AN UNAUTHORIZED (mostly due to unnecessity, also because I said so being I'm the Author) PUBLICATION

The BUZZ – of The Fremont Hornets V.1

Issue 45 **July 30 2016**

Somehow managing to wing it for now over 39 years…

Welcome

IN THIS ISSUE – You will find: (basically in the listed order, tho a stream of consciousness device)

A Short Take on Present BUZZ (Issue's Editorial, in case you need clarification)

Review of SPECIAL EVENT JULY Hornet Nest - Bonus Gallery – President's Plug of GB 2016, August's Club Contest

Superb 3rd Part so we expand further on CWHM story !

PLUS !

Reminder Free Hornets " website " locale:
http://fremonthornets.yolasite.com/

Just three little pages. ***Not a lot to dig through,*** *and the* **Events Calendar *is on* web page 3, ALWAYS**
And if you'd like to get " back issues of The Buzz ", *go here*: http://freehornetsannex2.yolasite.com/

THE Latest BUZZ (as of July 30 2016 morning)

(a Short Take On Present Buzz) by Mick Burton, Buzz Editor (& Hornets Treasurer a Deux, Current Contest Director for 2015/16 season)

YES! Now #46 In case you are a new reader, the Issue number is off by one always, since #0 was outset of this lark. That clarified or muddied, let's get to some actual important business!

" *WHAT A SUMMER Treat*! *Upon Us We Have A GREAT SHOT AT A Western NATS* "

The longer term readers of this publication know some past issues have featured skewers of documented diatribe from "the man on the street" on the subject of IPMS USA and Western located USA Nationals. Just recently in another newsletter, my editorial had a thanks to our current President Ron Bell. Whom I had direct experience with "the Nationals as a Host" from events of 1997 Ohio and 1998 Santa Clara arc. I did not clearly state one big reason for why I gave kudos to him for Executive Action that I am sure came out of those days in part. One of his first acts as Prez that was published in the IPMS Journal, was a notation by Ron how he'd made it his business to expand to "three years out" bids for potential chapter hosts. From our long practice of "only two, which he knew well was a handicap to many and a detriment to the Society's future. There are many other "behind the scenes folks & reasons" I am sure (and not privy to, thank you very much) as to WHY NOW WE HAVE FOUR WESTERN BIDS in play. But thanks to Ron's Exec Act, we're pretty damned sure to get either 2018 or 2019 IN THE WEST Much as I loved the two Phoenix Nats I made (2004, 2010), I am pulling for first timers Las Vegas to win ! Check the IPMS USA Forum for the July 2016 post by Dave Morrissette for further flavor, in the subforum "2018 Convention". Many thanks again to all 5 clubs recorded there as bidding to be hosts ! I know the pain you're signing yourselves up for. Also know the rare pride from gettin' er done, working in a great team, too!

Bee seeing you. – mick

The Hornets Nest Night Friday August 12 @ Irvington Locale

PLANNED TO BE

RESUME of BUILDFEST, MODEL TALK & a minimum of Business *PLUS a Club Contest* !

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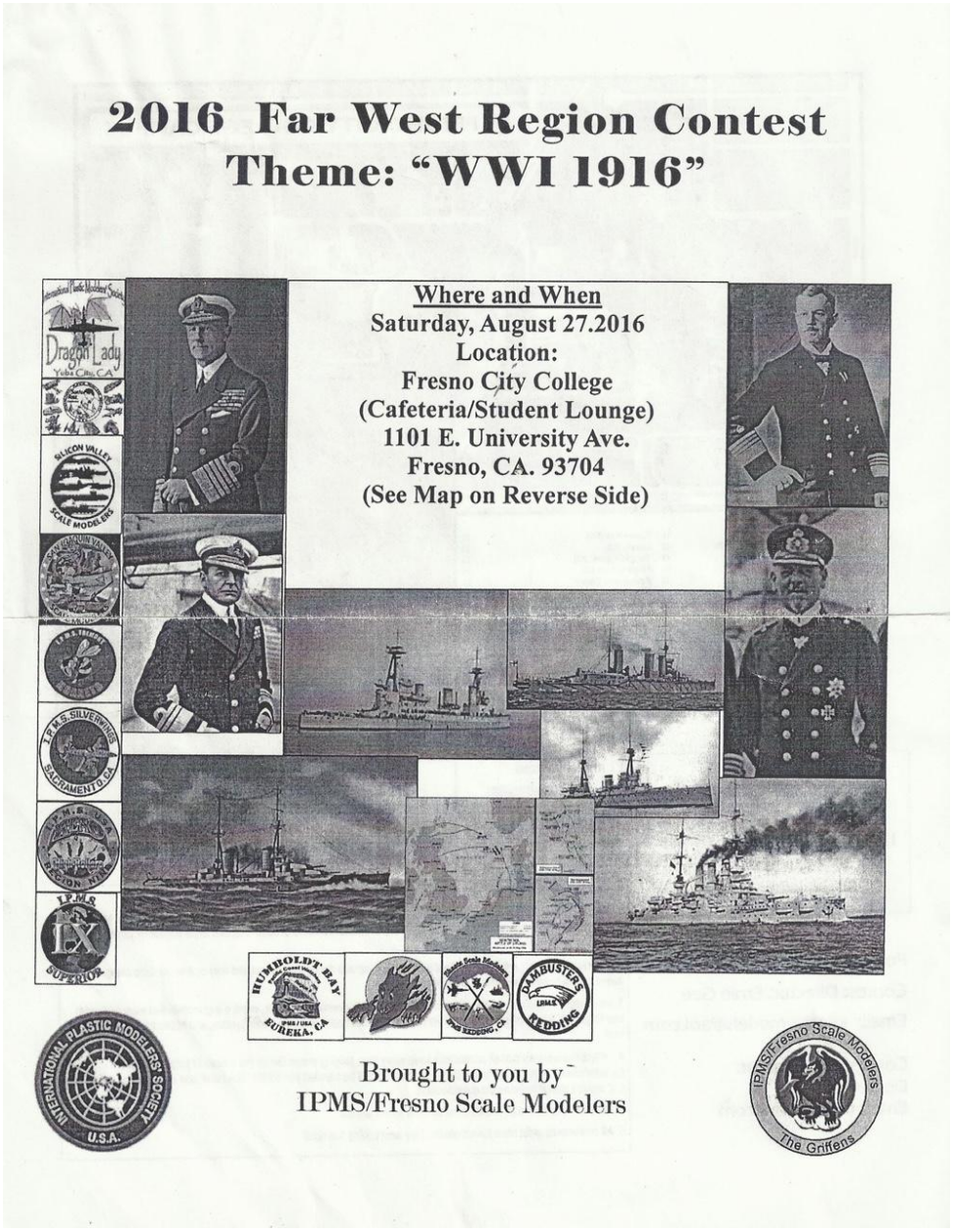
COLORFUL REMINDERS OF UPCOMING EVENTS



FLY WITH WE

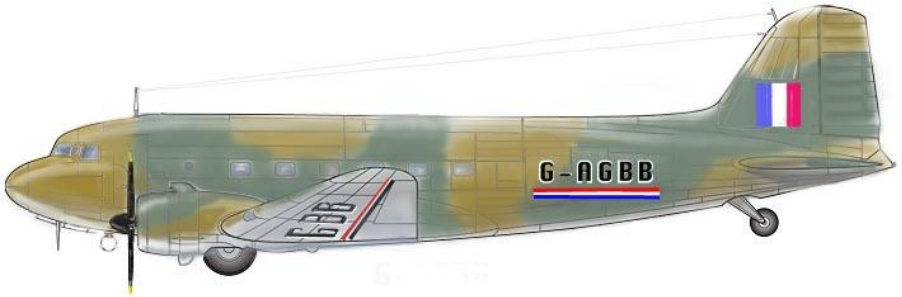
As the Free Hornets Set Up a West Coast Hub for Gruppe Build 2016

" AIRLINERS "

Our Grand Opening :
At the Hornets
TriCity 12 , 9 – 25 - 2016

Don't let these images limit your excitement, they're merely "color" for launching.

Very easy rules to follow: *ANY* Airliner aircraft, *ANY* Period, *ANY* Scale. Merely one has to be finished in time for entry on 9-25-16. So get those Curtiss Condors, HP.42s, He.70s, L-1011s, G.43s, Viscounts, TriMotors, Saro Princesses, "Clippers" et al…on



NO HASSLES, you don't even have to be a Free Hornet to get on board here, we'll book you on our manifest at designated embarkation.

IT's OFFICIAL NOW ! BRITANNIA & HORNETS RULE

TRI-CITY CLASSIC 12

Scale Model Contest and Exhibition

Sunday, September 25 2016

Milpitas Community Center 457 E Calaveras Blvd. Milpitas, California 9am - 5pm

50 Categories of Competition in **Aircraft**, **Autos**, **Figures**, **Ships**, **Military Vehicles**, **Space** & **Fictional**, *and* **Paper** Kits !

This Year's Theme " ***The Battle of Britain*** "

(anything British or directly related)

NEW Special Awards in addition to traditional First/Second/Third place are:

" **On Her Majesty's Service** " **Award** for Best Entry befitting the Contest Theme

" **London Calling** " (three awards for: Best SAS/SBS, Best B of B Air (RAF/Axis) , Best Dreadnought (not limited to RN))

" **Dr Who & The TSR 2** " **Award** for Best Post 1945 British subject

Plus these: " **Mightiest Merlin** " , " **At Dawn's Early Light** ", " **Best Twin Engine Lightning** ", **" Best 1916 "**

Also: Vendors, a raffle and other fun items announced on day of event! **Free Admission to all spectators!**

Contestant Entry: $ 10 for modelers 18 & older w/ TEN model entries or less ($1 each additional entry) All modelers 17/under, FREE/unlimited entries

For Vendor Information, contact **Lou Orselli** by phone at **(510) 481-7335** VALID CA SALES TAX PERMIT REQUIRED

Email Contest Director Mick Burton directly at DAZE61283@mypacks.net with "Tri City 12 Contest" on subject line

Free Hornets 2016's JULY SUPER AUCTION Nest News *(View from The Front)*

" No Doubt , Lead to Buck$, But By a Path Roundabout… "

As we so often do, Free Hornets made it a point in July to hold an Auction and see who shows up. Made President Burton's night with early arrival of who had to

"play hooky" to be there on " school nite" All in all, this was another 1 Damned Fun Event night, thanks to all who showed

Two who showed up EARLY, brought gifts,FROM SANTA ROSA! Jack Riggar (dark rim glasses) Greg Reynolds (blonde)

Another of the earliers to come in, didn't stay, but nice to know he'd checked us out.

In Navy cap: Temo C. of SFO. Temo's just now come on board with SVSM club, shown he does build all kinds of scale work and well. May become a Hornet yet, eh

Sean Fallesen of Orange County IPMS, helpfully brought along a Revell USS New Jersey and a paired set of WW2 IJN fighting vessels so we'd have some respectable maritime items to auction. Sadly (for us), he also brought with him exciting news how his TDY job detail in Bay Area would be wrapping up soon, and this likely last meeting we'd have him as a Free Hornet. However, he's pretty damned sure he'll be back for upcoming events, and expects some of us at least to be sensible enough to show up for OrangeCon 2016 in October ! Sean is the patient looking gent in whitish shirt seated directly behind Greg Reynolds of Santa Rosa, in picture below.

Likely you're able to ascertain from these shots and one below, that a fair amount of kits and bidders had managed to wander on in as we neared the time to begin event.

The pile grew to cover ALL the tables in the front "E-Board" area, and nearly tall to point that President could almost hide behind them standing up, and not be pinned to task of being one of the night's "Hawkers" (Well, maybe Hawker Demon…or Fury)

Having the slim chance to take a shot from "Burton's Eye View" before gaveling this enjoyable mayhem to dull order, I took it as you see above. As Bob Meyer of East Central Bay area Modelers Society checks his list twice, Peter Long and Mike O'Leary eye me suspiciously (hey Pete, YOU are the one in the Red Shirt here , better be careful !) , Randy Ray also checks his list twice while behind him recent returnee Hornet Rich Pedro carefully is shielded by brown shirted Max Balderrama, while his mom Kris and dad Dave carefully assess what little brother DJ is up to in far left corner. As oldest brother Mark in white shirt has his face hidden cleverly by SVSMer Rich Linder, himself cleverly masked by his bid card and Sean Fallesen .

Next to Sean is Frank Beltran, patiently waiting for me to get off the chair. Louis Orselli is ducking the camera with the classic "something in my eye tactic. Greg Reynolds, Jack Riggar keep Louis safe. Red headed wunder modeler Kelly Hsieh is keeping her close eye on husband Patrick, who

in his clever “Luftwaffe grey” clothes thinks I don’t know it’s him with back to me. Which may be why Kent McClure is slyly smiling, or perhaps it’s because he knows back of Brian Sakai’s head is partially obscuring my promised to the FBI shot of Steve Ng’s face. Cliff Kranz, in red, on left.

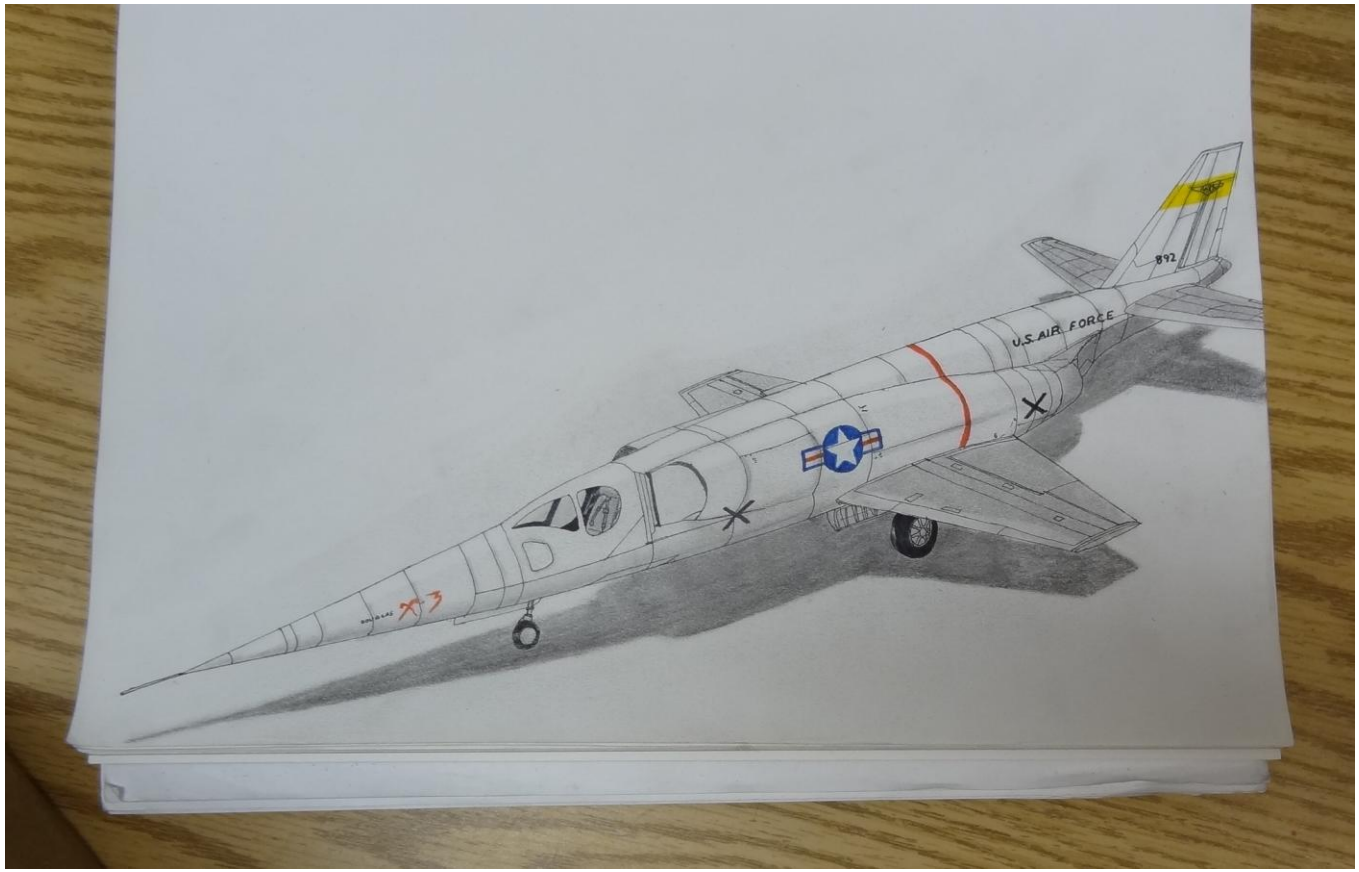
Above to complete our night’s tally roster, we have Jim Priete, harried holder of Records/Bid Cards, Mark Schynert in white hat, lastly the late arrive but in time, blue capped Chris Bucholtz, who would be the other part of the Hawker team as is often the case. We had already gotten call beforehand that Ray Lloyd would be enjoying a night off with family. SO Burton couldn’t foist this work onto anyone else and lucky for him Chris likes to hawk plus he’s good at it. After a very brief business portion, WE BEGAN TO SHRINK THIS PILE INTO SOME CONTEST SUPPORT CA$H, boo ya!

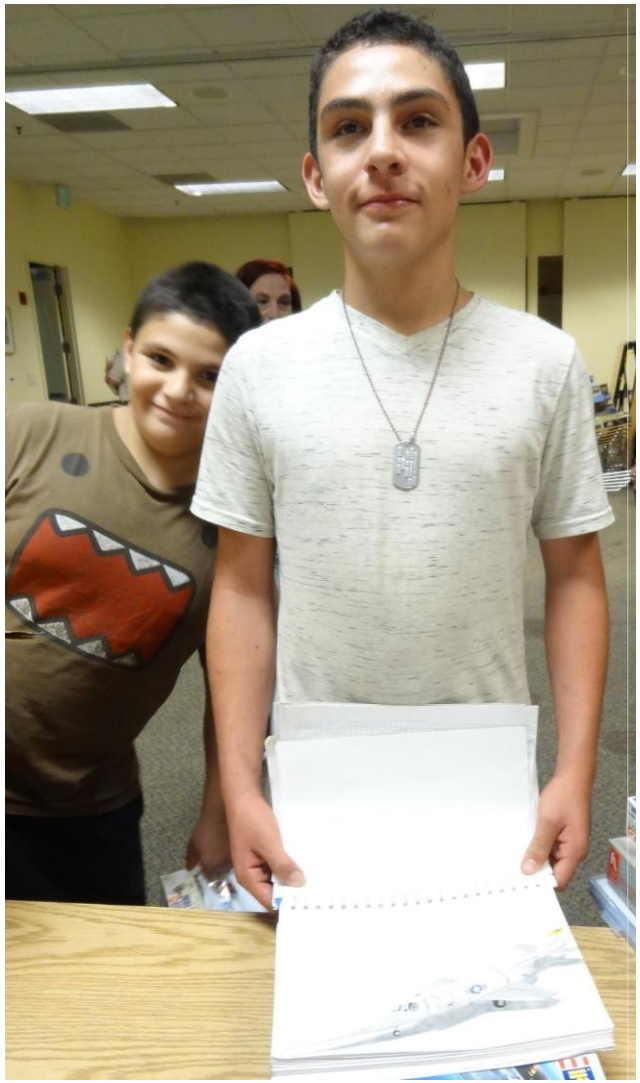
Above, some of the items on offer. On the right, the "mystery box" which you see is mostly 1/72 aircraft. The myster y was "when is Burton going to put this up for bid, and how much will it bring ?" You see it here with stuff added atop it and an answer soon coming, you'll find out in "July Big Surprise"

A distraction, not all evening was AUCTION as DJ here has a model he worked on in back, to show and tell. His brother Max

shared a look at the Dragon 1/44th X-3 in clear plastic, as he knows I am a fan of the series and this old '50s X plane. Liked it so much I got one for myself at Al's shop !

Below, DJ and Max's older brother Mark let me capture a decent shot of his hand penciled recreation of the Douglas X-3 Stilleto in all its glory, he barely recalls how I told him I too at 13-14 pursued such art attempts, which in fact is how my father came up with idea that being a Draftsman may be a good path to follow years later when I was wandering about. Mark's skill and talent are clearly farther and more promising than my efforts so I am hoping we have another Stuart Shepherd in our Region Nine midst. You can find Stu's art on line and at his website, or one might know that no small amount of Monogram box art covers from 80's and 90's were his works. He was a youthful member of SBC/SJSM and I met him while he was still a member when I joined in 1983. His career and acquaintance might be a helpful adjunct to Mark's future plans, I would suggest. Never know.





In the picture on left, that's Mark, dog tags and all, with middle brother Max cheering us up with grin

Mark also gets my props for his dogged pursuit of "scale paper modeling" as he now even designs his own at times, and builds on his skills in this underappreciated form of scale artistry. Draw on, dude .

Seeing as we have to sum up sometime, here is that precise precipitous prime point. People, places, the things they bring, the monies they bid for them. Know those four things, you might have some kind of helpful results. Me, all I can tell you is we had fun, folks, and took over six hundred washingtons in final tally for 2016 Hornets Super Auction ☺

- *Mick Burton, madman at large* – DAZE61283@mypacks.net

(sole fool responsible for bad content or rude comment here) " Come for the models *Stay for the Sarcasm* "

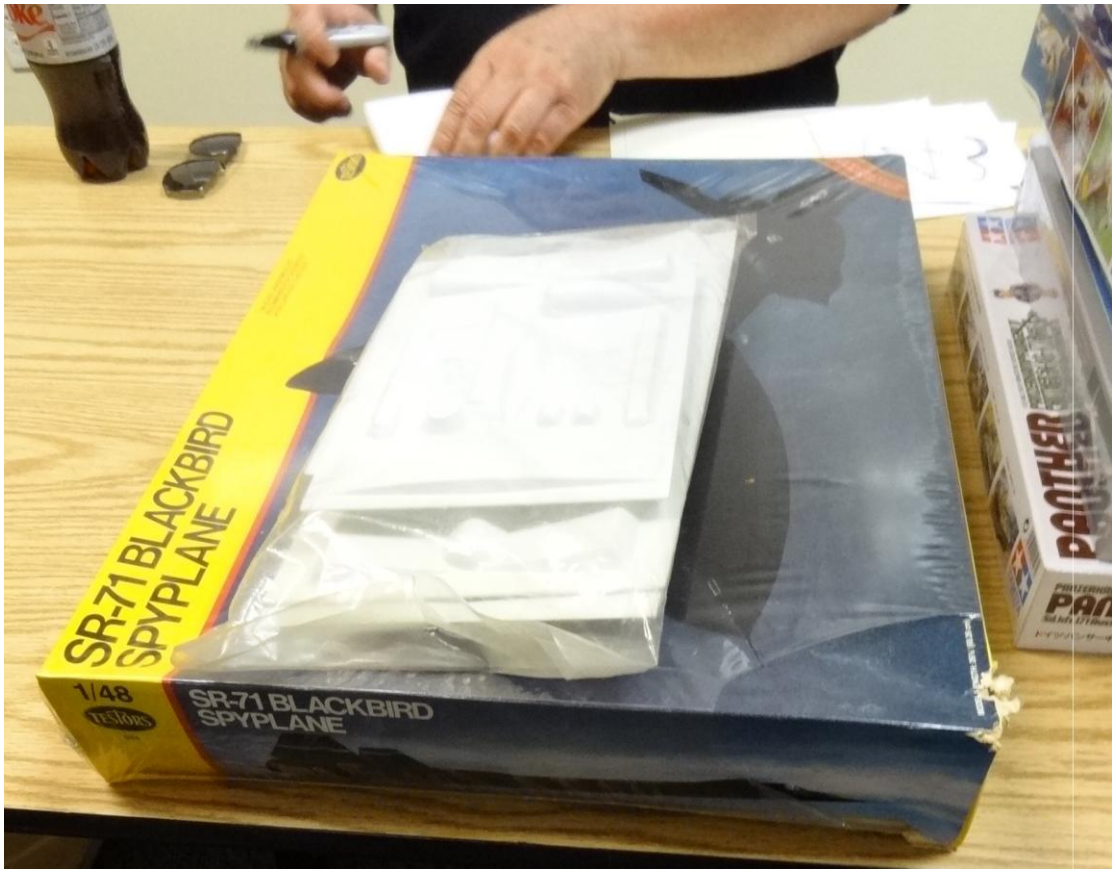
OUR BIG FREE HORNET SURPRISE OF JULY !

Congratulations to "The Big Box o'Kits " Winning Bidder,
Louis Orselli

Louis ought to be smiling alright, here. This acquisition of his was the final item at bid, he got all this for TEN Bucks!

Also

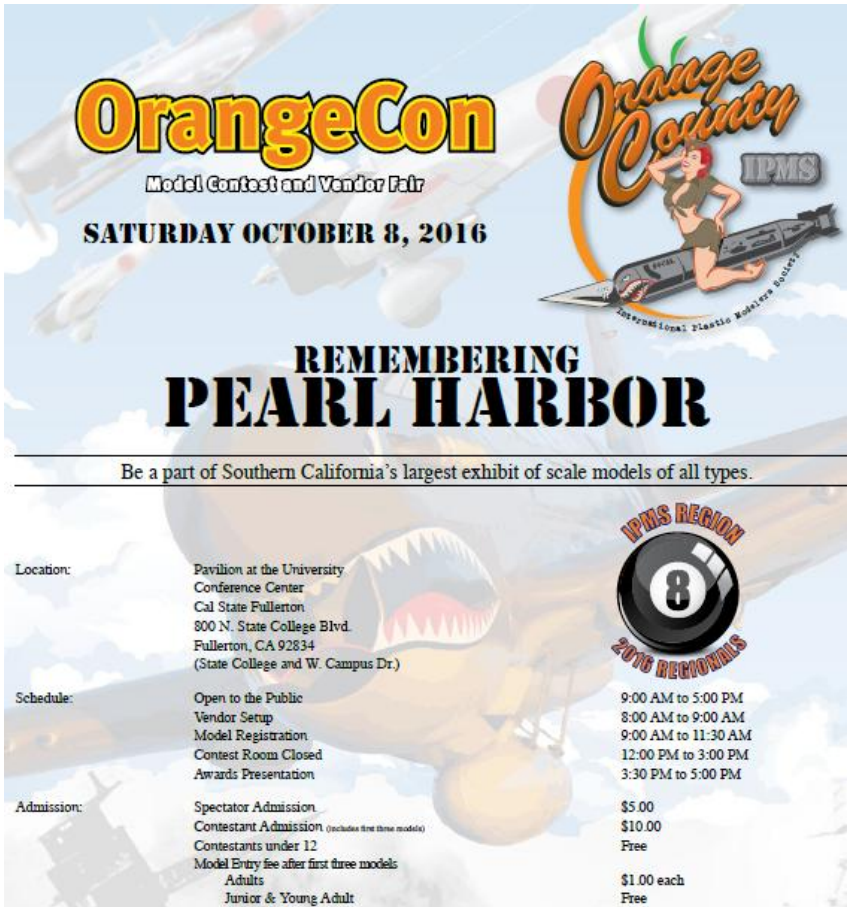
Congratulations to "The Big Blackbird & D-21 Drone to Go With It"
Winning Bidder,
Cliff Kranz



Although Burton had been impetus for this paired item being donated for July's Auction, couldn't bear attempt to outbid Cliff for this. After Mick opening $ 10 bid Cliff made it clear to all parties he was going put up fight for this mightily. Swiftly, C.K. took it home @ $40, a real deal and also the highest single bid for the night.

- *Mickb-fini*

MORE COLORFUL REMINDERS OF UPCOMING EVENTS



DON'T FORGET

ANTELOPE

VALLEY

GROUP

20th Annual

Will include

This SPECIAL

Of Prehistoric Plastic

Desert Classic XX

IPMS Region 8

AVG's 20th Anniversary Model Contest

Saturday, November 5th 2016

Presented by
The
Antelope Valley
Group
IPMS AVG

Event Location:
Antelope Valley College
3041 W. Avenue K, Lancaster CA
Cafeteria Entrance

This Year's Theme:
"Vietnam War"

Categories

Provisions for Splits provided as required

1. Helicopters, All Scales & Types
2. Aircraft; Biplanes, All Scales & Types
3. Aircraft 1/73 & Smaller
4. Aircraft 1/72 Prop
5. Aircraft 1/72 Jet
6. Aircraft 1/48 Allied Prop
7. Aircraft 1/48 Axis Prop
8. Aircraft 1/48 Jet
9. Aircraft 1/32 & Larger
10. Ships: All Scales & Types
11. Submarines: All Scales & Types
12. Armor: 1/72nd & Smaller
13. Armor: 1/48th
14. Tanks: Allied -1945 & Earlier (1/35 & Larger)
15. Tanks: Axis -1945 & Earlier (1/35 & Larger)
16. Armor: Tanks & AFV 1946 - Present
17. Armor: Artillery, All Scales & Types
18. Armor: Softskins
19. Auto-Factory & Replica Stock
20. Auto-Street Machine & Hot Rods
21. Auto Cruisers, Customs, Low Riders
22. Auto-Competition Straight Track & Oval
23. Auto: Miscellaneous
24. Figures: Historical
25. Figures: Fantasy / Sci-fi Biologic Types
26. Dioramas: All Compositions
27. GUNDAM / Mecha
28. Sci-Fi / Real Space: Hardware
29. Out of the Box: All Scales & Types (National OOB Rules)
30. Miscellaneous
31. Juniors: 17 & Under
32. Jurassic Plastic

Schedule:
0900-1230 Registration
1:00-3:30 Judging
3:30-4:30 Awards Presentation

Fees:
Parking: $0.50 charged by College (May be waived)
Adult: $10.00 up to 3 entries.
$2.00 ea. per additional entry.
Juniors: FREE
Spectators: FREE
Vendors: $30.00 Per table (Reserved prior to Aug 1.)
$40.00 after August 1. $45.00 at the door.

Special Awards
Theme Award: "Vietnam War"
Best of Show
Presidents Award
Best Natural Metal Finish
Best Auto Paint & Finish

Specific Subject & Anniversary Awards
Best WWI Subject
Best USMC Subject
Best Cold War Aircraft 1946-1989
Best Israeli Armor
X-Plane Award

Vendor Contact or additional Information
IPMS Chapter Contact: **Curtis Stidham** (661) 267-0089 cbstidham@sbcglobal.net
http://www.avg-ipms.org

-mick fini

CWHM - Part 3: Last of the flying Lancasters

The tale of two ladies

Shortly after my article was "printed" I received feedback that it was well received, so a very big THANK YOU is in order, I really hope you enjoyed my photo journal/story of "Vera" one of the last flying Lancasters… RICH "RAP66" Pedro (writer)

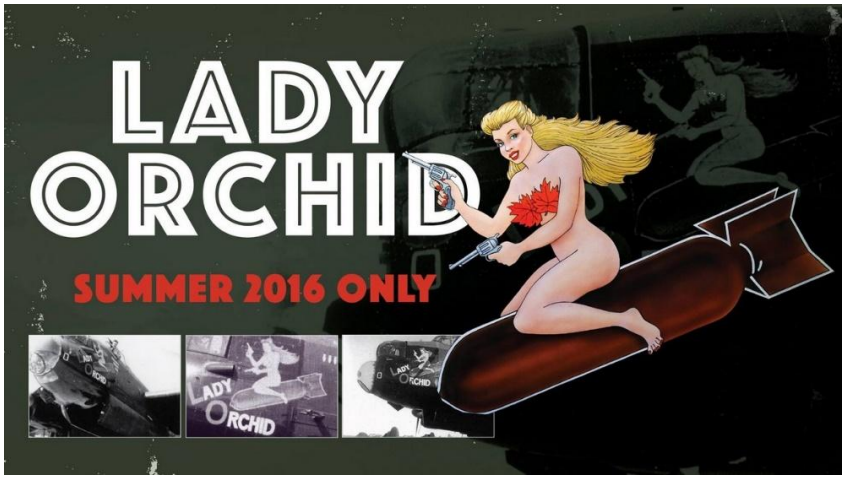
So why the additional story?? For myself it's the story that wasn't totally told…. One my favorite things about the scale modeling hobby is finding stories and if possible commemorating them in some form, in this case a scale model.

Anyhow while I was looking up information to help write the article I ran across some additional info that I put on the back burner which I shared with the ed. during a very late night excursion at the local greasy spoon. We both thought that it would be nice to add a little extra to round out the story.

If you recall in part 2, I mention that the CHWM's Lancaster Mk. X was damaged in 1952 and received a replacement wing center section from a donor plane, which had seen combat over Germany. After a 10yr restoration to become an airworthy aircraft in 1988 and dedicated to the memory of Andrew Mynarski; recipient of the Victoria Cross. This is pretty much where my story left off and the stuff I set aside comes into play.

The more complete story is that in 1952, an accident from a ferry flight KB726 (with only 10.5hrs of flight time on the airframe) suffered a collapsed undercarriage that severely damaged the wing center section as a result she was written off as a total loss. The donor parts came from Lancaster KB895 "Lady Orchid"; a war veteran of 434 RCAF Squadron with 35 missions.

For the summer of 2016 ONLY. VERA will be repainted as KB895, WL-O "Lady Orchid". The VR-A markings will remain on the starboard side and it's only for a limited time: June 18 to Aug 31, 2016. They are doing this to share the connection between "Vera" and "Lady Orchid". Making her a hybrid as you will, even though they are both Lancaster Mk 10. If she did not receive these parts, it is very likely that VERA could have been only a static display and there would only be one flying Lancaster: Lancaster B I PA474 "City of Lincoln" (which resides in the UK).



– CWHM website (http://www.warplane.com/vintage-aircraft-collection/aircraft-history.aspx?aircraftId=4)

About Lady Orchid KB895 WL-O

Test flight was on April 2 1945 tested by Ron Jenkins and crew:

Navigator - F/O Savage A.W. #J28963
Bomb Aimer - F/O Hines P. J. #J38296
Wire Operator - F/Sgt. Mc Lean N. #R165106
Engineer - Sgt. Foss D. C. #R202282
Rear Gunner - Sgt. Baird T. B. #R21186
Mid-Upper - F/Sgt. Moodie K. #R200478

Upon completion KB895 was assigned to Jenkins with the code WL-O. The crew determined that the new bomber needed a name and nose art. First called “Wee Lady Orchid” for each of the code letters. Later the “Wee” was dropped and now known as “Lady Orchid”. She completed her first mission in April 1945 attacking synthetic oil plants in Leuna, Germany.

A replica of the original nose art from WW II. The panel is from an original Lancaster KB994. The Lady Godiva pin-up riding a red bomb while holding two Calgary Western style six shooters. Lady Orchid’s nose art also included 15 white bombs and 1 red bomb. The red bomb is for one aborted operation.

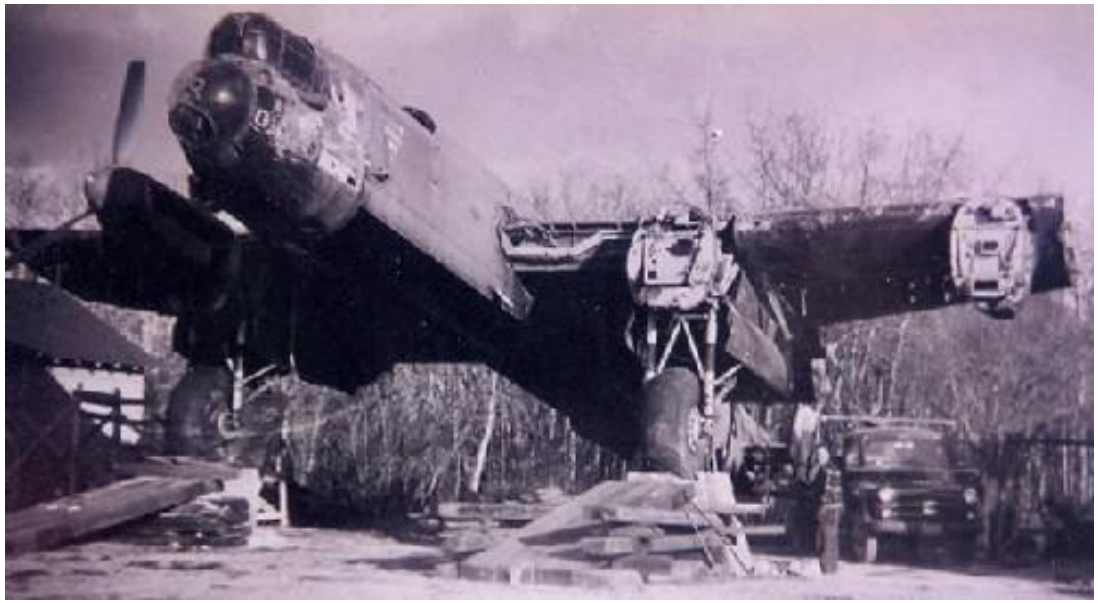
Her last mission was on April 25th (no year given). In June 1945 434 squadron returned to Canada. That's when the red maple leafs were painted on the torso of Lady Orchid.

With the end of WWII there was no need for a large bomber force, so hundreds of Lancaster bombers were ordered into long-term storage. Lady Orchid remained in service until Jan. 1947.

On April 12, 1947 Ron Jenkins arranged for War Assets to reserve his old bomber for him, which he purchased for $230 (assuming CAD).

The stations were removed and sent to the original crew members.

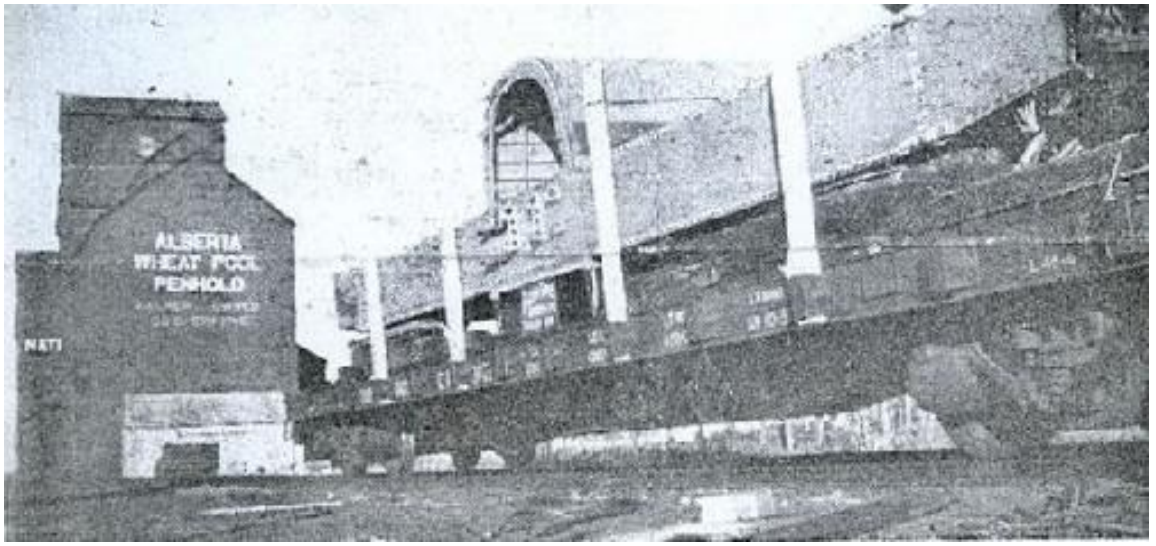
She was then returned to War Assets and re-sold to a farmer in Penhold (assuming Canada). Where he was going to use the airframe as a machine shop/tool shed. In 1947 many of the of the moth-balled Lancasters were sold off for less than $400



In the 1950s the Cold War had begun and the Lancasters were needed once again this time as anti-sub patrol aircraft. This created an opportunity and the “Found Brothers” searched out and purchased 50 Lancasters for $1000 each and resold them to the Canadian Government for $10000.
The Found Brothers did look at KB895 but she was deemed to be in too poor of condition to be purchased and resold to the government.

In August 1950 FM213 and nine other Lancasters were dismantled and transported to the de Havilland plant in Ontario for conversion. When the work was completed, FM213 was flight tested in 1952. On January 24th the newly modified Lancaster with a partial crew was flown to Trenton, Ontario. Upon landing the crew stalled FM213 over the runway, ground-looped and the starboard undercarriage collapsed. Nearly written off as a loss, the Lancaster team said it could be repaired but they needed a center section to make the repair. There were no center sections available in Canada, this is when Bud Found (of Found Brothers aviation) remembered the airframe in Penhold, Alberta. The farmer was willing to sell Lady Orchid, from which the wing center section was then used to repair FM213.

Center wing section from Lady Orchid (KB895)



Center section on rail car headed to Toronto, Ontario.

The repair was completed in July 1953, and test flown on August 26th. FM213 flew for 10yrs with No. 107 Unit at Torby Newfoundland.

One last thought. In part 2, I made note of a 3rd possible flyable Lancaster. I recently checked and that project was not able to get the funds/sponsor and as a result efforts were put on hold indefinitely. - Rich


VR A


LADY ORCHID
RONNIE JENKINS
CALGARY


WL O


LADY
ORCHID
KB895

Just notes:

- Lancaster B I PA474 “City of Lincoln” – paint scheme is changed periodically to represent notable Lancasters.
- Canada(‘eh) has the most surviving Lancaster; (8) only one of them being airworthy; “ Vera ”
- Lancaster B X C-GVRA formerly FM213 built at Victory Aircraft in Malton Ontario in 1945. Retired from service on Nov. 6th 1963, with 4392.3hrs on the airframe. She was a display aircraft from 1964 to 1977 in Goderich, Ontario.
- Acquired by CWHM in 1978, then a 10yr restoration was begun. Restoration completed in 1988 and painted as KB726 coded VR-A of the 419 Squadron of the RCAF. This is when she was referred to as “Mynarski Memorial Lancaster” or “ VERA ”

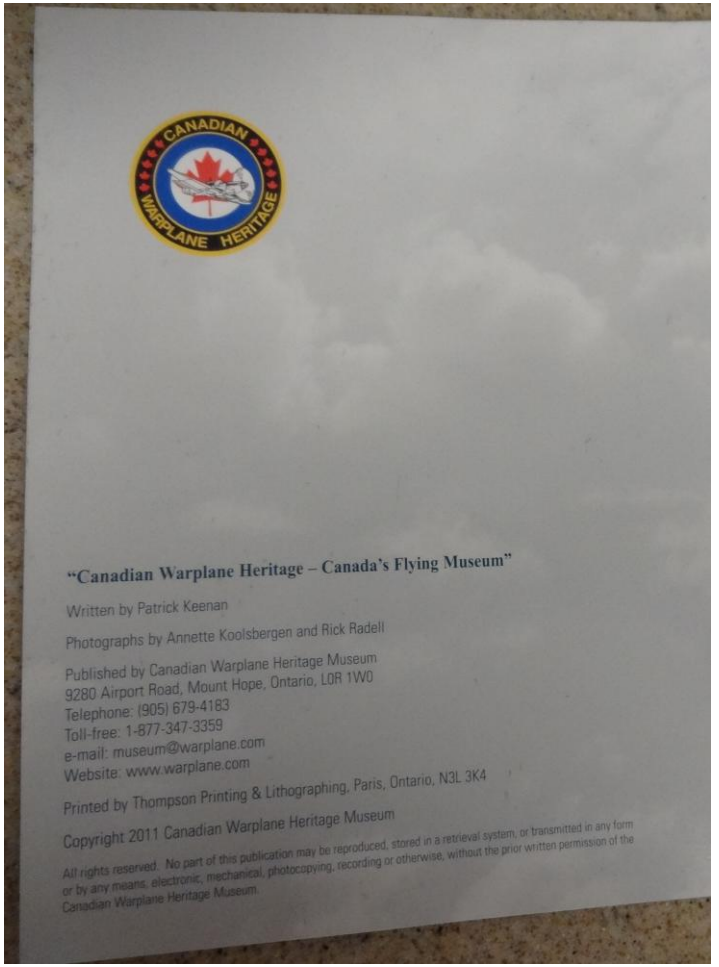
- City of Lincoln painted as Thumper Mk III

Note: all of the images contained here are not mine and were found via Google search. - *Rich P* richp437@yahoo.com

CWHM – Addendum to Part 1, 2, 3: A Look At Their Book

Tale of Fifty Two Pages

Strictly speaking for myself, most times I am not one for being overly impressed by or effused with, "Museum books". Even having copies of several editions (versions) of justly revered "NASM" books that are "jumbo" type of this here tome, filled with splendid photos of exhibits, well written, not changed my basic response to this genre. The last flying Lancasters articles though, that Richard Pedro here has published, got to me. It's all I can attribute as to why this "museum guide book" compelled me writing "review". Richard shared it with me soon after I had gotten heads up, now near done with Part Three article, from him. Looking through the pages, skim reading the initial narrative as to origins, travails and tribute to the spirit of this particular "Heritage Home of the North", I was struck. Book is more from the heart than many, and if you get hold of a copy, bet you'd feel that too. Over 40 years now in the making, the love for flying and for aircraft history preservation as mission of the four founders, roars steadily inside…



Above, the cover of course, nice in flight shot of "VERA" their signature Lancaster. On right, the inside cover with the relevant publishing details !

While not all of the exhibits in their collection fly, a goodly percentage of the 45 plus on hand (most of them CWHM property, some on loan from either private parties or the Canada Aviation and Space Museum of Ottawa (which I only learnt of thanks to reading this)) in fact, do. This because those who love aircraft, history and sharing passion for both in the best way possible volunteer so much effort, and importantly time, to make it so.

One of the prime reasons modelers become or remain modelers, is an appreciation or deeper, passion for a particular subject or subsets beyond that. With feel and knowledge for them that can often over time, make them a walking resource far beyond that available in print or "expert docent" form

Reading the material and looking at the CWHM book's photos, one could easily gain that "they are like us" in that respect, quite quickly. When you find out that when they have a multiple of an aircraft, they choose some pretty "educative" schemes to really "reach and teach". For example, there are two Stearmans. One is done in bright overall yellow as a PT-17, the last one delivered to the BCATP. The other, as USAAF Blue/Yellow PT-13 in markings for (*yes, this is a treat as it's "local"*) EAGLE FIELD, California in World War Two. Okay, maybe doesn't strike you as all that big…

Fine, how about their pair of (FLEET) PT-26 Cornells? First off, thanks to this book, all these years later I'm only now finding out that "Fleet" is a Canadian aircraft firm. Fleet Aircraft of Erie, Ontario, licenced by Fairchild to make PT-26s for Canada in WW2. Not only for these as manufacture, they also were the conduit for selling Consolidated civilian biplanes to RCAF under names like "Fleet Finch", "Fleet Fawn". Also for the Model 21K (Consolidated PT-11, PT-12) military trainers. CWHM has a "Finch" and Model 21K in their flying stable. Plus, what's a very interesting (again, new to me as of this read!) "Fleet 60K Fort" . This has the most odd two seat configuration (you have to see it to get a true measure why I say it). The "Fort" is an indigenous Canadian design, for "wireless operator training" (radio) from 1939-40, and the CWHM has two. One is the sole flying example in the world. The other is left deliberately in "WIP" state, so visitors may appreciate by this display, what all aircraft restorers do have for variety of challenges in their performance of duties. Kind of like a giant "unfinished" category entrant… serves a purpose beyond vision of some, to be an enlightenment to the many! Back now we go though, to the very two Fleet that started this thread.

Referring to the "Cornell" pair at CWHM. Both fly, one is done up as the 1000th Cornell built by Fleet, named "Spirit of Fleet II", a lovely overall yellow RCAF scheme. The other is dark blue/yellow with red/white/blue trim as it is "Spirit of Little Norway". The scheme is a Cornell in Royal Norwegian AF, named tribute to the "Little Norway" flight school. Set up in Canada by expatriate Norwegian pilots when Germany overran country in early WW2, which employed many Fleet built Cornells. A pretty scheme and solid good story behind it. There is also a Bristol Bolingbroke from WW2 being VERY SLOWLY restored which is featured in this exhibit book well. Interesting highlight is how this aircraft (at this time planned for full flight status for end goal!), is actually being pieced together from EIGHT of them salvaged in Manitoba. Not a challenge for the faint of heart or the hurry-worry-flurry sort, this.

Many, many other of their exhibits are with direct Canadian linkages to the aircraft types, of course detailed and photographed lovingly inside this slim volume. Not all of them perhaps so well known to some of you (a goodly number of small surprises for me, to be sure). Perhaps though, one of my favorite surprises in here is, as they point out clearly, NOT A CANUCK Product. Yet it's pretty fun and unique, I bet a tourist camera magnet. They have on display an "ex-Peoples Republic of China Military Demo Team" Nanchang CJ-6A, beautifully restored and flyable. This plane is a Chinese re-invention of the original licence built Yak-18 taildragger Russian design, from early 1950s. The tricycle gear, single radial engine bird they have now in their possession in the original PRC demo team scheme, is one of the lowest time airframe/engine CJ-6s in the world, way cool.

Alrighty then, here's a few select pages to help illustrate where all this blather came from, and then a look at the end page, very pretty CF-104 .

BOEING STEARMAN KAYDET

The prototype Stearman PT-13 Kaydet two-seat biplane first flew from Wichita, Kansas in October 1934. Fitted with Lycoming R-680 radial engines, the first trainers, designated PT-13s, were delivered to the U.S. Air Corps in mid 1936 together with more airplanes in 1937 and 1938. In 1940 demand for the trainer increased rapidly and outstripped Lycoming's capacity to supply engines. This led to the Continental-engined version, the PT-17.

The importance of the Stearman PT-13/PT-17 to the U.S. war effort cannot be over-emphasized. Approximately 50% of all U.S. military pilots, who fought in WW-II received their initial flight training in this sturdy aircraft. A further 10,000 RAF and Fleet Air Arm pilots used the Stearman trainer for primary training, at British Flying Training Schools throughout the United States, between 1941 and 1944.

8,000 Stearmans were built before manufacture ended in 1944. No other [illegible] was ever produced in such numbers. Over 1,000 Stearman trainers [illegible] flying condition today.

[illegible]AF was supplied with 300 PT-17s in the summer of 1942, to expand [illegible] basic trainers. They served with No. 3 Flying Instructors' School, Arnprior, Ontario and four Elementary Flying Training Schools, in the Prairies. After about four months they were traded-in for Fairchild Cornells, because the open cockpit was found unsuitable for winter training.

SPECIFICATIONS

Type	Primary Trainer
Wingspan	32 ft. 2 in.
Length	25 ft. 1⅛ in.
Engine	one Lycoming R-680 or Continental W-670-6N
Horsepower	225 h.p.
Max. Speed	127 m.p.h.
Service Ceiling	11,000 feet

CWH has two Boeing Stearman PT-13/PT-17 models on display:

1. Stearman (#FK 107) is painted in the yellow colours of the last PT-17 delivered to the BCATP. It was built at Wichita, Kansas in 1942. During its earlier life it was owned by a former Spitfire pilot, John Patterson of Fort William, Ontario. It was donated to the Museum by R. Hill in 1986.

2. Stearman (# 42-17152), a PT-13B, is painted in the blue and yellow colours of a USAAF trainer operating out of Eagle Field, California, in WW-II. It was donated to the Museum by W. Coyle in 2008.

CANADAIR CT-114 TUTOR

Canadair Limited of Montreal developed this aircraft in the mid-1950s as a possible RCAF trainer and the prototype first flew on January 13, 1960. The RCAF compared it against other similar jet-powered trainers of the day and eventually selected it as the airforce's new jet-training aircraft.

An order was placed with Canadair in 1961 for 190 aircraft, with the military designation CT-114 Tutor. They were delivered between 1963 and 1967 and were powered by a GE J85-CAN-[illegible] engine, built under licence by Orenda [illegible] flight training using the Tutor com[illegible] late 1964.

SPECIFICATIONS

Type	Jet Trainer
Wingspan	36 ft. 6 in.
Length	32 ft. 0 in.
Engine	one General Electric J85-CAN-40 turbojet
Thrust	2,650 lb.
Max. Speed	500 m.p.h.
Service Ceiling	43,000 feet
Range	450 miles

The [illegible] Tutor is an all metal, low wing, subsonic, single turbojet-engined aircraft, which [illegible] side-by-side seating for the student and instructor. Tutors have performed for many [illegible] Canada's Aerial Display Team, initially as the "Golden Centennaires" and then as the "Snowbirds". The Snowbirds are now (2011) in their 41st year of operations - they have performed more than 2000 shows around North America and have been seen by more than 117 million spectators. Their aircraft are modified to allow solo operation from the right seat and inverted flight.

The CT-114 Tutor training program came to an end in 2000, being replaced by CT-156 Harvard II and CT-155 Hawk aircraft. By that time, Tutors had flown more than 1,000,000 hours during nearly 40 years service. Over twenty Tutors remain in service and are flown by the Snowbirds.

The CWH Tutor (#114038) entered service with the Canadian Armed Forces in 1965. It spent most of its career at CFB Moose Jaw in Saskatchewan, attached to No. 2 Flying Training School and was retired along with the rest of the fleet in 2000. The Museum acquired this aircraft from the Dept. of National Defence in September 2005.

FLEET FINCH Mk II

The Fleet Finch was the final version of a whole family of light biplane trainers, designed by Consolidated Aircraft of Buffalo, N.Y. and intended for civilian use. Few of these aircraft were marketed under the Consolidated name, as most were sold through Fleet Aircraft Canada, under a range of model numbers. Only the RCAF gave any of these models names, calling the Model 7 the "Fawn" and the Model 16 the "Finch". These aircraft were built from 1930 to 1941, all at Fort Erie, Ontario.

The Finch was developed to meet an RCAF requirement for a fully aerobatic, primary trainer. The RCAF ordered the first batch of aircraft in July 1939 and powered by a Kinner R5-2, 160 h.p. engine, they were designated Model 16Rs - Finch Is. Most of these aircraft were delivered to the RCAF Central Flying School at Trenton, Ontario by early 1940.

The RCAF placed a further order for primary trainers with Fleet in January 1940. The Fleet 16B, Finch II, powered by a Kinner B-5R, 130 h.p. engine, first flew from Fort Erie in March 1940. During the following year, over 400 Fleet Finch IIs were delivered to BCATP Elementary Flying Schools right across Canada.

The Fleet Finch was well liked by the RCAF as it was a rugged aircraft, was relatively easy to fly and withstood the abuse of novice pilots. Some Fleet Finches remained in service with the RCAF until 1947, but most were retired by October 1944. Their role as a primary trainer was taken over by Fairchild-Fleet PT-26 Cornell.

The CWH Fleet Finch II was acquired in 1987 from Fred Deveaux, of Beaconsfield, Quebec, in co-operation with the Federal Government's Cultural Property Review Board. It was constructed at Fort Erie, Ontario and delivered to the RCAF in 1940. The aircraft served as a primary pilot trainer at several BCATP Elementary Flying Training Schools, including No. 22 EFTS in Quebec, before it was retired in 1944. It has been rebuilt several times, the last being in the 1990s. The Finch II displays the markings of a trainer serving at No. 22 EFTS at Ancienne Lorette, now Quebec City Airport, in 1943.

SPECIFICATIONS

Type	Primary Trainer
Wingspan	28 ft. 0 in.
Length	21 ft. 8 in.
Engine	one Kinner B5-R
Horsepower	130 h.p.
Max. Speed	104 m.p.h.
Cruising Speed	85 m.p.h.
Service Ceiling	10,500 feet

FLEET MODEL 21K

The Fleet Model 21 was a more powerful version of the PT-11 and PT-12 two-seat trainers in service with the U.S. Army Air Corps in the mid 1930s. Fleet promoted the aircraft in Canada as an advanced trainer under the designation Fleet Model 21.

In December 1935, Consolidated Aircraft, Buffalo was awarded a contract for ten Model 21 biplanes to be used as bombing/reconnaissance trainers with the Mexican Air Force. The order was assigned to Consolidated's partner - Fleet Aircraft of Fort Erie, Ontario. The Mexican order for the Model 21's was completed in the summer of 1937. These aircraft were powered by Pratt & Whitney Wasp Junior engines and were called Model 21Ms. An additional airplane was built by Fleet as a demonstrator and during 1937 the aircraft was evaluated by a number of RCAF pilots at Rockcliffe, Ontario. Although the test pilots praised its flying characteristics, the RCAF felt it was out of date and unsuitable to be an advanced trainer.

Fort Erie was also the location of the Irvin Air Chute Company, which manufactured parachutes for the British Commonwealth Air Training Plan. The contract required each parachute had to be drop-tested from an aircraft prior to delivery. As a result, the Fleet 21M was loaned to Irvin, converted into a single seat configuration and used to drop-test parachutes. It was flown by Fleet's test pilot Tommy Williams and during the war years, many thousands of parachutes were dropped.

After WW-II, the aircraft became surplus and was sold to Tommy, who converted it to a Model K, by installing a 330 h.p. Jacobs L-6MB in place of the Pratt & Whitney engine. Tommy Williams continued to fly and give aerobatic displays at local air shows for many years. He flew his last air show in October 1971 at St. Catharines, Ontario at the age of 86.

SPECIFICATIONS

Type	Bombing/Reconnaissance Trainer
Wingspan	31 ft. 6 in.
Length	27 ft. 0 in.
Engine	one Jacobs L6-MB
Horsepower	330 h.p.
Max. Speed	139 m.p.h.
Cruising Speed	110 m.p.h.
Service Ceiling	16,500 feet

The Museum's Fleet 21K was acquired by Bruce MacRitchie in 1972 and he restored it to its original two-seater configuration. Throughout the 1970s and early 1980s, the aircraft was displayed at numerous local air shows. Mr. MacRitchie generously donated this rare airplane to the CWH collection in 1985.

FAIRCHILD (FLEET) PT-26 CORNELL

In early 1942, an agreement was signed between the Canadian Government and Fairchild Aircraft, which licenced Fleet Aircraft of Fort Erie, Ontario to construct the PT-26 Cornell in Canada. The first 800 Cornells used by the RCAF were supplied from Fairchild, until production commenced at Fort Erie in November 1942. By the end of the war in 1945, 2,853 Cornells had been built by Fleet - 1,565 for the RCAF and 1,288 for the RAF.

PT-26 Cornells were flown at many of the Elementary Flying Training Schools (EFTS) of the British Commonwealth Air Training Plan, where they replaced the Fleet Finch and the de Havilland Tiger Moth biplane trainers.

One of the Canadian flying schools equipped with Cornells, during WW-II, was "Little Norway". The school was established by a number of Norwegian airmen, who had escaped from their country after it had been overrun by the Germans in 1940. They came to Canada to re-organize and set up a flight training program. In 1941, an EFTS was formed at Toronto Island Airport and this became their home for about a year. By mid 1942, the base had become too small for them, so they moved to Muskoka Airport, near Gravenhurst, Ontario, for the rest of the war.

After the Second World War, many Cornells were sold to the civilian market, but some were retained by the RCAF, where they were finally retired in 1948.

The CWH Museum has two Fairchild Cornells in its collection:

1. *The yellow Cornell (#10835) was built by Fleet Aircraft in 1943 and served with No. 3 FIS, Arnprior, Ontario and No.11 EFTS, Cap de la Madeleine, Quebec. CWH acquired the aircraft in 1979 and by early 1982 a group of Fleet employees and friends had restored it to flying condition. It displays the markings of the 1000th Cornell built by Fleet and is named "Spirit of Fleet II".*
2. *The dark blue and yellow Cornell (#163) was acquired in 1998, after being returned to flying condition by the same restoration group. It displays the markings of a Cornell flown by the Royal Norwegian Air Force and is named "Spirit of Little Norway".*

SPECIFICATIONS

Type	Primary Trainer
Wingspan	36 ft. 11 in.
Length	28 ft. 8 in.
Engine	one Ranger L-440-C5
Horsepower	200 h.p.
Max. Speed	122 m.p.h.
Cruising Speed	101 m.p.h.
Service Ceiling	13,200 feet

AVRO CANADA CF-100 Mk 5D

SPECIFICATIONS

Type	All-Weather Interceptor Fighter
Wingspan	60 ft. 10 in.
Length	54 ft. 2 in.
Engines	two Avro Orenda 11 turbojets
Thrust	7,500 lbs. each
Max. Speed	560 m.p.h.
Cruising Speed	475 m.p.h.
Service Ceiling	45,000 feet
Range	2,000 miles with tip tanks
Armament	58 - 2.75 in. folding-fin rockets or (6) 0.5 in. machine guns (when operated as a fighter)

BEECHCRAFT C-45 EXPEDITOR

The Beech Aircraft Company of Wichita, Kansas designed the Beech 18 in 1936 for the small feeder airline market. Performance was key to Beech Aircraft gaining an USAAF contract in 1941 and the company eventually built more than 5,250 aircraft for the military. The Beech 18 trained pilots, navigators, bomb-aimers and gunners, as well as serving as a military transport. The USAAF operated several versions, the AT-7 Navigator, the AT-11 Kansan for bombing & gunnery training and the C-45 Expeditor as a light transport. During WW-II, ninety per cent of all USAAF navigators and bomb-aimers were trained on AT-7s and AT-11s.

The RCAF took delivery of its first C-45 Expeditor in August 1939. Three versions of the C-45 were used by the RCAF - the 3NM, 3TM and the 3T. The 3NM was used for navigation, bombing and weapons training, as well as photo-survey work, the 3TM for V.I.P transportation and the 3T for cargo. Eventually, the RCAF purchased 388 C-45s. During the 1950's the numbers in service shrunk to 180 and by 1970 all had been retired from use.

In the 1950's, Beech refurbished more than 2,200 of the military versions for civilian use, zero timing the airframes and giving them new serial numbers. When production ended in 1969, more than 7,000 Beech 18s had been built in 32 configurations.

The CWH C-45 Expeditor (C-GJCE) was manufactured in 1946 and was operated by a New York airline carrying passengers and freight between Florida and Maine. International Nickel (INCO) operated it for nearly 25 years hauling men and equipment to prospecting sites and mines in Canada and Central America. Dennis Bradley acquired the aircraft in 1982 and then donated it to the Museum. The aircraft has been restored in the colours and markings of a detached photographic section of the RCAF, circa 1944, which was stationed in Winnipeg.

SPECIFICATIONS

Type	Light Transport/Navigation Trainer/Photo Surveying
Wingspan	47 ft. 7 in.
Length	31 ft. 11 in.
Engines	two Pratt & Whitney R985-AN1-14B Wasp Juniors
Horsepower	450 h.p. each
Max. Speed	235 m.p.h.
Cruising Speed	150 m.p.h.
Service Ceiling	20,000 feet
Range	900 miles

BRISTOL BOLINGBROKE Mk IV

In 1937, the Bristol Aeroplane Co. was developing the Bolingbroke as an improved version of its Blenheim Mk 1 light bomber. As the British Air Ministry was more interested in speeding up the supply of Blenheims to the RAF than with developing an improved type, development of the Bolingbroke was handed over to the RCAF, who urgently needed a modern reconnaissance bomber. The first Bolingbroke flew from Filton, England, in September 1937 and was then shipped to Canada for further testing.

Fairchild Aircraft, of Longueuil, Quebec was licenced to manufacture the Bolingbroke, in November 1937 and the first Bolingbroke Mk I flew in September 1939. An early Bolingbroke was fitted with North American instruments and was designated the Bolingbroke Mk II. The Bolingbroke Mk III was a seaplane version, which according to test reports had excellent flying characteristics. However, although 24 seaplanes were ordered, only one was ever built. The most numerous Bolingbroke was the Mk IV, which had the basic British airframe fitted with Bristol Mercury XV engines, together with North American instruments and equipment.

During WW-II, Bolingbrokes initially equipped eight RCAF Coastal Command squadrons on anti-submarine patrols, off both the Atlantic and Pacific coasts. However, most Bolingbrokes were used as trainers with the bombing and gunnery schools of the BCATP. Bolingbrokes were phased out of RCAF service at the end of the war, in 1945.

A total of 626 Bristol Bolingbrokes were manufactured in Canada between 1939 and 1943. Another 1,980 Blenheim IVs similar to the Bolingbroke, were built in the U.K. for the RAF, during the same time period.

The CWH Bolingbroke Mk IV is currently being rebuilt from the remains of eight aircraft, salvaged from Manitoba, in the mid 1980s. When the long restoration process is complete, the aircraft will be painted in the colours and markings of RCAF No. 119 City of Hamilton, Tiger Squadron, Coastal Command.

SPECIFICATIONS

Type	Bomber/Reconnaissance/Trainer
Wingspan	56 ft. 4 in.
Length	42 ft. 9 in.
Engines	two Bristol Mercury XVs
Horsepower	870 h.p. each
Max. Speed	225 m.p.h.
Cruising Speed	190 m.p.h.
Service Ceiling	28,400 feet
Bomb Load	1,500 lbs.
Range	1,400 miles

FLEET 60K FORT

The Fleet 60K Fort was designed by Fleet Aircraft in Fort Erie, Ontario in 1939 and its first flight took place there on March 21 1940. RCAF evaluation at the Central Flying School, Trenton, Ontario showed it to be a stable aircraft and suitable as an intermediate trainer, so on the strength of this report, the RCAF placed an order for 200 Model 60Ks. The name Fort was selected for it.

The first production aircraft flew in May 1941 and once in service some problems emerged. Flying characteristics were good overall, but an unskilled pilot could get into trouble during certain manoeuvres. In late 1941, the RCAF began to question the concept of the intermediate trainer and soon it was deemed to be unnecessary. With its elimination, the RCAF reduced the order to 100 Forts and then had to decide what to do with them.

It chose to use the Fort as a wireless-operator trainer, with the rear cockpit filled with radio equipment. Conversion was carried out by early 1942 and the remodeled aircraft were sent to Wireless Training Schools in Calgary and Winnipeg. The schools did not rate the Fort very highly, but continued to use them to train thousands of wireless operators, between 1942 and 1944.

By early 1944 the Fleet Fort was found to be obsolete for wireless operator training and the airplane was gradually phased out - the last being retired from the Calgary Wireless School in July 1944. Once retired, the RCAF had no further use for them and most were sold off, even before the end of the war.

SPECIFICATIONS

Type	Intermediate Pilot Trainer/ Wireless Operator Trainer
Wingspan	36 ft. 0 in.
Length	26 ft. 10 in.
Engine	one Jacobs L6-MB
Horsepower	330 h.p.
Max. Speed	162 m.p.h.
Cruising Speed	135 m.p.h.
Service Ceiling	15,000 feet

The CWH Museum has two Fleet Forts on display in its collection.

1. *#3540 is part of the original aircraft that first flew in 1940 and was operated by the National Research Council's Aircraft Testing Dept. in Ottawa. In 1942, it was assigned to No. 2 Wireless School in Calgary, where it was flown until mid 1944. CWH acquired the fuselage, an engine and one wing of this rare airplane in 1979. A group of retired Fleet employees and friends started work on restoring it in 1980. After 13 years, the Fort returned to the Museum in 1993. It is the only airworthy example of this type in existence.*
2. *#3643 is displayed in a semi-finished state to give visitors an idea of the task faced by our volunteers in restoring an old aircraft.*

DE HAVILLAND CANADA DHC-5 BUFFALO

De Havilland Canada designed the DHC-5 Buffalo as a more sophisticated version of the DHC-4 Caribou STOL military transport, starting in 1961. In March 1963, the U.S. Army awarded de Havilland a contract for four aircraft (CV-7A), each capable of lifting a payload of 12,000 lbs. Development proceeded quickly and the first DHC-5 flew from Downsview in December 1964. By September 1965, the four Buffaloes had been delivered to the U.S. Army, but were the only ones supplied because of a policy change within the U.S. military.

SPECIFICATIONS

Type	STOL Military Transport/ Search and Rescue
Wingspan	96 ft. 0 in.
Length	79 ft. 0 in.
Engines	two General Electric CT64-820-1 turbo-props
Horsepower	3,055 h.p. each
Max. Speed	271 m.p.h.
Cruising Speed	208 m.p.h.
Service Ceiling	30,000 feet
Range/Payload	2,171 miles (4,000 lbs.) or 440 miles (12,000 lbs.)

The Canadian Department of Defence ordered fifteen DHC-5s in December 1964. These aircraft, designated as CC-115s by the RCAF, had up-rated engines, but were otherwise similar to the U.S. CV-7As. The first Buffaloes entered RCAF service in Montreal in 1967 and were used for paratroop training, supply dropping and tactical tasks. Later they moved to other bases, where much of the fleet was assigned to search and rescue duties.

Between 1975 and 1979, Buffaloes of No. 115 ATU were deployed to the Middle East in support of UN peace-keeping missions. Flying under UN colours, the aircraft flew regularly between Cairo, Beirut and Damascus. On August 9, 1974 when flying over Syria, a CAF Buffalo was shot down with the loss of all nine crew – the biggest loss of Canadian lives on a UN mission.

Several CC-115s remain in Canadian Forces service today as search and rescue aircraft, with No. 442 Squadron at Comox, B.C. The Buffalo's ability to operate from small rough airstrips, allowing evacuation of ill or wounded personnel, is greatly prized.

A total of 126 DHC-5 Buffaloes were built by de Havilland Canada from 1965 to 1986.

The Museum's de Havilland DHC-5 Buffalo was completed at Downsview, Ontario in May 1978 and was one of four aircraft built for the Sudanese Air Force. CWH was given the airframe by DAC International in January 2003. The aircraft has been restored as Canadian Armed Forces DHC-5 #115461. "461" was flying under United Nations colours in the Middle East on August 9, 1974, when it was shot down over Syria killing all nine Canadian servicemen on board. The CWH Buffalo was dedicated in August 2009 to the thousands of Canadian military personnel who have served as UN Peace Keepers.

CESSNA L-19 BIRD DOG

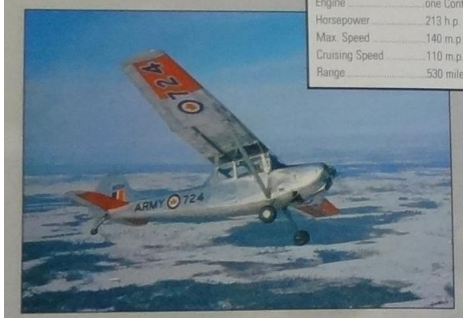
The Cessna L-19 Bird Dog was developed in 1950 from the Cessna 170 4-place, civilian light aircraft, by fitting a more powerful 213 h.p. engine to it. The Bird Dog's military role was to be that of an observation/light communication plane for the U.S. Army.

Structurally, the L-19 Bird Dog differed significantly from its civilian predecessor, with its passenger capacity reduced to two, the aft superstructure radically altered to provide a clear view rearward, and a transparent panel inserted in the wing above the seats. The access door was widened to accommodate a military stretcher, for which brackets were installed. The L-19 was judged to have much better performance than its WW-II counterparts, as well as being more comfortable for its pilot and observer.

Although they were flown only in small numbers in the Korean War, L-19 Bird Dogs were widely used in the early days of the Vietnam War, when the U.S. military operated many of them in Forward Air Control and observation roles.

SPECIFICATIONS

Type	Artillery Spotter
Wingspan	36 ft 0 in
Length	25 ft 9 in
Engine	one Continental O-470-11
Horsepower	213 h.p.
Max. Speed	140 m.p.h.
Cruising Speed	110 m.p.h.
Range	530 miles



Manufacture commenced in 1950 and by the time the final aircraft was completed in 1962, 3,431 L-19 Bird Dogs had been built.

In Canada, 17 L-19 Bird Dogs were purchased for the Army in 1954, for use as artillery spotters and general liaison aircraft. They were fine observation platforms for checking the accuracy of the Army's guns and self-propelled howitzers. In 1973, the L-19 Bird Dog was retired and replaced with the Bell Kiowa helicopter. Following their Army service, many of these airplanes became tow planes for the Royal Canadian Air Cadet League's glider training programme.

The Museum's Cessna L-19 Bird Dog was acquired in 2011. It will be restored to represent an artillery spotter flown by the Canadian Army in the 1950s.

CESSNA CRANE Mk 1

In 1939 the Cessna Aircraft Company of Wichita, Kansas, introduced a light twin-engined transport aeroplane to the civilian market - the T-50. In 1940, the RCAF was looking for another source of supply for twin-engined trainers to supplement its Avro Ansons arriving from England. The Cessna T-50 fulfilled the RCAF's need and a substantial order was placed for them. This was the first large order Clyde Cessna's company ever received and provided the growth to become the successful general aviation manufacturer we know today.

The Cessna Crane, as the RCAF named it, started to equip BCATP airfields in January 1941 and supply continued to mid 1943. Cessna Cranes were used primarily to teach pilots to fly multi-engined aircraft at five Service Flying Training Schools (SFTS) in Western Canada. Besides pilot training, they were also employed in navigation training, communication and light transport roles. The Crane continued in RCAF service until 1947, when many were sold off for civilian use as light transport airplanes.

SPECIFICATIONS

Type	Pilot, Navigator Trainer/ Light Transport
Wingspan	41 ft. 11 in.
Length	32 ft. 9 in.
Engines	two Jacobs L-4MB
Horsepower	225 h.p. each
Max. Speed	185 m.p.h.
Cruising Speed	165 m.p.h.
Service Ceiling	18,000 feet
Range	750 miles

In the USAAF, the aircraft was called the AT-17 / UC-78 or "Bobcat" and was used for pilot / navigator training and light transport duties, during World War II.

A total of 5,426 Cessna T-50's were produced, 4,600 for the USAAF and 826 for the RCAF.

The CWH Cessna Crane (#7862) was delivered to the RCAF in August 1941. It flew with No. 4 (SFTS), Saskatoon and No. 11 (SFTS) Yorkton, Saskatchewan. In November 1945, it was sold to Canadian Aviation Industries of St. Jean, Quebec. By 1949 it was owned by Matane Air Service, who flew it commercially in the isolated St. Lawrence North Shore area of Quebec. In 1964, the Crane was purchased by Doug Wardle of Rockcliffe, Ontario, who flew it privately for another twelve years. Mr. Wardle donated the airplane to the Museum in 1976 and an extensive restoration program then commenced. The Crane flew again after a ten year rebuild in November 1986, displaying the colours and markings of its first assignment - No. 4 (SFTS), Saskatoon.

MUSEUM HISTORY

NEARLY FORTY YEARS OF HERITAGE FLYING

A collection of more than forty-five aircraft has grown from the friendship of two pilots, Dennis Bradley and Alan Ness. Their love of aviation and their desire to maintain and preserve Canada's aviation history has inspired restoration projects that are not only great pieces of craftsmanship, but are able to fly as well.

Bradley and Ness approached friends Peter Matthews and John Weir to become partners with them in their first aircraft, a Fairey Firefly. This aircraft was to become the masthead of the museum's advertising and stationery and continues today to be incorporated into crests, logos, and memorabilia. A tribute to the four flying founders is located in the museum's main entrance.

In 1972, the founding group moved into part of a hangar at Hamilton Airport and started to seriously seek out other restoration projects or aircraft in flying condition. A Harvard Mark IV was the second acquisition, followed shortly thereafter by a Supermarine Seafire, a Goodyear Corsair, a de Havilland Chipmunk and a Tiger Moth.

Hangar 4, followed some years later by Hangar 3 for restoration and maintenance, was purchased and the aircraft collection and the volunteers finally had a home. The group applied for a charitable foundation status, under the name Canadian Warplane Heritage. Meanwhile, much interest was being shown in the group's activities by other aviation enthusiasts and so a membership programme was started.

1975 saw the collection take over more of Hangar 4 and the acquisition and restoration of the B-25 Mitchell bomber. The story of its arrival suggests a strafing of the airfield and the bombing of the runway with watermelons. During the same year, the Westland Lysander and the Gemini Crane joined the museum's collection.

It is impossible to compress nearly forty years of history into a page or so. Many aircraft have joined the collection, and some have been traded or sold. Tragedy struck in 1977 at the Canadian International Airshow. Alan Ness lost his life when the Fairey Firefly he was piloting crashed into Lake Ontario. The aircraft was replaced by another and Alan Ness' memory is carried on with the annual award of the "Alan Ness Memorial Trophy" to a deserving CWH member or group.

The museum's most ambitious restoration project has been the Avro Lancaster. This aircraft stood guard over Goderich Airport, Ontario for a number of years. With the help of the Sidey Foundation, Canadian Warplane Heritage acquired the Lancaster from the local branch of the Royal Canadian Legion in 1977.

From 1977 to 1979, a tremendous amount of work was carried out removing the "Lanc" from its concrete pedestal and preparing it for transport to Hamilton. The Canadian Forces accepted the transportation challenge, as a training exercise to be performed by No. 450 Squadron. By moving the Lancaster to Hamilton, via a Chinook helicopter air-lift, valuable information was gained on the logistics of transporting a large aircraft by helicopter. The Lancaster arrived at the museum in

1979 and restoration work began. Nearly ten years were to pass before this enormous project was completed. The aircraft ready to fly. On September 24, 1988 before a crowd of over 20,000 spectators, the Lancaster took to the air again and was dedicated to the memory of P/O Andrew Mynarski.

By late 1988, although the organization continued to rely heavily on a network of dedicated volunteers, it reached the stage where it needed full-time staff to continue functioning properly. In 1989 CWH hired its first full-time employee and in 1991 the museum appointed its first curatorial staff to work alongside volunteers in every aspect of the museum's day-to-day operations.

Membership in the Canadian Warplane Heritage Museum is open to all who share an interest in aircraft preservation. Funding for museum projects comes mainly from membership fees, private donations and sponsorships. The Ontario Government supports the Museum through occasional grants from its Trillium Foundation. The Canadian Federal Government has recognised the importance of preserving certain aircraft of outstanding historical significance by certifying Canadian Warplane Heritage as a Cultural Property Institution and by funding the restoration of significant aircraft.

On February 15, 1993, a large part of Hangar 3 was destroyed in a devastating fire. Included in the destruction were five museum aircraft, the administrative offices, engineering records and all ground and maintenance equipment. The aircraft lost were a Hawker Hurricane, a Supermarine Spitfire, a Grumman TBM Avenger, a Stinson and an Auster. The fire spread quickly, through the north side of the building, reaching temperatures as high as 3000 degrees and required the attention of four fire departments and fifty-five fire-fighters. Volunteers who arrived to give assistance could only watch helplessly as the fire blazed only a few feet away from the Avro Lancaster. At the time, the Lancaster was sitting on jacks and with fear that the roof might collapse, it was hours before the decision was made to allow the aircraft to be moved. Also saved from the fire were two restoration projects, the Bristol Bolingbroke and the Fleet Finch.

The museum battled back and erected a 108,000 square foot delta-winged building. With the support of the Canada-Ontario Infrastructure Works Programme, all three levels of government supported the move to a new site that would house all operations of the museum under one roof. CWH's new quarters were officially opened by the museum's Patron, His Royal Highness the Prince of Wales, on April 26, 1996.

Since moving into the new building, our collection has grown steadily. Thanks to the Canada Aviation and Space Museum in Ottawa, several interesting aircraft have been loaned to us on a

long term basis. In addition, a number of benefactors have generously donated aircraft to the collection, the most recent being a Grumman TBM Avenger. This acquisition replaces the one destroyed in the 1993 fire. In 2009, the long awaited restoration of the Westland Lysander was completed, when it flew again for the first time in over sixty years.

The museum now houses more than forty-five aircraft, an extensive aviation exhibit gallery, a gift shop and a cafeteria. It is open daily from 9:00 a.m. until 5:00 p.m. The museum is closed only on Christmas Day and New Year's Day. Special events take place throughout the year and the facilities, including the main aircraft display area can be rented for private events. Group Tours of the facility, with the services of an experienced Tour Guide are available to groups of twenty persons or more, provided arrangements are made in advance. Many of the groups that visit are school children learning the theory of flight, aircraft design or military history. A visit to the museum is a worthwhile field trip to enhance many areas of the provincial school curriculum.

AVRO LANCASTER Mk X

Probably the most famous Allied bomber of the Second World War, the Avro Lancaster had impressive flying characteristics and operational performance. What is surprising is that such a fine aircraft should have resulted from Avro's desperate attempts to remedy the defects of its earlier unsuccessful Manchester bomber. The prototype Lancaster, which flew in January 1941, was a converted Manchester airframe with an enlarged wing centre-section and four 1,145 h.p. Rolls Royce Merlin Xs. The Merlins replaced two 1,760 h.p. Rolls Royce Vulture engines, which had proved to be very unreliable. The modifications were an immediate success and such was the speed of development in wartime the first production Lancaster was flown in October 1941.

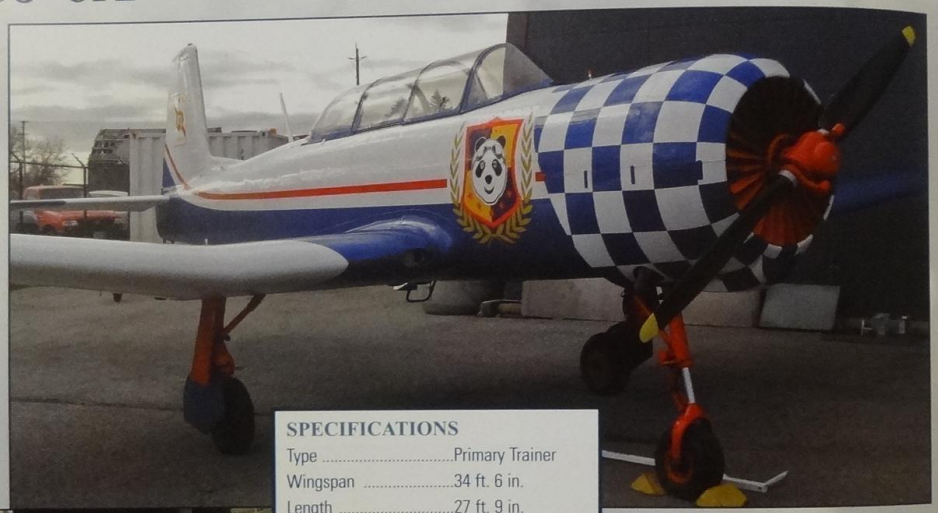
SPECIFICATIONS

Type	Heavy Bomber
Wingspan	102 ft. 0 in.
Length	69 ft. 6 in.
Engines	four Packard Merlin 224s
Horsepower	1,640 h.p. each
Max. Speed	275 m.p.h.
Cruising Speed	210 m.p.h.
Service Ceiling	25,700 feet
Armament	eight Browning 0.303 machine guns, in three powered turrets
Bomb Load	10,000 lbs. (small) to 22,000 lbs. (max.)
Range	2,530 miles (7,000 lbs. load) — 1,550 miles (22,000 lbs. load)
Crew	seven

NANCHANG CJ-6A

The Chinese Government obtained a licence to build the Yakovlev, Yak-18 training plane from Soviet Russia in the early 1950s. Allocated to the Nanchang Aircraft Factory, the airplane was called the Nanchang CJ-5 and several thousands were manufactured from 1954–1959.

The Yak-18 tail-dragger design dated back to 1945, so when the Chinese required a more up to date version for training jet pilots, aero-engineers Bushi Cheng and Lin Jiahua were selected to redesign it. New features included an aluminum monocoque fuselage, flush riveting throughout, a retractable tricycle undercarriage and an altered wing airfoil, with a pronounced wing dihedral in the outer sections. This improved trainer, the CJ-6, came into production in 1959.



SPECIFICATIONS

Type	Primary Trainer
Wingspan	34 ft. 6 in.
Length	27 ft. 9 in.
Engine	one Quzhou Huosai HS6A radial engine
Horsepower	285 h.p.
Max. Speed	190 m.p.h.
Service Ceiling	17,000 feet
Range	450 miles

Further development of the aircraft resulted in the CJ-6A model, powered by a Huosai HS6A radial engine. Coming into production in 1962, more than 1,800 CJ-6As were eventually built for the Chinese military as well as the air forces of Bangladesh, Cambodia, Tanzania and Zambia.

As of 2007, this aircraft was still in production (CJ-6G model) for general aviation and crop spraying uses. It is believed that over 10,600 of all types have been built. An unknown number remain in military service around the world and over 200 are in private hands.

The CWH Nanchang CJ-6A was once part of a Chinese military display team. The airframe was recently refurbished and with an almost new engine and propeller, it is one of the lowest time CJs around. It displays the paint scheme of its earlier Chinese military use. The Museum acquired the aircraft with the help of a generous donor in November 2009.

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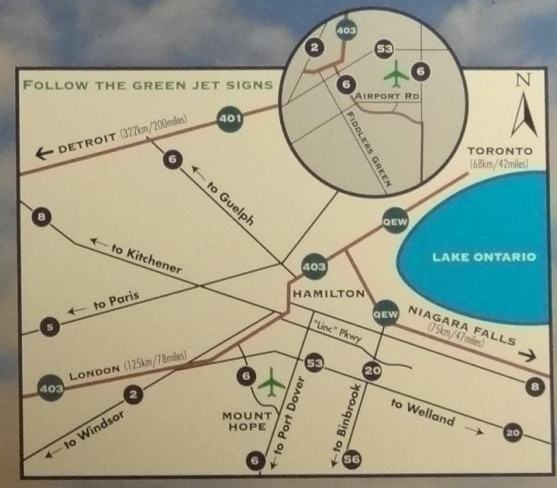

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