

NOVEMBER/DECEMBER 2018

FLIGHTLINES

CANADIAN WARPLANE HERITAGE MUSEUM



F/L SALE
The Long Escape

SPITFIRES
at the Canadian Warplane Heritage Museum

SAVE

THE

DATE

SATURDAY

June **1** 2019



featuring

The World Famous

Glenn Miller Band

GALA DETAILS TO FOLLOW

NOVEMBER/DECEMBER 2018

FLIGHTLINES

CANADIAN WARPLANE HERITAGE MUSEUM

President & Chief Executive Officer
David G. Rohrer

Vice President –
Operations
Sandra Price

External Client Services Manager
Cathy Dowd

Controller
Brenda Shelley

Vice President – Finance
Ernie Doyle

Curator
Erin Napier

Education Services
Manager
Howard McLean

Chief Engineer
Jim Van Dyk

Flight Coordinator
Laura Hassard-Moran

Donor Services
Manager
Sally Melnyk

Marketing Manager
Al Mickeloff

Retail Manager
Shawn Perras

Building Maintenance
Manager
Jason Pascoe

Food & Beverage Manager
Anas Hasan

Volunteer Services
Administrator
Toni McFarlane

Board of Directors
Christopher Freeman, Chair

David Ippolito
John O'Dwyer
David G. Rohrer
Barbara Maisonneuve

Robert Fenn
Patrick Farrell
Art McCabe
David Williams

Sandy Thomson, Ex Officio
Bruce MacRitchie, Ex Officio
Nestor Yakimik, Ex Officio

Stay Connected



Canadian Warplane
Heritage Museum
9280 Airport Road
Mount Hope, Ontario
L0R 1W0

Phone 905-679-4183
Toll free 1-877-347-3359 (FIREFLY)
Fax 905-679-4186
Email museum@warplane.com
Web warplane.com



Cover:
Spitfire TE214. DAVID BLAIS

Printed in Canada by



- Subscribe to our eFlyer**
warplane.com/mailling-list-signup.aspx
- Read *Flightlines* online**
warplane.com/about/flightlines.aspx
- Like us on Facebook**
facebook.com/CanadianWarplaneHeritageMuseum
- Follow us on Twitter**
[@CWHM](https://twitter.com/CWHM)
- Watch videos on YouTube**
youtube.com/CWHMuseum
- Shop our Gift Shop**
warplane.com/gift-shop.aspx
- Follow Us on Instagram**
instagram.com/canadianwarplaneheritagemuseum

Volunteer Editor: Bill Cumming

Flightlines is the official publication of the Canadian Warplane Heritage Museum. It is a benefit of membership and is published six times per year (Jan/Feb, Mar/Apr, May/June, July/Aug, Sept/Oct, Nov/Dec).

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

©2018 Canadian Warplane Heritage Museum.
All rights reserved.

EXHIBITION

THE REAL MONUMENTS MEN

JUNE 22 TO
NOVEMBER 18,
2018

On the Front Line to Save
Europe's Art 1942-1946



Smithsonian
Archives of American Art

News

Welcome

As we move toward the end of 2018, we look back and reflect on another exciting year at the Canadian Warplane Heritage Museum. By mid- November, all of the aircraft will be safely stored in the hangar and the winter maintenance program will begin.

With this issue of *Flightlines*, you will have also received our annual fundraising calendar filled with great shots of our collection taken by various photographers. Please give generously in support of the calendar to help keep the fleet flying!

We welcome the new readers to *Flightlines* and hope that you enjoy the magazine. *Flightlines* is provided to all members as a benefit of membership and we invite the new readers to consider membership in the Museum.

In addition to the features and news items as regularly provided in each issue of *Flightlines*, this issue features a short article on the different Spitfire aircraft that have passed through the Museum's doors during the past 45 years. The Spitfire occupies a special place in aircraft lore, and is indelibly etched in the annals of history as one of the most famous aircraft ever built.

Also featured is the interesting story of RCAF pilot F/Lt Sale, and his escape to freedom during World War II after being shot down over Northern Holland. Although his escape route covered 1,553 miles, he completed this remarkable journey on his own, without ever making contact with enemy soldiers.

Coming up is the annual indoor Remembrance Day Service at the Museum that is attended by thousands of people each year, from students to seniors. This November marks the 100th Anniversary of the end of the World War I. Please join us for this special day of remembrance where we honour those who served our country. The service also recognizes the valiant men and women of today's Canadian Forces who build upon the honoured, sacred legacy of our fallen heroes. Accomplished Canadian author, journalist and broadcaster Ted Barris returns once again as our guest speaker. If you can't make it out, watch or stream on CHCH-TV.

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

Fleet Canuck Donation

On 6 September 2018, our latest donation arrived in Hamilton - Fleet 80 Canuck CF-DZF. The prototype Canuck was designed by Bob Noury and first flew in 1944 out of Hamilton Airport in Mount Hope, Ontario. The future plans for this aircraft are yet undetermined pending a full inspection of the airframe.



AL MICKELOFF



CANADIAN WARPLANE HERITAGE MUSEUM

2018 Community Charity Airshow at Brantford flew high again!



Early arrivals to the show were thrilled to see this formation pass of the Lancaster, CF-18 and Snowbird Tutor. *PATRICK CARDINAL*

True to form, the 2018 Community Charity Airshow at Brantford Municipal Airport on August 29 this year was a very unique, special, and successful airshow in all respects. As you may know, the Canadian Warplane Heritage Museum was asked last year to come aboard and help the Rotary Club of Brantford keep this event alive and put on the 2017 show. This year, the CWH became even more involved in the planning and support of the 2018 airshow.

This year, a special "Heritage Flight" with the Mynarski Memorial Lancaster, VR-A, and the RCAF CF-18 Demo Hornet presented in NORAD 60th Anniversary colours was a highlight of the show, as was the unique "Bomber Formation" with the Lancaster and the Commemorative Air Force's B-29 Superfortress "FIFI". Neither of these acts was seen anywhere else in Canada this year.

Other highlights of the show were the museum's DC-3 "Canucks Unlimited" with jumpers from the Hamilton Sport Parachute Club, B-25 Mitchell "Hot Gen", Danny Richer in the BAC Strikemaster, Trevor Rafferty in the Rafferty Javelin, and the Bone Shaker Jet Truck. As usual, the famed 2018 Snowbirds closed the airshow with their wonderful nine-aircraft display.

The crowd also enjoyed the diverse static display of aircraft including many museum aircraft, Alf Beam's T-28 Trojan, and the Waterloo Warbird's Vampire as well as many display booths, and food and beverage outlets.

Once again, the CWH staff, volunteers, and members joined by the Rotary Club of Brantford members and volunteers with the generous support of our sponsors allowed us to put on one of best airshows in Canada this year, with proceeds going to help disadvantaged youth in the local Brantford community and the museum. Well done!



Museum Already Planning for it's 50th Anniversary in 2022

In 1972, Dennis Bradley and Alan Ness brought their recently acquired Fairey Firefly aircraft to Hamilton Airport and started building what is today, the Canadian Warplane Heritage Museum. While they had a dream, neither of them realized the legacy they were creating. In 2022, the Museum will be celebrating its 50th Anniversary throughout the year with a series of special events and even some surprises. A 50th Anniversary Committee has been formed and will be announcing the exciting details as they are confirmed at a later date.

One the exciting projects already being worked on is a 50th Anniversary Book. The book will include our history from day one all the way to current day. It will be filled with 100s of photos (many never before published), profiles of every aircraft that has been part of the collection, and most importantly, first hand accounts from the volunteers who were there. This is where we could use your HELP! We want to hear from you with your memories and photos. Even if you are not a writer, we can interview you, or quickly scan photos and get them returned to you. If you can help, please contact us at museum@warplane.com.



Original Firefly, Corsair and Harvard pass the partially built CN Tower in 1974. CANADIAN WARPLANE HERITAGE MUSEUM

Art Gillard by Mo McIntosh

Retired Air Canada

Captain Art Gillard joined the Canadian Warplane Heritage Museum more than 20 years ago. He was the first CWH pilot to fly the museum's Canso in 1996, safely flying it for more than 10 years until his retirement on his last flight, which took place on 12 November 2006.



Art was raised in London, Ontario and attended high school in nearby Delaware, Ontario. In his youth, he liked to keep scrapbooks of various aviation pictures. For fun, he would often bike to the Crumlin (London) Airport to watch the Tiger Moths and other aircraft fly.

Art learned to fly at the Toronto Flying Club in Malton where he earned his commercial pilot's license. He was soon employed for the Day Sign Company flying their Cessna 172, and then joined Trans Labrador Airlines in Timmins, flying cargo to radar sites with their DC-3s. Commercial Transport in Montreal then hired Art where he flew the DH Dove and a Cessna 180 on floats. Moving west to Calgary, Art joined Home Oil, flying their Lodestar. Art was hired Trans-Canada Airlines (later Air Canada) on 2 December, 1956 and started flying the Vickers Viscount. During his Air Canada career, in addition to the Viscount, he also flew the Douglas DC-8, Boeing 727 and the Boeing 767. Art retired from flying with Air Canada on 1 April 1991 but continued to instruct for Air Canada from 1993 to 2001.

Before joining CWH, Art was a volunteer pilot for the Great War Flying Museum in Brampton, Ontario, flying their SE5, Fokker Dr.I and Fokker D.VII aircraft for 8 years. Art, a longtime resident of Mississauga, lives near his beloved family. In his downtime, Art creates beautiful paintings using different media, such as water colours. Since his retirement from Museum flying, Art is still very active with consulting on the Canso where he is greatly respected by his crew and fellow CWH pilots. He also has been very busy making incredibly detailed models for the Museum.



Aircraft Updates

Talking Turkey

by Don Coit

A new right fuel tank and new centre fuel tank has been installed in the inner wing and the fuselage centre area respectively. All of the the connections are completed to the new tanks, and after installing a new fuel sender unit, fuel was put into each tank to check for any leaks. No leaks have been detected!



The test flight is imminent! AL MICKELOFF

The cockpit is now finished with everything installed including the pilot's seat. With the wings now spread, final testing can be completed. The next task is to inspect the propeller blades, assemble the propeller and have it installed on the aircraft in preparation for engine run ups.

The Maintenance Plan for the Avenger was prepared by Wayne Juniper and submitted to the Ministry of Transport at the end of August. Engineering is inspecting the aircraft to the Plan and fixing any issues, including the final rigging of the control cables.

Tracker Tidbits

by Bob Freeman

Work on the Tracker has continued over the summer months, despite the apparent lack of much visible progress. The arrestor hook with its hydraulic cylinders and shock struts were fitted and checked using a small hydraulic hand pump. No doubt, the first time in many years that it has been functional. At the same time, the tail wheel assembly complete with hydraulic cylinder and shock strut were also fitted. All hydraulic hoses were replaced in both systems and refurbished pressure gauges reinstalled in the aft fuselage.



Tracker restoration progress to date. RYAN MICKELOFF

Repair work to several smaller items has been completed (upper fuselage anti-collision light mount, pitot tube supports and some of the engine cowlings/panels plus supports) and most of these items have been reinstalled. Work has now commenced on pressurizing the main hydraulic systems. To date, no major leaks have been found and all minor leaks so far have been fixed.

Work is progressing towards being able to swing the landing gear in the near future, using a ground hydraulic power unit/pump.

Spitfires at the Canadian Warplane Heritage Museum

by Bill Cumming



Spitfire TE214 is currently on display in the CWH Museum. DAVID BLAIS

"Always the Spitfire and its family will be regarded as a classic example of British aeronautical achievement, proved and tested over eleven years of production and service use." With these words by Joseph Smith, who succeeded Reginald Mitchell as Supermarine's chief designer, opened his classic lecture on the famous fighter to the Royal Aeronautical Society on 19 December 1946. Without a doubt, the Supermarine Spitfire was one of the most famous of all World War Two aircraft.

Originally designed by R. J. Mitchell in 1935, the prototype Spitfire's first flight took place on 5th March 1936. The first Mk. I Spitfires entered RAF service (with No. 19 Squadron) in August 1938. From July 1938 to March 1949, 20,351 Spitfires were manufactured together with 2,406 Seafires (a navalized version of the Spitfire) for a total of 22,757 aircraft. During the war, they served on all fronts as an interceptor, photo reconnaissance airplane and fighter bomber, and 14 RCAF overseas squadrons operated the Spitfire, in various marks, up until 1946. However, only three active Spitfire aircraft served in Canada during wartime, primarily used on photographic operations. But the Spitfire that we knew at the end of the war was far different from the version that flew in the Battle of Britain. At war's end, the Supermarine Spitfire was a streamlined fighting machine, and it was the mainstay of Fighter Command. Over its lifetime, 33 nations operated various versions of the Spitfire.

THEY SERVED ON ALL FRONTS AS AN INTERCEPTOR, PHOTO RECONNAISSANCE AIRPLANE AND FIGHTER BOMBER, AND 14 RCAF OVERSEAS SQUADRONS OPERATED THE SPITFIRE, IN VARIOUS MARKS, UP UNTIL 1946.

While nothing really beats hearing and seeing a genuine Spitfire roaring in the sky above, getting up close and personal with one of these icons of World War II aviation must come pretty close. There are, of course, still a number of Spitfires actively flying in the world today, but many more can be seen in static displays at museums. Since the formation of the Canadian Warplane Heritage Museum in the early 1970s, three different versions of the Spitfire have passed through our hangar doors.



CANADIAN WARPLANE HERITAGE MUSEUM



Spitfire PM627 when it arrived at the CWH Museum in 1974, painted as Spitfire PM627/6C-W of the RAF's Photographic Reconnaissance Development Unit (PRDU). *PETER ARNOLD*



PM627 on display at the Toronto waterfront next to HMCS Haida, circa 1972. *RICHARD DUMIGAN*

Spitfire PM627

In 1974, PM627, a Spitfire PR Mk. XIX arrived at CWH. Delivered to the Royal Air Force in 1945, it was sold to the Indian Air Force as HS964 in 1953. John Weir and the Canadian Fighter Pilots Association purchased the aircraft from the Indian Air Force in 1971, and it was restored to static condition as PM627/YO-X (401 Squadron). It was on display next to HMCS Haida Tribal class destroyer at Ontario Place between 1972 and 1973. PM627 was then moved for display at the Ontario Science Centre until 1974, when it was dismantled and moved (on loan) to CWH. When Spitfire PM627 arrived at the CWH museum, it had been repainted PR blue and marked 6C-W, of the RAF Photo Reconnaissance Development Unit. The blue colouring was removed from the airframe shortly after it arrived at the museum. By 1982 PM627 was sold to David Tallichet, who traded it to the Flygvapenmuseum, Malmslatt, Sweden. PM627 is now fully restored and on static display as RSwAF Fv31051.



PM627 in storage at the CWH Museum Hangar #4 before it was sold to David Tallichet. *CANADIAN WARPLANE HERITAGE MUSEUM*

Spitfire MK297

Spitfire MK297 was built in January 1944 as a model LF Mk. IX. It was assigned to No. 66 Squadron, RAF, on 12 February 1944 and served with the squadron until February 1945. Placed in storage until September 1946, it was delivered to the Royal Netherlands Air Force as H-55 (later H-116). MK297 was then delivered to the Belgian Air Force as SM-43 on 16 June 1953 until retired in March 1954, following an accident. Assigned to the civilian registry in 1956, MK297 was featured in the movies *The Longest Day* (1961) and *The Battle of Britain* (1968). Purchased by the Confederate Air Force in 1965, the Spitfire was moved from Europe to their base in Harlingen, Texas, in 1968 from where it was flown in a number of airshows. In 1991, the Confederate Air Force brought the Spitfire to the 16th Annual Hamilton International Airshow, to fly alongside CWH's Lancaster and Hurricane and a visiting de Havilland Mosquito. During that appearance in Hamilton, MK297 was damaged in a landing accident. The airplane was grounded and stayed in Hamilton to allow repairs to be undertaken. A deal was then made with the Confederate Air Force to allow CWH to operate the Spitfire on a long-term loan agreement. While undergoing a major overhaul in the CWH hangar, the Spitfire's airframe was destroyed in the devastating fire of 15 February 1993.



Spitfire MK297 when operated by the Confederate Air Force, Harlingen Texas Oct 1978. BILL CUMMING



Spitfire MK297 in back of CWH Hangar #3 undergoing maintenance, just prior to the hangar fire of 15 February 1993. AL MICKELLOFF

Spitfire TE214

Spitfire TE214 that is currently on display at the Canadian Warplane Heritage Museum is a Model LF Mk. XVIe. This Spitfire was manufactured by the Supermarine division of Vickers-Armstrong Limited in 1945, and was accepted by the Royal Air Force and served at the Central Gunnery School RAF in Leconfield, England, from 1945 to 1950. It was removed from active service and stored in the early 1950s. From 1956 until 1960 it was displayed at RAF Ternhill, England. Transferred to the RCAF in 1960, it was refinished as an aircraft from 416 (City of Oshawa) Squadron and placed on display at the Canadian War Museum by the Canadian National Aeronautical Collection. 416 Squadron operated Spitfire Mk XVIe aircraft from September 1945 and March 1946 as part of 126 (RCAF) Wing, based at Utersen, Germany. During late 1988, TE214 was loaned to the Western Canada Aviation Museum in Winnipeg until 1997. On 25 April 1997, Deputy Prime Minister Sheila Copps presented the CWH Museum with the Spitfire on long-term loan from the Canada Aviation and Space Museum.

ON 25 APRIL 1997, DEPUTY PRIME MINISTER SHEILA COPPS PRESENTED THE CWH MUSEUM WITH
THE SPITFIRE ON LONG-TERM LOAN FROM THE CANADA AVIATION AND SPACE MUSEUM.

The Spitfire will always hold a legendary place in aviation history. Many outstanding tributes to this fighter are exemplified around the world today. Jerry Billing, who flew more than 250 sorties in the Spitfire during two tours of duty in WWII, including over Normandy on D-Day, and later performed many graceful and precise displays in Cliff Robertson's Spitfire Mk. IX, MK923 at numerous appearances at the CWH Museum and Hamilton International Air Shows, wrote in his book, *A Knave Among Knights In Their Spitfires*, "I would not give 20 minutes flying aerobatics in a Spitfire for 10,000 hours flying on an airliner."





GIFT SHOP

LANCASTER – 2019 Calendar EXCLUSIVE –

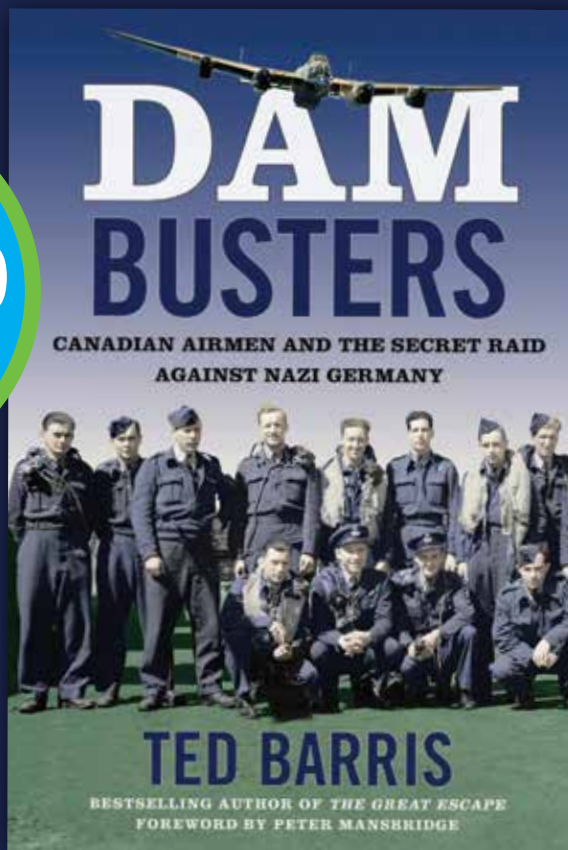
the LANCASTER 2019 CALENDAR features the Canadian Warplane Heritage Museum's Avro Lancaster. The Museum's Lancaster has had many looks over the years – from when it served on the east coast of Canada performing Search & Rescue work to the several temporary commemorative schemes it wears – Ropey, X-Terminator, Lady Orchid, Ruhr Express, Dambuster and of course, as the Mynarski Memorial Lancaster, aka VeRA, are all featured in this larger 14" x 11" format calendar.



\$19⁹⁹

NOW AVAILABLE!
\$34⁹⁹

Hardcover, 320 pages



DAM BUSTERS

Canadian Airmen
and the Secret
Raid Against
Nazi Germany





GIFT SHOP

SPEND \$50*
OR MORE TO RECEIVE

FREE SHIPPING
WITHIN CANADA

*\$50 before tax
OFFER ENDS
NOVEMBER 15, 2018



\$12⁹⁹

Canadian Warplane
Heritage Museum Mug
14 oz. Heavyweight



\$49.⁹⁹

Plank Lancaster Hoodie

Comfortable fleece hoodie with Lancaster design across the chest.

M-XL

100% polyester



\$24.⁹⁹

Avro Lancaster Grey Hoodie

Lightweight design featuring the Avro Lancaster.

S-XXL

60% cotton, 40% polyester



CANADIAN WARPLANE HERITAGE MUSEUM

SHOP ONLINE @ warplane.com

Questions? Call: 905-679-4183 ext. 232 or Email: giftshop@warplane.com



Sterling Silver • Compatible with Pandora brand bracelets.

\$60⁰⁰

Avro
Lancaster



\$70⁰⁰

VR-A



\$60⁰⁰

Canadian
Warplane
Heritage
Museum Logo



\$99.⁹⁹

Avro Lancaster Flight Jacket

This MA-1 flight jacket features an embroidered Avro Lancaster on the left chest position. The left sleeve has a zippered pocket and slots for pens.



\$149.⁹⁹

Avro Lancaster MA-1 Jacket

This MA-1 flight jacket features a large embroidered Avro Lancaster on the back. The left sleeve has a zippered pocket and slots for pens.

NOVEMBER/DECEMBER 2018

FLIGHTLINES



SHOP ONLINE @ warplane.com

Questions? Call: 905-679-4183 ext. 232 or Email: giftshop@warplane.com

PRE-ORDER NOW!

NORAD 60th Anniversary 2018 Demo CF-18 HORNET

1/72 scale diecast
by Hobby Master



ONLY 600
OF THESE DIECAST ARE
BEING PRODUCED WORLD WIDE
FOR DECEMBER/JANUARY DELIVERY.

Not exactly as shown. Photo is mock up for advertising purposes.

PRE-ORDER
NOW FOR
\$109⁹⁹

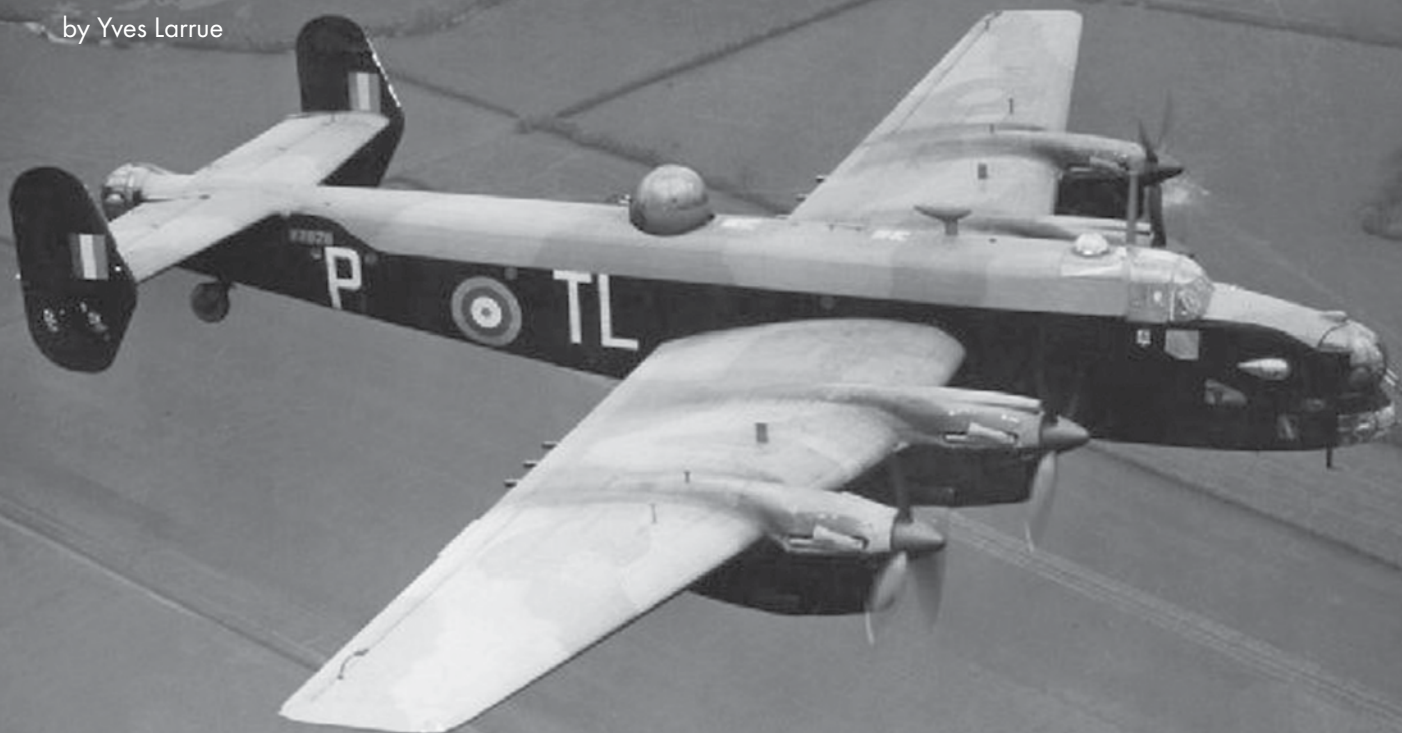
REG. \$129.99



CANADIAN WARPLANE HERITAGE MUSEUM

The Long Escape

by Yves Larrue



Halifax Mk II code TL-P of No. 35 Squadron, RAF similar to the aircraft flown by F/L Sale the evening it was shot down. *RAF MUSEUM*

During World War II, in Western Europe, about 5,000 airmen shot down over enemy territory managed to escape and returned to England for further duty. About 550 of these were Canadian airmen. A handful of them went down over the North Sea and were returned to England by the fishermen who rescued them; but the majority escaped through the escape lines established by the Dutch, Belgian and French Underground.

And then there was Flight Lieutenant Douglas Julian Sale, who escaped from Northern Holland to Gibraltar, on his own. He was awarded the DSO for this feat. The story of his escape gives hints of the extent of people migrations that affected occupied Europe in WWII, and it highlights the value (and effectiveness) of the escape training given to Allied airmen at that time.

TO PUT IT SIMPLY, IT WAS NOT UNUSUAL TO SEE STRANGERS STREAMING BY IN THE MAIN STREET OF A VILLAGE.

There were a lot of people on the move throughout the war in western Europe: refugees, people expelled from the security zones (usually the 5 – 10 mile band along the western European sea coast, from Denmark to Spain), people from the occupied countries who were returning home from their compulsory Work Service stint in Germany, and of course, military personnel who were either escapees or evaders. To put it simply, it was not unusual to see strangers streaming by in the main street of a village. German police may have checked twice, but they could not be everywhere and the local police forces were laxer in checking travelling foreigners.

While this certainly worked in Flight Lieutenant Sale's favour, the rest of his trip can be considered a good example of the application of the escape training given to Allied airmen.

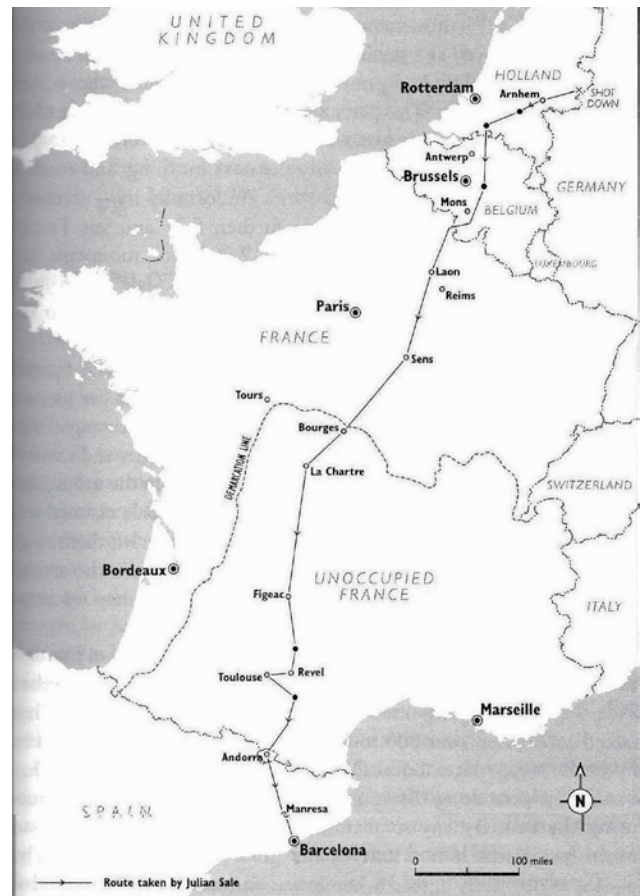
Altogether his escape trek covered 1550 miles, and for about two thirds of it, he travelled without help on his own. However, the fact that he stayed clear of large cities also explains why he did not make contact with the Underground escape network. F/L Sale was also fluent in French, which in this case proved to be quite helpful.

Born in Penetanguishene, Ontario and educated in Toronto, Douglas Julian Sale enlisted in the RCAF in May 1941 and received his wings and commission at Camp Borden in January 1942. He was then posted overseas. By May 1943, he was a Flight Lieutenant and a pilot of a Halifax bomber with Number 35 Squadron, RAF Bomber Command.

He was at the command of Halifax DT801 code TL-A when the plane was shot down the night of 12-13 of May 1943. The plane had taken off from Graveley, near Cambridge, at about 00:23 hour for an attack on Duisburg, in the Ruhr part of Germany. The Halifax was shot down on its way to Duisburg by a German night-fighter from 7/NJG-1 flown by Oberleutnant August Geiger, near the point of no return close to the Dutch-German border.

The crew bailed out and Julian Sale landed on top of a pine tree, near the town of Haaksbergen. He managed to clamber down but left the parachute where it was, entangled in the branches. He took off his Mae vest and left it there as well. He had lost a boot during the descent. Not knowing if he was in Holland or Germany, he decided to head west.

At dawn, he hid in a thicket and resumed his walk westward at nightfall, living off water he found and the contents of his escape kit. He covered another 20 miles before hiding in another thicket. Next day, he approached a farmer who gave him food and a pair of clogs but asked him to move on, fearing the Germans. He did, but abandoned the clogs because of blisters and the noise they made. On the evening of 16 May, he approached an isolated farm. He spent the night there, was given food, shoes, civilian clothes and a map. The following evening, he left towards Arnhem. From that point on, having civilian clothes, he decided to move by day, using main roads. He reached the Rhine river, around Arnhem (which he by-passed). He crossed it at night by swimming across, pushing his clothes bundled on top of a piece of wood. In the morning he crossed the Waal River at an unguarded spot, and then later on that day, he reached the Maas River. Railway workers sneaked him across the river through a railway bridge.



Map showing Doug Sale's escape route. MAP VIA YVES LARRUE

HE CROSSED IT AT NIGHT BY SWIMMING ACROSS, PUSHING HIS CLOTHES BUNDLED ON TOP OF A PIECE OF WOOD

The following day, in a small village, Sale was stopped by a policeman who interrogated him but ended up suggesting that Sale was "a Frenchman going home from Germany" and let him go after wishing him good luck. Arriving in Saint Oedenrode, he went to a house which he thought belonged to a priest. In fact, three old ladies lived there. They welcomed Sale. He stayed 2 days; then got new boots, food for 3 days, a road map, a bicycle and instructions on how to cross undetected into Belgium, which he did in the afternoon of 22nd May.

He was soon stopped by two Belgian policemen who let him go but suggested he ditch the bike because of its Dutch licence plate. Sale kept the bike and managed to produce a fake plate with a piece of cardboard. With the bike he could travel about 100 miles/day and he was soon at the French border, which he crossed undetected on 23rd May, guided by a local farmer.



Once in France, he decided to go south, keeping well east of Paris. Although he hoped to contact an escape organization, that did not happen. He travelled by day and stopped at isolated farms at night, where he usually got fed and slept in a barn. He reached the demarcation line, separating the Occupied and Unoccupied zone, near Bourges. The line was heavily patrolled. A local farmer helped him across it, through an unguarded bridge. Once on the unoccupied side, travel was easier. He reached Castres on June 1, then Revel, near Toulouse, the day after.

SALE WAS AWARDED THE DSO FOR HIS ESCAPE AND LATER, HE WAS ALSO AWARDED THE DFC

He stayed on local farms in the area for nearly 3 weeks, planning his next move, which was to cross the border into Spain, on the other side of the Pyrenees Mountains. In Revel he met a young Frenchman who had first attempted to escape to Switzerland but could not cross her heavily controlled border. They decided to join forces and on 21st June, they left for Toulouse, leaving the bicycle behind. Then they took a fast train to Carcassonne and a local one to Quillan; after a short bus ride they arrived in Belcaire, at the foot of the Pyrenees. There they found a mountain guide who was about to take another party of 6 people across the mountains. They all departed on June 24 but the guide got lost which resulted in much delay, and in the middle of the following afternoon, at about 2 miles from the Andorran border, the guide refused to go any further. Sale and the Frenchman decided to carry on their own, climbing to over 7000 ft before reaching the border which they crossed late on June 25th. They stayed in a shepherd's hut overnight and went into the town of Canillo the next day, where they found a Spaniard who agreed to smuggle them into Spain. They did so late that night, travelling on foot. They walked another 90 miles over the next 10 days, getting off the mountain, until they reached the small village of Manresa. The Spanish guide left them there and went to notify the British Consul in Barcelona. The Consul arrived on 7th July to collect Sale and the Frenchman. Sale then went to Gibraltar and on 5th August 1943 he left for Britain, nearly 2 months after starting on his trek, safely arriving in Liverpool on 10th August 1943. Sale was awarded the DSO for his escape and later, he was also awarded the DFC.

As he had not been exposed to any escape network, he was allowed to return to service in the same theatre of operations where he had been before. He actually returned to #35 Sqn, in a Pathfinder role. He was later promoted to Squadron Leader. In February 1944, he received a bar to his DSO, the second Canadian airman in WWII to be awarded a DSO and bar. A few weeks later, on another mission, his plane was shot down over southern Germany and he was seriously wounded. Captured, he died of his wounds shortly afterwards, on 20 March 1944. He was 30 years old. He is buried at the Choley Military Cemetery near Toul, in Eastern France.



A rare colour photo of a Halifax Mk II of No. 35 Squadron, RAF.
RAF MUSEUM



Pilot Officer Douglas Julian Sale at the time of graduation and receiving his wings at Camp Borden in 1942.
VETERAN AFFAIRS CANADA VIA YVES LARRUE

Upcoming 2018 Closures

November 26 to December 4 inclusive

December 25 & 26 inclusive

2018 Calendar

November 11	REMEMBRANCE DAY Large indoor service
November 17	SWING OUT TO VICTORY Dinner & Dance
December 8	MEMBERS' WINE & CHEESE
December 16	CHRISTMAS CONCERT

2019 Calendar

March 9	ANNUAL GENERAL MEETING – 11 am
March 24	HERITAGECON XIII Model Contest & Sale
April 14	DRAGSTRIP MEMORIES Back by popular demand!
June 1	75TH ANNIVERSARY D-DAY GALA
June 15 & 16	Come fly with us at FLYFEST
July 6	AIR FORCE DAY Past & Present
July 28	VINTAGE WHEELS & WINGS
August 27	AIRSHOW DINNER
August 28	COMMUNITY CHARITY AIRSHOW At the Brantford Airport
September 28 & 29	CLASSICS OF THE GOLDEN AGE Indoor car show

2019 Closures

January 22 to 28 inclusive

February 26 to March 5 inclusive

April 1 to 9 inclusive

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

New exhibit coming in December 2018 – *Ace Academy Flight Experience* by Erin Napier



This winter the museum will be hosting an exciting interactive exhibit from the Canada Aviation and Space Museum titled *Ace Academy Flight Experience*.

Visitors will have the chance to pilot a First World War biplane using motion sensing technology. Players enter an immersive environment, facing a screen and standing on a roundel to activate the experience. Authentic aircraft imagery takes centre stage as players fly a realistic rendering of the Sopwith Camel biplane. Moving their arms up and down and tilting their bodies, participant's manoeuvre an airplane onscreen-dodging enemy aircraft and fire.

The Sopwith Camel was a British single-seat biplane fighter introduced on the Western Front in 1917. Manufactured by Sopwith Aviation Company, it had a short-coupled fuselage; heavy, powerful rotary engine; and concentrated fire from twin synchronized machine guns. Though difficult to handle, to an experienced pilot it provided unmatched maneuverability. One of the most successful British fighters of World War I, its nickname partially derived from the distinctive hump forward of the cockpit that encased part of its Vickers machine guns. The plane's amazing maneuverability provided a great advantage in aerial combat, its attributes the result of the fact that the engine, armament, fuel, and cockpit were crammed into the forward part of the aircraft. However, this arrangement made it tricky to fly, and the aircraft was susceptible to spins. They equipped numerous squadrons on the Western Front, including some American units. A total of 5,490 Camels were built.

Ace Academy Flight Experience will be available from December 12, 2018 to March 17, 2019, an exciting activity to try over Christmas or the March Break.



CANADIAN WARPLANE HERITAGE MUSEUM

The Canadian Warplane Heritage Museum



As you read this note, we will be winding up another very successful and busy summer, during which we have made many progressive strides together in all areas of the museum operations. With the approach of 2019 and our 47th Anniversary at the Canadian Warplane Heritage Museum, I anticipate that the current pace of activity at the museum will only increase.

I do not know about you, but as 2019 approaches I find myself quite often thinking about the rich history of the museum and the tremendous vision, dedication, financial support and sweat equity of the Founding Fathers, Board Members, staff, volunteers, members, and supporters over the last 46 years.

I find now that I often recall the wise words of one of my favourite business professors who constantly reminded his students that "the decisions you make today will influence and determine where you will be in the future." With this in mind, I remain extremely appreciative of the decisions, dedication, support, and efforts of all those individuals and organizations that have preceded us at the museum, and I know we could not enjoy the current privileges and opportunities that we have without the prior and collective efforts of many individuals over the last 46 years.

So with these thoughts in mind, we want to structure 2019 to be a year of remembrance at the Canadian Warplane Heritage Museum, not only for those who have served and are serving our great nation "Canada" in uniform, but also for our own remarkable museum history and legacy, and for those who have contributed to it. As we remember our rich history, let us also prepare to carry the torch which was passed to us, and commit and prepare to undertake even greater future endeavours.

Per Ardua ad Astra

A handwritten signature in blue ink, appearing to read "D. Rohrer".

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



warplane.com



THE ONLY PLACE IN THE WORLD
YOU CAN FLY IN A LANCASTER

FLIGHTS ALSO AVAILABLE IN:



CANSO



STEARMAN



B-25 MITCHELL

CANADA		POSTES
POST		CANADA
Postage paid		Port payé
Publications Mail		Poste-publications
40069628		