

NOVEMBER/DECEMBER 2017

FLIGHT LINES

CANADIAN WARPLANE HERITAGE MUSEUM

ANECEDOTES
FROM WWII
A Sprog's Experiences

CANSO
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Heritage Museum's
Flying Boat



NOVEMBER 18, 2017



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NOVEMBER/DECEMBER 2017

FLIGHTLINES

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Cover:
Consolidated PBY Canso flying boat.
KOOL SHOTS

Volunteer Editor: Bill Cumming

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WORLD WAR WOMEN

JULY 5, 2017
TO
NOVEMBER 19, 2017



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CANADIAN
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DE LA GUERRE

Canada

News

Year End

As we move towards the end of 2017, we can look back on a very busy year at the Canadian Warplane Heritage Museum. Within the last few weeks of summer the Museum hosted two of the largest and successful events of the year; the Community Charity Airshow in Brantford and Classics of the Golden Age car and aircraft display.

Coming up is the annual Remembrance Day Service at the Museum that is attended every year by thousands of people, from students to seniors. Remembrance Day November 11th is the day of the Armistice; the day the battles of the First World War came to an end. Nov 11th is about remembering, as we honour those who fought and continue to fight for our country, and we remember so that the atrocities committed in the past will never happen again. It is the day we honour those who sacrificed for our country and we also take the time to honour those families who sacrificed so much as well.

In this issue of *Flightlines*, we briefly look at CWH's flying boat, and the most famous Canso as piloted by F/L David Hornell, who was awarded the Victoria Cross (VC), the highest award of the United Kingdom honours system. This issue also provides an insight of some personnel experiences of an airman - some funny, some tragic - who served in Canada during World War Two. Quite often we forget that during the days of World War Two, the air force recruited men and women who served in Canada instead of away from their homeland. They did their duty with the same spirit and determination as those who were sent to overseas war zones, contributing to the peaceful Canada we live in today.

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



CF-18 Demo team signing autographs lead by Captain Matthew "Glib" Kutryk.

2017 Community Charity Air Show at Brantford a huge success

by Gord McNulty

Record breaking crowds and hardworking volunteers ensured a successful inaugural Community Charity Air Show at Brantford Airport on August 30. This year's event, inspired by the former Rotary Charity Air Show that started in 1999, was held under sunny skies. It raised funds for both the Rotary Club of Brantford and the Canadian Warplane Heritage Museum.

The Canadian Warplane Heritage Museum was highlighted by a fine demonstration of the B-25 Mitchell, the DC-3 Dakota that dropped jumpers from the Hamilton Sport Parachute Club to open the show and the PBY-5A Canso. Spectators also enjoyed the CF-18 Demo Hornet painted to celebrate Canada's 150th Anniversary of Confederation; the Snowbirds; the Great War Flying Museum World War I replicas; Gord Price in the Yak-50; Trevor Rafferty in his "Rafferty Javelin," Danny Richer's BAC Strikemaster; Danny and Alf Beam in T-28 Trojans; and the Waterloo Warbirds 'Mako Shark' CT-133.

The family oriented show was co-chaired by Dave Rohrer of the Canadian Warplane Heritage Museum and Sherry Kerr of the Rotary Club of Brantford, leading the team, volunteers and sponsors whose commitment made the show possible.



CANADIAN WARPLANE HERITAGE MUSEUM

Member Profile – Wally Wintermute

by Mo McIntosh

I recently sat down with Walter “Wally” Wintermute, crew chief of the Bolingbroke restoration crew. It was wonderful to hear him reminisce with the Boly being lovingly restored in the background.



Wally is originally from St. Thomas. Leaving school at 15, Wally's adventures took him to the Central Aircraft Company in London, Ontario. Here during 1943-44 he would perform modifications to the de Havilland Mosquito bombers. On his 16th birthday he became of civilian worker for the RCAF.

Working very hard, Wally would often get 3 aircraft done a night. When the pilots arrived in the morning, they'd be quite pleased and they would always take him flying where he would get a chance to fly himself.

He was also an Ontario Provincial Police (OPP) officer for many years. In his early years of service in the OPP he was transferred out of Toronto to the Crystal Beach detachment during the busy summers. Every weekend would see over 10,000 people flock to the park. It was a going concern dealing with so many mischief makers.

His journey in his professional life saw him transferred to the Smithville OPP detachment. His duties included accident and criminal investigations. The last ten years of his career was in plain clothes duty and he travelled all across Canada.

Wally made many friends around the world in his travels including his visits with his friend, Sidney Poirier.

Wally joined CWH in 1988. Shortly thereafter he was asked to join the Boly crew. First order of business was to pick the best one of the derelict aircraft which was located on the airport side. Thus began the restoration.

Wally was happily married to Lee for over 59 years, a valued member of CWH. He currently resides in Beamsville, Ontario, enjoying life with his current wife Judith.



BILL CUMMING

Classics of the Golden Age 2017

After an absence of more than 20 years, CWH presented Classics of the Golden Age on September 9 & 10. Over 35 elegant and some rarely seen automobiles were showcased for public viewing with the CWH aircraft throughout the hangar. All automobiles on display were invited to the event, and ranged from a 1907 Stanley Steamer to a 1960 MGA. The classic vehicles were staged among the CWH aircraft, offering a mix of displays of aircraft and antique vehicles together. The star of the show was the rare 1936 Bugatti 575C Aerolithe, which was provided courtesy of Dave

Grainger from the Guild of Automobile Restorers. Large crowds were present for both days of the event and favourable comments about the event have been received from both the public as well as the participants.



AL WICKELOFF

Aircraft Updates

Tracker Tidbits

by Bob Freeman

There is little visible progress on the restoration, but behind the scenes, many small parts have been cleaned, overhauled and repainted ready for installation.

The difficult repair on one of the stringers inside the nose wheel well was completed by CWH staff and since then we have been able to clean inside the area and paint it. New bearings located in the cockpit floor and underside of the cockpit (for elevator controls) have been installed and the bearing housings re-riveted into place. We await a couple of special fasteners to complete the work required in reattaching all the associated controls and we should then be in a position to reinstall the nose landing gear.

Both LHS and RHS wing fold sequence valves were removed, inspected and rebuilt with new seals. All linkage surface corrosion was mitigated and parts repainted and reinstalled. Current work also focuses on the tail hook, hydraulic lines/actuators and other mechanical assemblies in the aft underside of the fuselage. The underside itself has been cleaned off and repainted before these items are reinstalled. During this process, another small area of corrosion was found and will be mitigated when CWH staff can allocate resources currently keeping the fleet flying.

CWH staff located two new nose gear wheel rims, manufactured from aluminum billet rather than cast magnesium for the originals. These have been fitted with new tires, tubes and bearings and await installation.

Westland Lysander



AL WICKELOFF

A replacement landing gear was located in Ontario and recently arrived in the hangar for our Westland Lysander and its future restoration.

Talking Turkey

Grumman Avenger

A new Avenger arrestor hook was located in Dallas, Texas and has now been installed on the airplane. The original arrestor hook was removed from the Avenger when the aircraft was converted to a water bomber. Progress continues on the Avenger in anticipation of its first flight in the near future.



DON COIT



ANECDOTES FROM WWII

A Sprog's Experiences by Frank Gue



LAC Frank Gue with Norseman 2468 of No. 2 Wireless School at Shepard Field, Alberta, 1943. FRANK GUE

World War II was fought on many fronts. Not the least of these was the British Commonwealth Air Training Plan (BCATP), relatively little remembered by the general public. Under a Canadian, Air Marshall Billy Bishop, a WWI Royal Air Force ace, it became the most successful and largest such training effort of the War anywhere in the world. Canada, a small nation of 10 million, dedicated nearly a million men and women to the BCATP. We trained thousands of Commonwealth, American, Polish, and other volunteers for the aerial battles the Allies fought and won, making victory possible.

Many of us did our thing as ordered in the BCATP here in Canada. We suffered almost none of Churchill's "blood, toil, tears, and sweat". Yet there was a spirit and a determination that permeated the nation. We worked hard at it. We flew training airplanes and repaired them to keep them flying. We fixed radios, airplanes, and engines. We instructed classes of such mechanics. Mostly we were people too old, too young, or too short sighted to do the fighting, which we had to leave to others such as my brother Charles, a 40 trips Lancaster bomber captain.

Through the years there, accumulated numbers of small experiences, some funny, some tragic, all interesting. Because very few people alive today have come through those earlier brave days when we did so much for the Allied wartime cause, I tried to capture some of these small experiences so they don't get lost. I wrote from the point of view of a "grunt" or a "sprog" as we tradesmen were sometimes called.

The reader needs a little background to some aspects of military WWII protocol:

A few men in the early days of the War were Permanent Force ("PFs") who had been in the service for some years. The rest of us were freshly trained recruits, some officers, mostly "Other Ranks" ("ORs"), several ranks below officers. We were young and inexperienced. The highest rank ORs were "Non Commissioned Officers" (NCOs) - sergeants, corporals, etc., mostly PF men and several ranks down from the officer rank. PF men looked down (way down) on us green recruits, even if some of us greenies were officers with ranks well above the PFs.

So, here are some of my anecdotes from that brave time:

anecdote 1

A Harvard wireless training aircraft with 1,200 lb. of W/T (Wireless Telegraphy) gear in the back pit was barely stable, and did not tolerate careless handling. A prominent placard in each cockpit read, AEROBATICS STRICTLY PROHIBITED.

"Sir, did you have trouble with the trailing aerial today?"

"Yes. It got jammed."

"Well, sir, it wasn't exactly jammed. It was wrapped around the fuselage and tail and the bobweight was missing." (The only way this could happen would be if the pilot had barrel rolled his airplane, which was strictly forbidden.)

"Oh." Pause. "Did you write it up?"

"No, sir. The students are forever forgetting them and ripping off the bobweights. I just put on a new bobweight. We have a bin of them."

"Ah." Pause. "Is there anything I can do for you?"

"Well, sir, you fly the Vent (the Ventura was a medium bomber built by Lockheed) up to Edmonton each Friday. Could I get a lift with you? It's my hometown."

And that is how I am able to report that the mid-upper gun turret of a Ventura is an extremely c-c-cold p-p-place if one is not wearing a flight suit.

anecdote 2

One reason #2 rings true is that, one bright, cold, April morning at #2 Wireless School Flying Squadron, Calgary, my flight of 21 men were standing at ease, with our Flight Lieutenant in his proper place at right front, waiting for the Commanding Officer.

The Flight Sergeant, clearly the owner of "his" station, stalked slowly along the ranks, ensuring all shoes were shined, all buttons polished. Our Flight Lieutenant murmured to him as he passed, *"Flight, we're getting pretty cold standing here."* - to which the Flight Sergeant, ever so respectfully but without for one millisecond altering his slow pace, replied, *"Very good, sir. Be cold."*



anecdote 3

At this same station, Harvard FE854 suffered an engine failure on takeoff. The pilot made a flawless wheels up landing in a farm field. The aircraft was little damaged, but the prop tips were bent well back.

PF Flight Sergeant Mel Jones, in charge of Maintenance, ran panting up to the downed aircraft. With no noticeable concern whatever for the safety or possible injury of the flying officer pilot or the student WAG (Wireless Air Gunner), he bellowed, "You've given my engine a hernia!"

anecdote 4

Bet you didn't know that rocket propulsion was invented by an RCAF corporal.

Well, during Fire Prevention Week in October, 1944, we sprogs were given a one hour tutorial on fire duty - how to lay several hoses from a hydrant to a fire in one minute flat, and how important it was to keep the hydrant caps greased so they could be spun off by hand without a wrench (military discipline has its advantages).

Just after midnight, the station fire alarm sounded. Muttering black imprecations about the stupidity of running a fire drill in the middle of the night, I lurched out of my bunk and went to the window, to be presented with the sight of #2 Hangar fully ablaze. We all flung coveralls on over our pyjamas and raced to our stations.

Corporal Smoky, our fire chief, climbed a ladder with a hose over his shoulder. He smashed the glass in a window, aimed the nozzle into the fire, and yelled, "OK". His man on the ground turned on the hose, whereupon Smoky, rocket propelled by the water reaction, performed a graceful backward arc and landed heavily on (fortunately) fairly soft sod, injuring nothing much but his wind and his dignity.

Thus we celebrated Fire Prevention Week 1944 by burning down #2 Hangar and ten of His Majesty's Harvard and Norseman training aircraft.

Thirty years later the debris was where the fire had left it, and provided me with a few bits of hardware I used on our boat.

anecdote 5

"This yours?" asked the friendly farmer as he tossed a mangled piece of aluminum into the guardhouse, "It was in my barnyard." It was indeed ours: it was the wingtip fairing of a Harvard.

The pilot, who had been doing the forbidden low level aerobatics (very low as his wingtip grazed the farmer's barnyard), was court marshalled, charged with: recklessly endangering HM enlisted personnel; recklessly endangering civilians on the ground; disregarding Station Standing Orders; recklessly and negligently damaging HM equipment; unauthorized low flying; and one or two other sins I have forgotten. He was demoted from Flying Officer to AC2, the air force's lowest rank, at least for a time.

anecdote 6

At Manning Depot at Lachine, Quebec, I was assigned with my 20 buddies to a Precision Squad (236 drill movements without a command, timed to the millisecond with metronomic precision).

One cold wet October afternoon we were assigned to the graveside ceremony for a dead airman. The final drill was three volleys of blanks (wads of Kleenex) fired from the .303 Lee-Enfield rifles on our shoulders (11 pounds with bayonets fixed). My first round did not fire; I had to maintain the cadence, and so continued with the rest, going through the motions. Then with rifles "at the rest" (slanted forward, butts on hips), we made five thrusts of the bolts to clear the breeches. My breech would not clear. A premonitory anxiety started at the back of my neck. That round... that round... it's still in there...

Continuing with our metronomic precision, each rank in turn pulled their triggers. Click. Click. Click. Click. Click. Blam! as my round finally fired. My wad of paper whizzed over the head of our officiating officer, who was standing graveside. He, an army type fresh from the infantry battles in France, knew exactly what he had to do: in his dress uniform he instinctively and instantly dropped to his hands and knees in the mud.

After the "Dismiss" order, Corporal Gareipy stalked over to me, through gritted teeth informing me of his estimate of my IQ and his guess as to my probable parentage. Fortunately, Murphy was absent, as Corporal Gareipy could not get the stuck round out of my rifle either. So ended the day I shot the Padre.





anecdote 7

Our precision squad was once formed up beside the pond in Lafontaine Park in Montreal, getting ready for a Victory Bond parade. One element of Quebec society never missed an opportunity to harass such a group. Four of them proceeded to do so, knowing that Air Force discipline would keep us in formation, having to ignore the water and mud being thrown at us. But our Flight Lieutenant Lefebvre whispered out of the side of his mouth, *"If you were to break ranks I don't think I would notice."*

We did indeed break ranks. And we made sure the Zoot-Suiters, as they were called, were held lying in the shallow water until their expensively tailored suits were thoroughly soaked and hopefully ruined.

anecdote 8

WWII radio gear, with its vacuum tubes and heavy transformers, was very weighty, demanding big lead acid batteries that lived right up to their names... lead and acid.

One of my Harvards needed a battery change. I heaved it up out of the aircraft, heaved it up to my hip, lurched 100 yards to the wireless lab, and thudded it down on the battery bench.

"What do you weigh?" queried the corporal.

"About 125 pounds."

"Do you know what that battery weighs?"

"No."

"It weighs about 125 pounds. I didn't know you could lift 125 pounds."

"Neither did I. And now that you've told me, I am quite sure I can't."

Nor have I ever tried since.

anecdote 9

Many of Britain's clever deceptions were Winston Churchill's ideas, for as he said, *"In wartime truth is so precious she needs a bodyguard of lies"*.

One of those lies was to use a captured spy (*"You work for us as a double agent or we hang you in the morning. Take your choice."*) to feed plausible, if of not too useful, secret information to Berlin to build up credibility. Churchill figured, correctly as it turned out, that the Nazis would believe the agent when he told them that the 1944 invasion was to be across the Pas de Calais. That deception tied up a whole enemy army there for months because they thought the Normandy attack was merely a diversionary raid.

My Big Brother Charles (Chas) was Flying Officer Gue who captained a Lancaster bomber on 40 bombing raids over Germany, incredibly without his gunners ever getting to fire a gun in anger. *"Lucky Charlie"* he was called.

One of Chas's raids was by 500 planes of the RAF and RCAF in February, 1944 against the ball bearing works at Schweinfurt. *"They promised us cloud cover,"* he told me post-war, *"But it was clear as a bell. They promised us routing around the fighters, and they came at us in swarms. The b.....s knew we were coming."*

Indeed they did know. Years after Lucky Charlie's luck ran out in a civilian auto accident, William Stephenson's book *Bodyguard of Lies* was published. In it, Stephenson describes Churchill's *"bodyguard"*, using as an example a certain raid on Schweinfurt in February of 1944. Churchill had dispatched the huge fleet of Lancaster and Wellington aircraft, also ensuring that the double agent would tell Berlin. He knew losses would be heavy but, in the cold blooded calculus of war, he commented, *"Better to lose 3,000 men in the air than 30,000 men on the beaches."* He was, of course, correct; but that didn't make it any easier for the mothers in Britain and Canada who had to read that awful telegram, *"His Majesty regrets to advise you that your son..."*

Men and women who can recall these things are almost all gone now. But it behooves us, young or old, to remember where we came from and how we got here. Every day we live in Canada is Thanksgiving Day. Each of us should pause to ask: in what way today can I perpetuate and contribute to the brave and peaceful Canada we know and love?

TOP LEFT TO RIGHT:

A. A RCAF Lockheed Ventura similar to the aircraft that Frank Gue flew in. *LIBRARY AND ARCHIVES CANADA*

B. Harvard Mk. II FE854 (Wireless Trainer at No. 2 Wireless School that suffered an engine failure on take off. As related in the article, the prop tips have been bent backwards. Notice the crew is still in the airplane. *FRANK GUE*

C. A photo of Norseman 3527 of No. 2 Wireless School, taken by Frank Gue from another Norseman, Shepard Field, Alberta, 1943.



GIFT SHOP – Holiday Gift Guide



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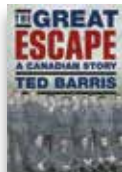
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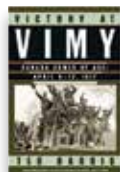
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NOVEMBER/DECEMBER 2017

FLIGHTLINES





GIFT SHOP – Holiday Gift Guide



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- For the child who wants to be a fighter pilot, this authentically detailed Up and Away Royal Canadian Air Force (RCAF) Bomber Jacket looks like the real thing worn by W.W.II aviators
- The infant and children's bomber jacket features four colourful Canadian Air Force patches on the front and sleeves, and a large plane embroidery on the back
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- Inspired by the flight jackets worn by past Canadian aviators, this infant and children sized Up and Away Royal Canadian Air Force (RCAF) Flight Jacket will be sure to make your young pilot feel like the real thing
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- There are contrasting knit collar, cuffs and waistband, two snap pockets, and a zippered sleeve pocket
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NOVEMBER/DECEMBER 2017

FLIGHTLINES



CANSO

Canadian Warplane
Heritage Museum's
Flying Boat

by Doug Fisher

An excellent photo of the Canadian Warplane Heritage Museum's Canso (C-FPQL) as it is today in flight showing the upper wing camouflage colour scheme in contrast to the overall white colour scheme on the fuselage. KOOL SHOTS

Cat, Mad Cat, Black Cat, Pig Boat, P-Boat, Y-Boat, Nomad, Canso, Mop... What do all these names have in common? They are all used to describe the venerable Consolidated PBV Catalina flying boat. Introduced into US Navy aviation in 1936 and continuing in military service internationally into the 1970s, the type was used with great success as a civilian water bomber (who can forget the scene from the movie *Always* when the Canso does a touch and go on the water and then passes over two fishermen in their boat?). It is an understatement to say the Consolidated PBV Catalina has served a very distinguished career.

The Consolidated Model 28/PBV Catalina series was designed by aeronautical engineer Isaac Macklin Laddon as a successor to the earlier P2Y series of flying boats. Known initially by its military designation XP3Y-1, the craft was designed to satisfy the requirement for a military patrol flying boat with a range of 300-miles and a cruise of 100-mph. Consolidated was contracted to build one aircraft and rival Douglas aircraft one competitor, the XP3D-1.

Although Douglas flew the XP3D-1 first, the Consolidated design featured several unique features including a pylon mounted parasol wing, greatly reducing the need for drag producing struts and bracing wires, and retractable floats that could change the wingspan in flight. Both were powered by Pratt & Whitney R-1830-58 Twin Wasps producing 825 hp each. The performance of both designs were similar but the Consolidated design were \$20,000 less than Douglas concept, which was priced at \$110,000. Remember, this was during the Great Depression.

Construction of the XP3Y-1 (US Navy BuNo 9459) was started in 1933 in Buffalo, New York, but due to the possibility of icing in the Niagara River, the nearly complete airframe was shipped by rail to NAS Norfolk where final assembly was undertaken and the first test flight completed on 21 March 1935. The Navy made a few changes to the design including a rear hull extension, a revised profile to the bow turret, and the addition of a gun position in the lower hull aft of the keel.

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THE NEARLY COMPLETE AIRFRAME WAS SHIPPED BY RAIL
TO NAS NORFOLK**



Directional stability proved to be an issue with the XP3Y-1 and the design underwent three rudder redesigns. This problem remained an issue throughout the life of the PBY series of aircraft with many design changes.

Re-engined with Pratt & Whitney (P&W) R-1830-64s of 850 hp each, the XP3Y-1 made a long distance flight between Norfolk and Coco Solo, Panama Canal Zone, then on to San Francisco. The last leg was a record for the longest distance flown by a seaplane.

Shortly thereafter, the United States Navy placed an order for 60 aircraft with the designation PBY-1. Production of the flying boat would take place at Lindbergh Field in San Diego, California. The designator PBY stood for P=Patrol, B=Bomber, Y=Consolidated.

IN LATE 1939, THE RCAF DECIDED IT NEEDED A SUCCESSOR TO THE SUPERMARINE STRANRAER FLYING BOAT AND SELECTED THE CONSOLIDATED PBY-5A

Orders continued and the PBY design evolved during the process. The PBY-2 had a redesigned horizontal tail and elevator assembly and an increased bomb load capability. The PBY-3 was powered by more powerful P & W R-1830-66 of 900 hp each, which resulted in the relocation of the carburetor air intake from underneath the cowling to the top of the cowling. The PBY-4 was distinguished by 1050 hp P&W R-1830-72 radial engines and the addition of prop spinners.

The last three PBY-4s were modified with a different vertical fin and rudder design, and rear hull gun blisters in place of sliding hatches that had been used on all previous models. These modifications became standard on the new PBY-5.

With the start of hostilities in Europe, the British ordered 28 PBY-5s and the US Navy 200 and at this time the British and Americans named the type the Catalina. Consolidated had added amphibious landing gear to the final PBY-4, which became the prototype PBY-5A. The US Navy, realizing the versatility this would provide, quickly changed their order to PBY-5As. The British, however, stuck with the pure flying boat version but did also place an order for twelve amphibious Catalina IIIs.

The PBY-6A featured hydrodynamic improvements made by the Naval Aircraft Factory along with a much larger vertical tail.

In late 1939, the RCAF decided it needed a successor to the Supermarine Stranraer flying boat and selected the Consolidated PBY-5A. Because the US Navy and the RAF had contracted for all the flying boats Consolidated could produce, arrangements were made to have the Canso, as the RCAF subsequently named the aircraft, manufactured in Canada. By September 1940, Boeing Canada in Vancouver had received its first contract for 55 PBY-5As and started to assemble the first Canso from Consolidated supplied parts. In early 1941, Canadian Vickers in Cartierville, Quebec began tooling up for PBY-5A production. The first PBY-5A Canso built by Boeing Canada flew in July 1942 and the first Canso from Canadian Vickers was rolled out in April 1943.



Ft. Lt. David Hornell's Canso RCAF 9754 of No. 162 Squadron, RCAF; the most famous Canso as it appeared in 1943 before the code letter P was applied. 162 Squadron provided mid ocean air cover for North Atlantic shipping routes, where convoys were most vulnerable to German U-boat attacks. CANADIAN WARPLANE HERITAGE MUSEUM



Canso 11084 with 103 Rescue Unit, Greenwood, Nova Scotia circa early 1950s.
CANADIAN WARPLANE HERITAGE MUSEUM

Between 1935 and 1946, a total of 3431 PBVs were built in North America - 730 of them in Canada. A further 1500 PBV-5As were produced under license in the Soviet Union. Canadian Vickers examples were designated PBV, Boeing Canada examples were designated PB2B in accordance with the U. S. Navy aircraft designation system of 1922, but together, they were known as Canso in RCAF service.

The Catalina had a very distinguished military career and was credited with locating the German battleship Bismarck, the sighting of the Japanese forces heading for Ceylon, discovering the Japanese fleet heading to Midway, along with numerous U-boat and submarine sinkings. It was a vulnerable aircraft, cruising 110 kts with no crew armour or self-sealing tanks. The "Black Cat Squadrons" performed nighttime search and attack missions in their black painted PBVs and were successful in disrupting the flow of supplies and personnel to Japanese island bases. Catalinas were also quite successful in search and rescue missions where they were referred to as Dumbos.

THE REASON WHY THEY HAVE SURVIVED FOR SO LONG IS THEIR USE IN AERIAL SURVEYING, FIREFIGHTING AND AERIAL SPRAYING

After the war, the USA continued to operate amphibious versions with the United States Air Force, US Navy, and US Coast Guard into the 1950s. The RAF disposed of their entire fleet immediately after the war while the RNZAF and RAAF continued to use the Catalina for a few more years. The RCAF did not operate any flying boat Cansos post-war but did employ the amphibious Cansos into the 1960s for search and rescue, Arctic survey, and various transport operations.

The Catalina was used in many ways after it was retired from military service - they were employed as commercial passenger or freight aircraft, executive aircraft, and toys for the rich as "flying yachts." They also found great success when used in the aerial survey business and the aerial firefighting and spraying.

The greatest use for the Catalina in civilian hands and the reason why they have survived for so long, is their use in aerial surveying, firefighting and aerial

spraying. The first aerial firefighting Catalina was used by Austin Airways and used two underwing water tanks. Shortly thereafter Toronto based Field Aviation received a government request to convert a Catalina to hold internal water that could be replenished using a probe system. Their Chief Engineer, J. Knox Hawkshaw, designed a system that was first used on Kenting Aviation's aircraft in 1961. The system proved quite effective and led to various other similar conversions ranging in total water capacities from 800 to 1200 gal.

While water bombing has taken its toll in terms of wrecked Cats and lost crews, it would be fair to say it has also contributed to the great number of Catalinas that survive today.

CANSO 9754 (11084)

The Canadian Warplane Heritage Museum has preserved Canadian Vickers Canso RCAF 11084 in flying condition as a tribute to Flight Lieutenant David Hornell VC.

The RCAF took Canso 11084 on charge in May 1944 and the following month it was assigned to 3 OTU (Operational Training Unit) at Patricia Bay, British Columbia. In November 1944, the Canso was involved in a Category 3 incident, of which little is known, and assigned to No. 3 Repair Depot for repairs. On completion of the repairs on

Canadian Warplane Heritage Museum's Canso (C-FPQL) when it served with the Quebec Department of Transportation, after conversion to a water bomber (Tanker 713).



11 July 1945, the plane was sent to 6(BR) Squadron, Coal Harbour, BC, where it remained until the squadron was disbanded shortly thereafter, in August 1945 after which the amphibian was placed in storage with No. 2 Air Command.

11084 was one of a number of Cansos selected for postwar RCAF service and converted to Canso 2SR (Search and Rescue) standard in 1952. The aircraft would serve in this capacity with 103 Rescue Unit, Greenwood Nova Scotia from 1953, and later with 102 Composite Unit, Trenton from 1959 and retired in 1961.

After being surplused, the Canso was sold to the Quebec Department of Transportation in 1961 where she was converted to a water bomber and served for many years as an aerial fire fighter wearing the hull number 713 Lucky 13. The actual registered owner changed to the Government of Quebec as government departments changed names. In 1993, when the Province of Quebec began replacing its aging Canso fleet it was offered for tender in March of that year and acquired by Conifair/Royal Aviation of Mt. Jolie, PQ who intended to continue using it in the firefighting role.

This did not happen and in 1995 Bob McRae and Bob Bemish donated the money for the purchase of 11084 for the Canadian Warplane Heritage Museum who have maintained it in airworthy condition. Initially it flew in its Quebec Government colours of yellow overall with blue trim, but in early 2000 it was painted as a tribute to F/L David Hornell in the colours of his 162 (BR) Squadron Canso 9754/P. Hornell was flying 9754/P when he was awarded the Victoria Cross (posthumously), for the sinking of U-1225 on 24 June 1944 and for his actions after crash landing 9754 following the attack.

Flight Lieutenant David Hornell

by Doug Fisher



Flight Lieutenant David Ernest Hornell, RCAF 162 Squadron was captain and first pilot of Canso A 9754/P engaged on an antisubmarine patrol in northern waters. The patrol had lasted several hours when a fully surfaced U-boat, U-1225, was sighted travelling at high speed on the port beam. Flight Lieutenant Hornell at once turned to attack.

The aircraft had been seen and the U-boat altered course so now there could be no surprise attack. The U-boat opened up with anti-aircraft fire, which became increasingly fierce and accurate. At a range of 1200 yds, the bow turret guns of the aircraft replied; then its starboard gun jammed, leaving only one gun effective. Hits were obtained on and around the conning tower of the U-boat, but the aircraft itself was hit, with two large holes appearing in the starboard wing.

Ignoring the enemy fire, F/L Hornell carefully maneuvered for the attack. Oil was pouring from the starboard engine, which was, by this time, on fire, as was the starboard wing, with the fuel tanks being endangered. Meanwhile, the aircraft was hit again by the U-boat's guns. Holed in many places, it was vibrating violently and very difficult to control. Nevertheless, Hornell decided to press home his attack, knowing that with every moment the chances of escape for him and his crew would grow less and less. He brought his aircraft down very low and released his depth charges for a perfect hit. The bow of the U-boat was lifted out of the water. It sank and the crew was seen in the sea.

Hornell continued to wrestle with the control and tried to gain a little altitude. The fire in the starboard wing had grown more intense and the vibration had also increased. Then the burning engine fell off. The fate of the aircraft and crew was now desperate. With the utmost coolness, he turned the Canso into the wind and despite the dangers, brought it safely down in heavy swells. Badly damaged, the aircraft rapidly began to sink. There was only one dinghy and this could not hold all the crew. So they took turns in the water, holding on to the sides. Once, the dinghy capsized in the rough seas and was righted only with great difficulty. Two of the crew succumbed from exposure. An airborne lifeboat was dropped to them, but fell some 500 yds downwind. The men struggled vainly to reach it and F/L Hornell, who had encouraged them with his cheerfulness and inspiring leadership, proposed to swim to it, though he was nearly exhausted.

The survivors were finally rescued after they had been in the water for 21 hours. By this time F/L Hornell was blinded and completely exhausted. He died shortly after being picked up.

Flight Lieutenant Hornell had completed 60 operational missions, involving 600 hrs of flying. He knew the danger and difficulties when attacking submarines. By pressing home a skillful and successful attack against fierce opposition, and by his attitude and morale he showed to his crew when in the water, he displayed valor and devotion of the highest order.

Upcoming 2017 Closures

November 27 to
December 5 Inclusive

2017 Calendar

November 11 REMEMBRANCE DAY -
Large indoor service

November 18 SWING OUT
TO VICTORY -
Dinner & Dance

2018 Calendar

March 17 ANNUAL GENERAL
MEETING - 11 am

March 25 HERITAGECON XII
Model Contest & Sale

April 15 DRAGSTRIP MEMORIES
Back by popular
demand!

April 28 SKY'S THE LIMIT
Charity Auction
(rescheduled date)

June 16 & 17 Come fly with us at
FLYFEST

July 29 VINTAGE WHEELS
& WINGS

September 8 & 9 CLASSICS OF THE
GOLDEN AGE
Indoor Car Show

November 11 REMEMBRANCE DAY -
Large indoor service

November 17 SWING OUT
TO VICTORY
Dinner & Dance

*Please visit warplane.com for additional updates.
Dates subject to change.



DND ARCHIVES

From the Archives Department

In recognition of Canada's 150th birthday, the museum is featuring an exhibit of artifacts from our permanent collection, titled *Up in the Air*, highlighting the Royal Flying Corps in Canada and the birth of the RCAF.

The Royal Flying Corps Canada (RFCC) was established in late January 1917 to recruit and train Canadians for service in the RFC during the First World War. Previously, Canadians who wanted to join the RFC generally transferred from the Army or obtained a basic flying certificate from a private company and then travelled to Great Britain in hopes of being selected. Although the program was run by military staff from Great Britain, by the time the Armistice was declared on 11 November 1918, an estimated 70 per cent of the instructors and a large percentage of the non-flying staff were Canadians. The program also employed the Canadian built JN-4 aircraft, built by Canadian Aeroplanes Limited. The training program influenced the establishment of the British Commonwealth Air Training Plan (BCATP), arguably Canada's most important contribution to the Second World War. However, this organization, unlike its First World War counterpart, would be developed, administered and commanded entirely by Canadians.

Up in the Air will be on view until March 2018.

Recruiting Re-enactors

The Canadian Warplane Heritage Museum is looking for young men and women (ages 15 to 21) to join our Re-enactor Program. For details, contact Donna Gill at museum@warplane.com (Attention Donna).



KOOL SHOTS



CANADIAN WARPLANE HERITAGE MUSEUM

The Canadian Warplane Heritage Museum



As "Canada's Flying Museum" we have the distinct honour of being able to "Make History Fly" as we say in the museum. As such, we take pride in our mandate and duty to educate especially new and young Canadians about the service, duty, sacrifice, and valour of the men and women of the Royal Canadian Air Force, Royal Canadian Navy, and the Canadian Army who have contributed to our rich military aviation history.

All the staff, and members of the museum consider each every day to be "Remembrance Day" at the CWHM as we engage in the many special events, activities, flight demonstrations, tours, educational classes, lectures, and interactive displays we produce for the benefit and enjoyment of our visitors.

As Canadians we are extremely fortunate to live in Canada, a free and democratic society with our Rights and Freedoms enshrined in the Canadian Constitution. A way of life safe guarded and protected by all those who have served and those now serving our country through military service. The Canadian Warplane Heritage Museum is privileged to remember their service and tell the many stories of these fellow citizens who have served our nation so well.



Per Ardua ad Astra

A handwritten signature in blue ink, reading "D. Rohrer".

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



warplane.com



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YOU CAN FLY IN A LANCASTER

