moisture management. Classic flat knit collar with long, slimming two-button placket. 100% Micro Polyester Double Pique with In-House Wicking. 145 g/m<sup>2</sup> (7 oz/linear yd).  
Sizes: S-2XL

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# Ruhr Express

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KB700 – Canada's first built Lancaster



For the 2017 flying season, the CWH Lancaster was refinished in the temporary markings of KB700 – Canada's first built Lancaster - known as the "Ruhr Express". The temporary markings have been applied to the port side of the aircraft only, and the usual VR-A, KB726 markings remain on the starboard side. In fact, the original markings on the starboard side have also been redone to portray a more accurate representation of VR-A. This initiative was made possible by the Community Fund for Canada's 150th in collaboration between the Hamilton Community Foundation, the Government of Canada, and extraordinary leaders from coast to coast to coast.





Recently, Eric Dumigan had the opportunity to shoot air-to-air images of the "Ruhr Express" from the tail and side fuselage hatch of CWH's B-25 Mitchell. This photograph of the Lancaster over the Niagara Falls area is one of many great shots to enjoy.

CWH has also completed a short documentary video about the "Ruhr Express" that was filmed, edited and produced by the same team that brought us *Reunion of Giants* (Official Lancaster UK Tour Documentary). This video is available for viewing on the home page of the CWH website at [warplane.com](http://warplane.com).

# Aircraft Updates

## Fairey Firefly

The Fairey Firefly hasn't been flown for a few years now but is slowly getting closer. Initially, we were waiting for the propeller to be overhauled but it is now back and ready to be mounted closer to the time it flies again. While waiting for the propeller to return, it was discovered that the wing needed some repairs which have now been started. Without getting technical at all, the wing folding mechanism needs an internal piece replaced. The particular part that needs replacing has been described as the "very first part installed in the wing and the rest of the wing was built around it" - so, not easy to get to! Can't wait to hear the snarl of the Griffon soon!



AL MICKELOFF

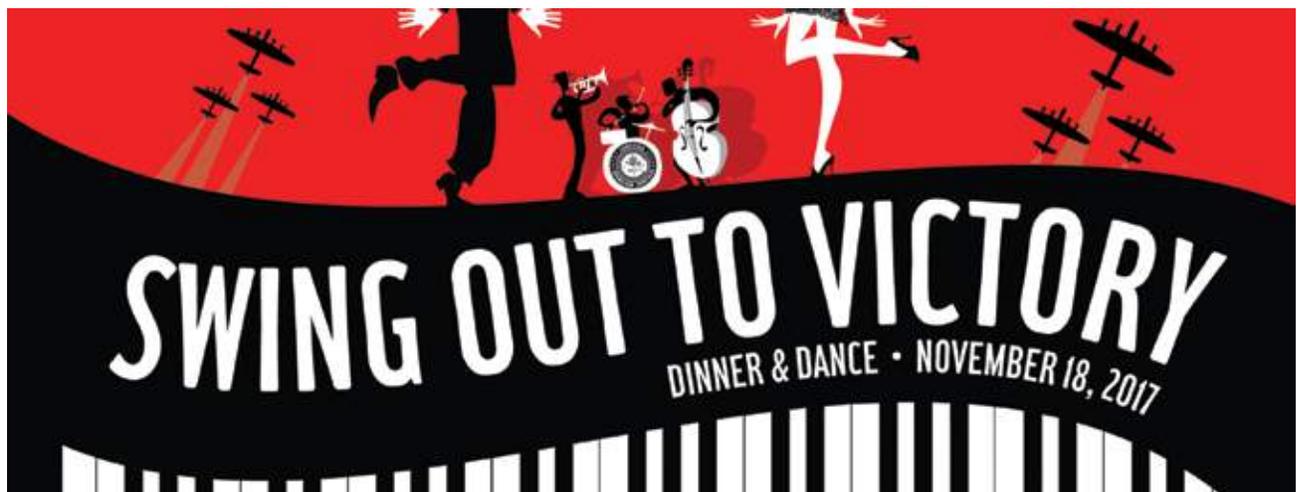
## B-25 Mitchell

At the end of July, the Canadian Warplane Heritage Museum's B-25 Mitchell "Hot Gen" flew to Oshkosh, Wisconsin to participate in the Doolittle 75th Anniversary Commemoration and mass B-25 flypast at EAA's AirVenture 2017. It was quite an honour to participate in this gathering especially when 101 year old Dick Cole, the only surviving Doolittle Raider, saluted all 14 B-25s as they taxied out to participate in the show.



KEN MIST

The Doolittle Raid, also known as the Tokyo Raid, on 18 April 1942, was an air raid by the United States of America on the Japanese capital Tokyo and other places on the island of Honshu during World War II, the first air strike to strike the Japanese Home Islands. It demonstrated that Japan itself was vulnerable to American air attack, served as retaliation for the Japanese attack on Pearl Harbor, and provided an important boost to American morale. The raid was planned and led by Lieutenant Colonel James "Jimmy" Doolittle of the United States Army Air Forces.



# Canadian Warplane Heritage Museum's CESSNA CRANE

by Bill Cumming



Canadian Warplane Heritage Museum's Crane following its full restoration as RCAF #7862 at Hamilton Airport in June 1987. Notice the large "auto-like" cabin door. *BILL CUMMING*

In late the 1930s, the Wichita, Kansas based Cessna Aircraft Company was struggling to survive with limited orders of its light single engine and dual engine aircraft. On 26 March 1939 with company president Dwane Wallace at the controls, Cessna's new T-50 (NX20784) took to the air for the first time. Designed as a light, twin engine, five place transport aircraft, the T-50 featured wooden wings and tail married to a fuselage constructed of welded steel tubing, and unique for its time, electrically activated retractable undercarriage and trailing edge flaps. The T-50 was cheap, reliable and relatively easy to fly.

During the early days of World War II, the British Commonwealth Air Training Plan was established, and the Royal Canadian Air Force moved ahead quickly to establish the necessary training schools. Great Britain was to provide the aircraft to support the Plan. However, the worsening strategic situation in 1940 severely curtailed this source of supply.

Desperately short of an advanced multi engine trainer, RCAF officers were quick to latch onto the T-50. Designated the "Crane" in Canadian service, Canada placed orders in 1940 for Cessna Crane Mark I trainers which began to arrive in January 1941. Follow up orders by the RCAF were placed for the Mark IA Crane, and the Royal Air Force placed orders for the Mark 1A under the provisions of Lend-Lease. All Cranes were powered by two Jacobs L-4MB seven cylinder engines (*referred to as "Shaky-Jakes"*) rated

at 225 hp each, and both Hamilton Standard constant speed, and fixed pitch wooden propellers were fitted to Canadian Cranes. Configuration of the Crane was the same as the civil T-50 with the

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**DESIGNATED THE "CRANE" IN CANADIAN SERVICE, CANADA  
PLACED ORDERS IN 1940 FOR CESSNA CRANE MARK I  
TRAINERS WHICH BEGAN TO ARRIVE IN JANUARY 1941.**

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addition of cabin top windows, and radio and instrumentation changes. Eventually a total of 826 Cranes saw service the RCAF. This was the first large scale order that Cessna had received for one of its products, but was soon followed by orders from the United States military. More than 5400 of these aircraft would eventually be produced.

Used with the British Commonwealth Air Training Plan, the Cranes were assigned to six Service Flying Training Schools as multi engine trainer aircraft (No. 3 SFTS at Calgary, No. 4 SFTS at Saskatoon, No. 10 SFTS at Dauphin, No. 11 SFTS at Yorkton, No. 12 SFTS at Brandon, and No. 15, Claresholm). In addition, Cranes were operated at No. 1 and No. 2 Flying Instructors Schools, No. 1 Wireless School, No. 13 OTU and the Central Flying School. Cranes were also used by a number of station flights, and some Cranes on the west coast of Canada were camouflaged following the Japanese invasion scare of 1942. Most of the Cranes remained in Western Canada throughout the war to simplify logistic and maintenance requirements. The aircraft was primarily used to train pilots who, after receiving their initial flight training, were destined to serve as bomber and transport pilots. It had a reputation as a stable and reliable aircraft. Although not an ideal training aircraft because of its poor single engine performance and load carrying capability, it performed its duties satisfactorily. For Crane aircraft that survived the rigors of aircrew training, the RCAF began retiring them from service during 1945, with the last examples being struck off strength as late as 1949.



Crane IA, RCAF #FJ201 visiting No. 1 B & G School, Jarvis, circa 1943.  
JACK MCNULTY COLLECTION VIA GORD MCNULTY

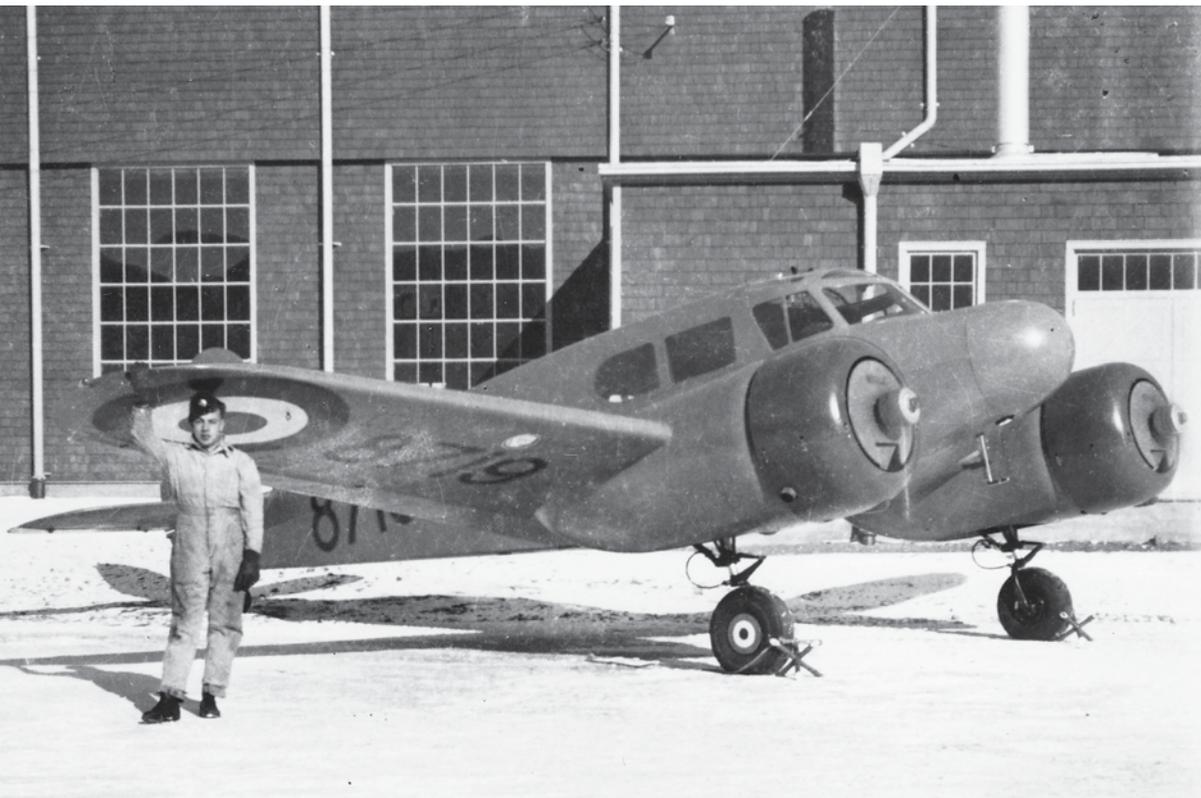
RCAF Crane #7862 was taken on strength with the air force on 1 August 1941. During its military career, records indicate the aircraft served with No. 4 SFTS and briefly with No. 11 SFTS, and it sustained minor damage when struck by a Battle aircraft in a ground accident at Saskatoon airport in 1942. Crane #7862 was retired from the RCAF on 10 March 1945.

In November 1945, this Crane along with a number of other aircraft were acquired from War Assets Corporation by Canadian Aviation Industries and flown to their facility at St. Jean, Quebec. Canadian Aviation Industries overhauled and painted each aircraft, prior to releasing them to their new civilian owners. It was purchased by Mr. A.E. Poole in August 1948, an Australian who took up residence in Canada. Mr. Poole operated it as CF-FGF for a year, subsequently disposing of the Crane to Matane Air Service, located at Matane, Quebec. Matane used this aircraft, along with many others, to provide regular aerial ferry service to isolated communities in Eastern Quebec on the north shore of the St. Lawrence River as well as provide charter flights to other centres.

In 1964, Crane CF-FGF was found to be surplus to Matane's requirements and was purchased by Mr. D. Wardle of Orleans, which is located near Ottawa, Ontario. It was operated briefly by Mr. Wardle for the next ten years. Canadian Warplane Heritage acquired the Crane during 1975, moving it to their base of operation during spring of 1975.

Crane I, RCAF #7707 of No. 4 SFTS, Saskatoon taken at Hamilton Airport, April 1946.  
JACK MCNULTY COLLECTION VIA GORD MCNULTY





Crane #8719 of No. 15 SFTS, Claresholm, Alberta. Note the engine covers used during winter operations and the different colour engine cowl. The young airman in the photo is unknown.  
JACK MCNULTY COLLECTION VIA GORD MCNULTY

On arrival of the Crane at CWH, it was painted in a green and brown camouflage scheme with "trainer" yellow on the bottom fuselage to represent a Crane which served as a hack on a west coast squadron. CWH operated the Crane for just over a year, but a decision was made to ground the aircraft for an extensive restoration. Shortly after the Crane was grounded, all the fabric covering was removed from the aircraft. Extensive joint warpage and shrinkage of wooden components were found, however, only minor wood rot was found in the main and rear spars. Minimal corrosion was also found in some of the steel tubing on the underside of the rear fuselage frame, necessitating their replacement.

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**THE CRANE PROVIDED PILOTS WITH EXPERIENCE IN THE HANDLING OF RETRACTABLE UNDERCARRIAGES, ADJUSTABLE FLAPS, GYROSCOPIC FLIGHT INSTRUMENTS FOR BLIND FLYING AS WELL AS IN THE OPERATION OF TWO ENGINES**

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Volunteers slowly worked on the Crane until 1980, when a dedicated group undertook the restoration under the guidance of CWH member Harry Smith who coordinated the restoration of the Crane. Harry Smith retired as an Engineer with the Atomic Energy of Canada Ltd. in 1982. He served with the Royal Canadian Air Force from 1942 until 1946, and received his pilot's wings on Cessna Cranes with #4 SFTS in June 1943. Recalling his training on Cranes at No. 4 SFTS, Harry states *"The Crane provided pilots with experience in the handling of retractable undercarriages, adjustable flaps, gyroscopic flight instruments for blind flying as well as in the operation of two engines. These skills were essential in the operation of multi engine aircraft in all types of weather and all times of day or night. Together, with extensive training in navigation and meteorology, the BCATP pilots were among the best trained anywhere in the world"*. Seconded to the RAF, he served in the United Kingdom, Middle East and with the South-East Asia Command (SEAC) where he completed a tour of operations on B-24 Liberators with 358 Squadron. On 29 May 1945, Harry Smith was shot down over Siam, but escaped with the aid of the OSS and returned to his squadron one month later. He was awarded the DFC and Croix de Geurre avec Etoile Argent.

Under Harry Smith's guidance, the restoration of the Crane proceeded along a defined course. New wooden formers in the top turtle deck and new stringers on the fuselage frame were installed. New plywood leading edges and wingtip bows were formed and the vertical fin was replaced. All electrical equipment, including gear, flap motors and wiring were overhauled



Canadian Warplane Heritage Museum's Crane when owned by D. Wardle at the Rockcliffe Airport, circa 1970s.  
DOUG FISHER COLLECTION



Crane #7862 as displayed at the Hamilton International Air Show in June 1976, shortly after being acquired by the Canadian Warplane Heritage Museum. It was painted in the camouflaged colours of west coast based Cranes.

or replaced. The hydraulic system was overhauled and the cabin was rebuilt, inside and out. New Perspex was installed and a number of control cables and pulleys were replaced. Harry was also responsible for negotiating a number of government grants and private donations for the Crane restoration project.

One interesting feature of the Crane's interior was seldom found in any other service trainer. The entire cabin area is covered with a woolen headliner, complete with zippers, to permit access to equipment behind. To add to this auto like interior, beaded leather trim is incorporated in the headliner. Access to the cabin is through a vertical 'walk-in' door on the port side of the fuselage, which closes with a solid 'thunk' reminiscent of the large period sedan. In Chuck Sloat's excellent article *The CWH Crane a Living Memorial to the BCATP* he was in contact with a former RCAF pilot who was involved flying Cranes across the country. When asked about the Crane, he replied "I am not sure though that I'm wise in revealing to you the fact, that when I ferried my first Crane, in my more youthful days, the only thing about it as I recall, which impressed me was that it had an ashtray. Other than Trans-Canada Air Line Lockheeds, I had never previously encountered such an astonishing accessory".

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**THE ENTIRE CABIN AREA IS COVERED WITH A WOOLEN HEADLINER, COMPLETE WITH ZIPPERS,  
TO PERMIT ACCESS TO EQUIPMENT BEHIND.**

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The two Jacobs L4MB engines, being low time, were inspected and certified and the Hamilton Standard constant speed propellers were overhauled and certified. New radio and navigational equipment was installed, and new braking system components were added to the aircraft. Also installed were four new rudder pedals emblazoned with the Cessna logo of the period.



Crane #7989 from No. 10 SFTS, Dauphin, Manitoba in the bush  
WCAM 12454 VIA JACK MCNULTY COLLECTION

The Crane was finished in its original colour of RCAF chrome yellow with the standard Canadian roundel and fin flash of the period and its RCAF serial number 7862, when it served with No. 4 Service Flying Training School at Saskatoon. On the rudder is the large stenciled diamond surrounding the number 4, the marking of No. 4 SFTS.





BILL CUMMING



Restored Crane #7862 in flight. RICK RADELL

Following a nine year rebuild, Crane #7862 returned to the air on 15 November 1986 with CWH pilots Brian Harrington and Bob Small at the controls. After the two test flights flown that day, both pilots had praise for the aircraft's performance and handling characteristics, attesting to the quality of workmanship and dedication put into the aircraft by the restoration crew. It is fair to say that the Crane restoration was the most extensive restoration up to that time to be undertaken by CWH volunteers.

CWH's Crane flew many years following its restoration but it has not been operational since September of 1997. During a recent discussion with Dave Rohrer, he advised the Crane will be returned to full flying status in the next few years, but will require a full and in-depth inspection before it is returned to the air.

Despite the good service that the Crane provided to the RCAF and other air forces throughout the war, it did earn its share of nicknames. In various circles the aircraft was referred to as the Bamboo Bomber, Useless-78, Wichita Wobbler, Rhapsody in Glue or the San Joaquin Beaufighter. However, a rose by any other name, at least in RCAF service it will always be known as a Crane.



Crane #7862 undergoing its complete restoration during the early 1980s. BILL CUMMING

## Upcoming 2017 Closures

November 27 to  
December 5 Inclusive

## 2017 Calendar

September 23 SKY'S THE LIMIT - Charity Auction

October 28 BIRCHALL LEADERSHIP AWARD DINNER 2017 - Recipient Chris Hadfield

November 11 REMEMBRANCE DAY - Large indoor service

November 18 SWING OUT TO VICTORY - Dinner & Dance

\*Please visit [warplane.com](http://warplane.com) for additional updates. Dates subject to change.

## How Can I Help?

Canadian Warplane Heritage Museum is proud to recognize those supporters who have made significant contributions to our Museum of the past few months and we are thrilled to add the following to our donor walls:

### "Friends of Flight" Wall

In Loving Memory of James C. Custeau 1941 - 2016, DC-3 Crew and CWH Friends Brian & Karen Bennett

### "Friends of Flight" Memorial Hangar Doors - \$2,000

Fred Adolphe, RCAF, Tailgunner Jack Costigan, RCAF, Navigator

Patricia J. Ostle Sgt. Cliff V. Ostle, RAF

F/O I.A. Stevenson, DFC, 550 Sqn., 1943-45, N. Killingholme Aerodrome, UK

Andrew G. Loucks, Never Forgotten

Capt. B.W. Rich, Tiger Moth & DC-3 to 747, Our Canadian Airman - We Miss You

Hendrick Van Der Laan De Vries, Buffalo Restoration Crew

RCAF Veteran Harry Robert (Bob) Fraser, Lovingly Remembered by Family

Jack Howard Frazier, 1927 - 2016, In Memory of a One of a Kind

### Life Members now include:

Jon Day

Steve Abbott

Ryan Drahusz

David Royce Phillips

Barbara Maisonneuve

## From the Archives Department by Erin Napier



Part of the World War Women exhibit - Barbara McNutt was only eleven when she signed up to canvass in her home town of Dartmouth, Nova Scotia. This small Miss Canada apron was her uniform.  
CANADIAN WAR MUSEUM

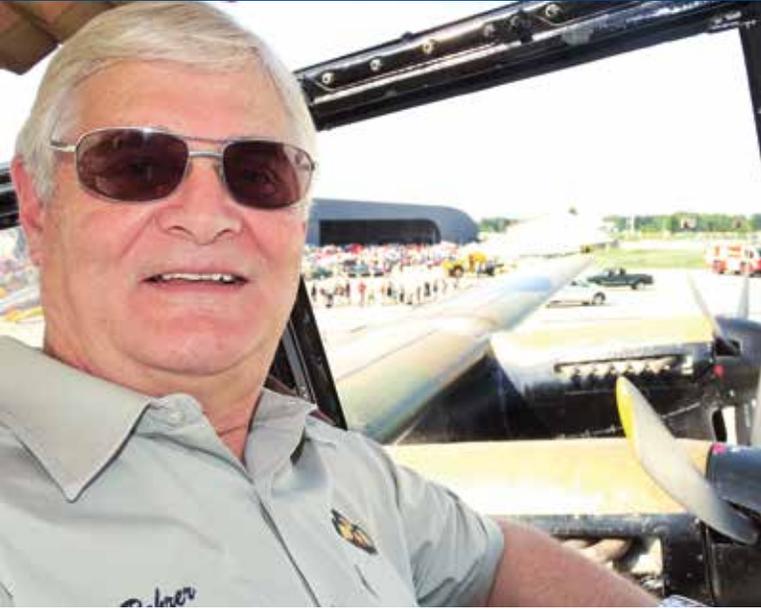
We are proud to host *World War Women*, a travelling exhibit from The Canadian War Museum, on display until November 19, 2017 at the Canadian Warplane Heritage Museum.

Did you know...

- More than 50,000 women served with the Canadian Armed Forces during the two World Wars.
- During the Second World War, women could purchase knitting books featuring patterns for a variety of items – including amputation covers – for military personnel.
- Women and girls – some as young as 11 years of age – sold 25 cent War Savings Stamps on behalf of the federal government during the Second World War. By the end of the program, they had raised \$318 million.
- Molly Lamb Bobak was the only Canadian female official war artist sent overseas during the Second World War. She went on to become one of Canada's most celebrated artists.
- During the Second World War, even with a pilot's licence, women in the Royal Canadian Air Force Women's Division were not permitted to fly.
- In 1942, the Canadian Women's Army Corps established the first all female military pipe band.
- During the Second World War, more than 300,000 Canadian women held jobs related to war production.
- At the end of the Second World War, only three of the 3,000 women employed at the Canadian Car and Foundry plant, in Fort William, Ontario (now Thunder Bay), kept their jobs.
- During the two World Wars, around 100,000 Silver Crosses were presented to the mothers and wives of soldiers who were killed on active duty.



# View from the Top



From time to time the Canadian Warplane Heritage Museum has the unique opportunity to partner with other organizations in the presentation and hosting of special events. On Saturday evening October 28, 2017 we are very pleased and most honoured to partner with the Royal Military Colleges Foundation in hosting the "Birchall Leadership Award Dinner" at the museum.

For several months we have been working with the most capable Royal Military Colleges Foundation Award Planning Committee headed up by Lieutenant General (Ret'd) Michel Maisonneuve CMM (OMM), MSC, CD. As we now approach the final weeks of planning prior to the dinner with Peter Mansbridge OC, as our special Master of Ceremonies, it has been a delight for the museum senior staff to work with such a talented and capable group of individuals.

The Birchall Leadership Award Dinner is held in honour of the late Air Commodore Leonard J. Birchall CM, OBE, DFC, OO, CD who was also known as the "Saviour of Ceylon" during the Second World War, recognizes outstanding Canadians who exemplify the values of integrity, responsibility, and courage especially under difficult circumstances.

The recipient of this prestigious award this year is non other than Colonel (Ret'd) Chris A. Hadfield OC, O Ont, MSC, CD, who is a former RCAF CF-18 Fighter Test Pilot, Canadian Astronaut with three space flight missions, and a former Commander of the International Space Station.

There can be no doubt that the Birchall Leadership Award Dinner at the museum this year will be an event not to be missed. Please plan to join us and go to [warplane.com](http://warplane.com) under the Events tab to purchase your tickets so you can be part of this very special night at the museum.

Per Ardua Ad Astra

David G. Rohrer, CD

*President & Chief Executive Officer, Canadian Warplane Heritage Museum*

**BIRCHALL LEADERSHIP AWARD 2017**

Royal Military Colleges Foundation  
in Partnership with  
Canadian Warplane Heritage Museum

October 28<sup>th</sup>

Air Commodore  
Leonard J. Birchall

2017 Recipient &  
Keynote Speaker  
Colonel Chris Hadfield

[warplane.com](http://warplane.com)



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