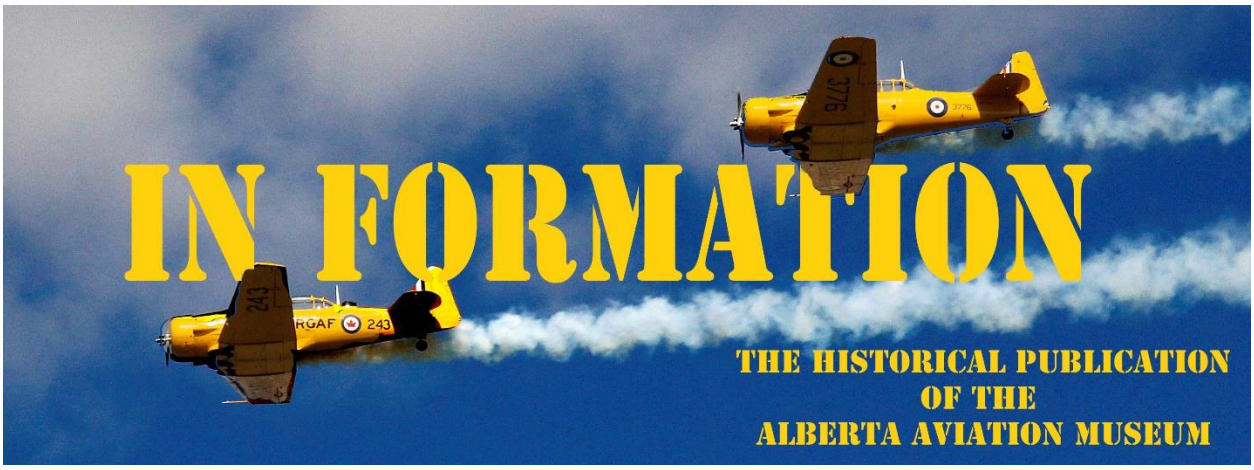

January – February 2018 Issue

War Trophies Go West: A Fokker D.VII's Journey to Edmonton

By Edward P. Soye

Figure 1 - Andrew McKeever, CO of No. 1 Sqn, CAF, standing in front of Fokker D. VII 8493/18 at Upper Heyford (Canadian War Records Office via Archives and Research Collection Centre, Univ. of Western Ontario)

The Fokker D.VII is widely recognized as one of the most significant aircraft of the First World War. It may come as a surprise that between 1920 and 1935 the University of Alberta was home to one of these formidable machines: Fokker D.VII (OAW) 8493/18. It was no ordinary D.VII. Between March and May of 1919, No. 1 Squadron of the Canadian Air Force (CAF) made use of this particular airframe in England. No. 1 Sqn. was *the* first all-Canadian fighter squadron. Their logo fittingly consisted of a white "1" overlaid on a green maple leaf. A famous photograph captured the squadron's Commanding Officer, Major Andrew McKeever, standing next to 8493/18. How Edmonton became host to this significant aviation artefact following the Great War was a forgotten story, uncovered through a journey deep into the archival record.

In 1915, Arthur G. Doughty, long-serving Dominion Archivist and Keeper of the Record, recognized that his country's contributions to the Great War needed to be recorded and preserved. Possessed of a vision that swept far beyond the confines of the archives, Doughty reached out to the Secretary of State, Pierre Édouard Blondin, with a proposal to create a Canadian War Museum. Two years later, as Canada's newly minted Director of War Trophies, he began collecting a vast array of artefacts pertaining to Canadians' experience between 1914

and 1918. Among the most prominent pieces in Doughty's growing collection were captured or surrendered weapons, including German aircraft.

The war trophy program can be divided into two distinct phases: material collected before and after war's end. Prior to the Armistice of November 11, German military equipment was either captured in battle or abandoned by retreating forces. The most durable items, such as artillery pieces or machine guns, were frequently in good condition. Other trophies, including aircraft, were a different matter; defeat in aerial combat generally resulted in the destruction of these machines and retreating behind friendly lines involved the pilot escaping with his steed. Securing and displaying a German aircraft was no easy feat and Doughty only managed to obtain a single example to send across the Atlantic during the war years.

Signing of the Armistice at Compiègne in November 1918 fundamentally changed the nature of Canada's war trophy program. The truce required the German military to surrender the critical materiel that kept its war machine in action: artillery, machine guns, rail cars, submarines and aeroplanes. A clause regarding aircraft was particularly specific in calling for the Germans to turn over its "1,700 pursuit and bombardment aeroplanes, preference being given to all of the D-7s [sic] and all of the night bombardment machines." The resulting booty was initially surrendered to the British, French, Belgian, and American Armies. From there, it took the efforts of enterprising Canadian officers to secure a portion of this booty for the young Dominion.

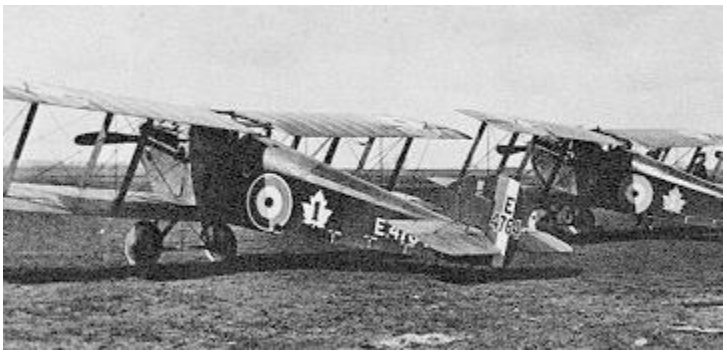

Figure 2 - Sopwith Dolphins of No. 1 Sqn CAF in England, Dec. 1918 (Canadian War Records Office via Library and Archives Canada)

For much of the Great War, Canadian aviators were overrepresented in the Royal Flying Corps, Royal Naval Air Service and their eventual successor, the Royal Air Force. In 1918, officials at the Ministry of the Overseas Military Forces of Canada (OMFC) persuaded the British Air Ministry to fully man two squadrons with Canadian ground crew and airmen. The newly designated No. 1 and No. 2 Squadrons, CAF, were stood up in October of 1918. The intent was for the units to complete their training and then deploy to the continent. Given the cessation of hostilities less than a month later, the CAF's future was uncertain. Nonetheless, work-up training continued with the hope that the units would be repatriated to Canada as the nucleus of a post-war, domestic air force. At the same time, the CAF became deeply involved in the handling of armistice aircraft on behalf of the archives department.

On November 15, Lieutenant R.E. Lloyd Lott of the OMFC asked the Air Ministry if they would allocate a share of German armistice aircraft to Canada. The application was submitted through Colonel H.C. Folger, and a response was forthcoming on December 7, 1918. The British Air Ministry agreed to provide Canada with twenty German aircraft and requested that they take delivery of them in France. Given that Doughty and the archives department had limited resources in Europe – and no pilots – they turned to the CAF for assistance.

Pilots from No. 2 Squadron used their 2-seat DH.9s to ferry pilots from No. 1 Squadron across the channel to pick up the Fokkers. Included in this batch was Fokker D.VII (OAW) 8493/18, the aircraft that eventually reached Edmonton. After ferrying these aircraft to England – but before packing them for shipment to Canada – the CAF made good use of them. The D.VII was a state of the art enemy fighter and the Canadians employed them as aggressor aircraft to enhance the realism of their training.

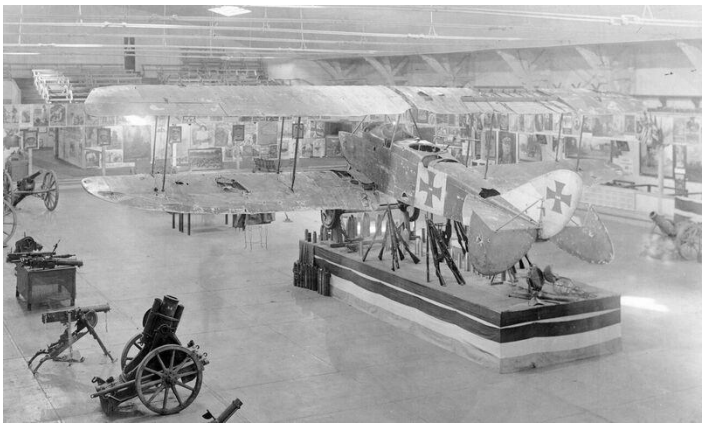

Figure 3 - DFW C.V (Ag.) on display as part of the wartime Supplemental Collection (Library and Archives Canada Collection)

Throughout early 1919, the American Air Service was intent on subjecting surrendered German aircraft to rigorous technical evaluation. Col. Halsey Dunwoody, of the American Expeditionary Force (AEF) Air Service, instructed his organization to cede fourteen Armistice aircraft "to the British services, for the use of the Canadian Air Force." The breakdown of this gift echoed a suggestion by Captain Walter B. Lawson, Commanding Officer of No. 2 Squadron, who strategically requested aircraft types of which the AEF had an abundant supply. By the late summer of 1919, German airplanes that Doughty obtained from both the British and Americans began arriving in Toronto.

The First World War officially ended with the signing of the Treaty of Versailles on June 28, 1919. Less than two months later, the 1919 Canadian National Exhibition (CNE) in Toronto was largely a celebration of this victory. War trophies were prominently displayed, not only on the grounds of the exhibition, but in their natural habitat: the air. Famous Canadian pilots, including William Barker and Billy Bishop, coordinated aerial performances that included "sham dogfights" and formation aerobatics in Doughty's D.VIIs. These aerial extravaganzas were intended to help promote the hall of static war trophies on display at the CNE grounds and elsewhere.

Figure 4 - War trophy collection in Hamilton Armoury, Nov. 1919 (Canadian War Museum Collection)

The sheer size of the Canadian war trophy collection in 1919 was immense. Over 500 field guns and howitzers, 300 trench mortars, 2500 machine guns, 5000 rifles and several dozen aeroplanes were brought across the Atlantic. Doughty attempted to quarantine and conserve the most unique and significant of these artefacts for display in the eventual Canadian War Museum. At the same time, communities across Canada wanted to share in the spoils of war. A policy of distribution allowed cities and towns to

incorporate trophies into local war memorials or museums. Those that received the most prestigious trophies, the large field guns, often displayed them in a prominent, outdoor location. Such treatment was entirely unsuitable for fabric-covered aeroplanes made of wood and mild steel. As such, the German aeroplanes were distributed separately to institutions with the resources to both store and study them.

Universities and technical schools across the country benefitted from this distribution process. It was determined that they were a logical final resting place for advanced German aeroplanes. As of November 6, 1919, the Universities of Toronto, Alberta, McGill, Queens, and Mount Allison had each been offered a Fokker D.VII. After this first wave of offers went out, a second batch of letters was sent to the Montreal Technical School, Brandon College, and the Universities of Manitoba, Saskatchewan, British Columbia, Montreal, and Acadia. A lone museum outside of Ottawa was offered a German machine – the Brome County Historical Society. This arrangement resulted from direct discussions between Senator George Foster and Arthur Doughty in Ottawa.

A letter to Doughty in early December 1919 summarized the state of affairs quite well:

> *In view of the probable transfer of the Trophy aeroplanes from your charge to that of the Air Board, may I be advised of your instructions in regard to the following -*
>
> *Presentation of Fokkers to Universities*
>
> *I have received replies from nine of the Universities. Four have accepted the offer; four expect to accept it but are awaiting confirmation from the Board of Governors; and one has refused owing to inability to house the gift…It will be practically impossible to deliver machines to those who accept before the New Year so should the machines be turned over to the Air Board it will be arranged that the disposal be carried out in accordance with the letters which were sent to the Universities.*

Figure 5 - Fokker D.VII (Alb.) 6832/18 at Univ. of Saskatchewan, June 1920
(Canada Aviation and Space Museum Collection)

Unfortunately, many of the German aircraft that were distributed across the country did not last long. Fokker D.VII (Alb.) 6810/18 in Knowlton, Quebec is the exception. It remains the most original example of a D.VII in the world to this day.

As noted in the letter above, not every institution that was offered a D.VII accepted the trophies. Amongst the original allocations that did proceed was a donation to Acadia University in December 1919. According to Ken Molson (of the then-National Aviation Museum in Ottawa) the school actually received a Pfalz D.XII (rather than a D.VII) that was destroyed by fire in late 1920. Mount Allison did receive a Fokker in 1920; it was lost when the building that housed it burnt to the ground less than year later. Some sources

suggest that a Roland D.VIb and Rumpler C.V 9928/18 were sent to the Mayor of Winnipeg during the summer of 1920, however, no reference to this has been located in the records of the Dominion Archivist.

The University of Saskatchewan was another western institution that accepted a D.VII, in this case Fokker D.VII (Alb) 6832/18, which was photographed at the university as late as 1923. Its final fate is unknown. Fokker D.VII 6841/18 was shipped to the University of Manitoba in 1920, and the Mercedes from this machine remained in the engineering faculty until the early 1970s. Whether or not McGill received a Fokker remains somewhat of a mystery, although Molson notes that Fokker D.VII 8583/18 was shipped to them from Borden on May 14, 1920.

Fokker D.VII (OAW) 8493/18 was displayed at the University of Alberta between July 6 and 8, 1920 after it arrived from Camp Borden. In late 1935, it was removed from the South Lab and transferred to a vacant agricultural building on the campus, owing to a lack of space. Sometime later, the engine from this machine eventually found its way to Australia. It was acquired early in the 2000s from Tasmania by the Early Birds Foundation of Lelystad, in the Netherlands. This group restored the engine to operational condition and have installed it in a flying replica of a Fokker D.VII.

Figure 6 - Edward P. Soye

It is a shame that the University of Alberta's Fokker did not survive intact. That said, its final fate is not actually known. Perhaps some portions of this airplane are still to be found in Edmonton or elsewhere in Alberta? Doughty's war trophy program was one of the earliest attempts to commemorate early Canadian aviation history. The centennial of the Canadian Air Force's formation in October 2018 is rapidly approaching. This author certainly hopes that such a significant occasion is not lost in the context of celebrating 100 years since the end of the Great War.

EDITOR'S NOTE: Edward P. Soye has a penchant for tight and tidy formation flying. He has volunteered as a pilot with organizations that include Vintage Wings of Canada, the Canadian Harvard Aircraft Association and the Great War Flying Museum. He is also a historian with the Caledon-based Vintage Aviation Team.

Dogfight over the Gander Airbase

By Dr. Lisa M. Daly, PhD

During the Second World War, the Newfoundland Airport, later the Gander Airport, was home to servicemen and women from the United States, Canada, Newfoundland, and Great Britain. There was an American (Army) Side, a Canadian Side, a Royal Air Force Side, and Newfoundlanders who worked throughout the base and typically lived on the Canadian Side. The men and women from these different countries had many opportunities to socialize across country lines at the two theatres (one on the American Side, one on the Canadian Side), the officers clubs, at sporting events, at picnic days by Deadman's Pond and Gander Lake, and at the

debates that took place at one of the mess halls (Joey Smallwood, who later became the premier of Newfoundland, would often attend these debates). At one of these many events, RCAF (Royal Canadian Air Force) Flight Commander Flying Officer H.T.C. Taylor, J7432, met with United States Army Air Force (USAAF) Major Sobey F. Allen, O-351490. Somehow during their conversation, the two men discussed the idea of training and practice flights. They then discussed the idea of having a mock dog fight over Gander. While Gander was an active war zone, most of the flying done out of Gander involved aircraft being ferried overseas, out protecting the convoys, or, to a limited extent, hunting U-boats (this practice was discouraged). While some aircraft did go after U-Boats in the waters off the coast of Newfoundland, convoy patrols were very different from an actual dog fight.

Figure 7 - October 27, 1943 Gander Crash Site (Dr. Lisa M. Daly Collection)

A few days later, it is not clear when, Taylor and Allen talked on the phone to confirm that they would actually have a mock dogfight over Gander. During their discussions, the two decided that they would start their flights at a sufficient distance from each other that neither would have an advantage, then they would turn into each other as if to attack. It was agreed that in the case of head on attacks, they would break away to port. They did not discuss visual clues as they would be in radio contact throughout the drill.

On October 27, 1943, at 1700 GMT, Taylor took off in an RCAF Hurricane and Allen and three crew, Second Lieutenant Jack K. Schaffner, O-748257, Sergeant Pless E. Moore, Jr., 18110333, and Private George M. Haynes, 38165533, took off in a USAAF A-20 (Boston) and flew south-west of the aerodrome. They climbed above 3000 feet, manoeuvred into position and flew into each other as if in a head on attack. In the official report, Taylor told the USAAF investigation team:

> *When we turned in at approximately 3,000 yds. apart it placed us at a position head on to one another – I, slightly below the Boston; the Boston was diving and I was climbing through about 200 ft. As the distance between us decreased to about 300 yds. the Boston pulled up gradually and turned slightly to port while I turned slightly to port also; it was here I thought we had ample clearance. Then at about 100 yds. the Boston made a rapid and very decisive movement downwards, as if, in my opinion, he was either fixing his sights on me or had lost me for an instant. The upward movement, although begun, was never completed because it was at this instant that our wings collided. We were both turning slightly to port when this movement or manoeuvre occurred.*

As the aircraft brushed right wings, the wing immediately broke off the Hurricane and the aircraft went into a tight spin. Taylor abandoned the aircraft and parachuted to safety. He suffered only slight bruises. The aircraft crashed at the edge of a small, unnamed pond near the airport. On November 2, 1943, the aircraft was transferred to No. 19 Sub-Repair Depot at Gander for scrapping. The pond was later drained during airport expansions needed to

Figure 8 - GoogleEarth image of Gander Airport with approximate location of the two crash sites (GoogleEarth)

accommodate bigger and faster aircraft, such as those using jet engines. Archaeologists, using pictures from the time of the crash, identified the area in 2010, but nothing remains of the aircraft on site.

When the aircraft hit, the A-20 continued on course for a few seconds, then, according to the report, went into "a slow gliding right turn, then 'winged over' into a steep dive and crashed in the vicinity of Dead Man's Pond". The right wing of the A-20 came off a few hundred feet above the ground. The remainder of the aircraft exploded and burned upon impact. None of the crew in the A-20 had the opportunity to bail out and there were no survivors. The victims were buried in the Commonwealth War Graves Cemetery in Gander, and later repatriated to the United States for reburial.

Archaeologists visited the site of the A-20 in 2011. The aircraft was recovered after the crash, as all of the radio equipment and instruments had been removed. Mostly what remains are pieces of aluminum scattered throughout the trees. Most dramatically, one of the engines is still present at the crash site. The engine hit the edge of a bog and slid into the forest. The scar from the crash is still visible in the bog. The other engine was removed, indicating that the recovery team decided the engine was too damaged to merit its recovery. Given that so much aluminum is present on site, and there is no evidence of graffiti, it indicates that the crash is rarely visited, which is understandable because it is deep in the woods, somewhat near Deadman's Ponds, the location of the WWII float plane base.

Figure 9 - A-20 engine at the crash site, 2011 (Dr. Lisa M. Daly Collection)

Figure 10 - Dr. Lisa M. Daly

The investigation concluded that the cause of the crash was a "mid-air collision due to error of judgement on the part of both pilots and insufficient planning". Both pilots were highly experienced, and no flying regulations had been violated in the activity, but they had not agreed on visual cues in case of a lack of radio contact. Had visual cues been discussed, the pilots would have had a better idea of what the other was going to do, and might have avoided clipping each other's wings during their dogfight.

EDITOR'S NOTE: Dr. Lisa M. Daly has been researching Newfoundland and Labrador's aviation history for the past decade, and earned a doctorate in aviation archaeology from Memorial University. You can follow her research at planecrashgirl.ca

Our Missing Heritage: J. B. Taylor and his Murals at North West Air Command

By Neil Taylor

At the height of the Second World War, in one of the clapboard buildings occupied by North West Air Command in Edmonton, was a room lined with ten expansive murals portraying various Canadian landscapes. These murals, done in oil and finished in various warm shades of brown, featured scenes familiar to many of the airmen who passed through RCAF Station Edmonton – an isolated lake in the northern bush country, a convoy of vehicles travelling along the Alaska Highway, oil wells near Norman Wells, and grain elevators in northern Alberta. Often the murals featured military aircraft, such as Dakotas and Norsemen. Many service personnel thought the murals to be the best of any RCAF lounge in the country.

Figure 11 - LAC J.B. Taylor talking with an unknown airman in front of one of his murals in the Officers Lounge at North West Air Command (J.B. Taylor Collection)

How did these murals come to be, and who was the artist who created these beautiful works of art?

To find the answers, one has to journey back to Charlottetown, PEI in 1917. That year marked the birth of J. B. (Jack) Taylor, the son of Reginald Taylor, a jeweller, and his wife, Elizabeth. As a schoolboy, Taylor quickly demonstrated his artistic talent through paintings of maritime scenes. Such was his talent, that in 1937 he registered with the Art Students League in New York. After two years of study, he returned to Charlottetown where he began teaching art and held his first one-man exhibition of paintings.

World events intervened, however, and like countless young men across the country, Taylor decided to join the military, choosing to enlist in the RCAF in 1941 because he was interested in flying. He had even taken some flying lessons in Charlottetown before the war.

Leading Aircraftman Taylor put his drawing talents to work as a draughtsman, and his initial posting was to No. 4 Repair Depot in Scoudouc, New Brunswick, but he was to achieve greater recognition through his painting abilities. The RCAF utilized his services to paint murals in air force lounges, decorate canteens, and create panoramas in aircraft recognition rooms where aircrew were taught to identify allied and axis aircraft. In his spare time, Taylor also organized art classes for servicemen.

Figure 12 - J.B. Taylor with some of his aircraft gouache paintings (J.B. Taylor Collection)

Figure 13 - Taylor demonstrating his painting technique on one of the murals in the Officers Lounge, North West Air Command (J.B. Taylor Collection)

Taylor left Scoudouc for a posting in Dawson Creek before being shifted to Edmonton in 1944. While stationed at Blatchford Field he painted the acclaimed murals in the Officers Lounge at the newly created North West Air Command. He also produced a series of 118 water colours of various military aircraft for aircraft recognition training, which later were also put on exhibit, first at the Edmonton Art Museum and later at the Arts and Science Building on the University of Alberta campus. These paintings showed the aircraft in the natural environment high above dominating landscapes of mountains, forests and lakes. This was the beginning of Taylor's attachment to western Canadian landscapes which featured prominently in his later works.

While stationed in Edmonton, Taylor also met fellow wartime artist and muralist, H. G. Glyde, who convinced him to continue his artistic studies at the Ontario College of Art after the war. In 1947 he graduated with honours and accepted an appointment as a Lecturer in the Department of Fine Art at the University of Alberta. In 1948 he also began teaching at the Banff School of Fine Arts where his love of the mountains grew and became his primary artistic focus.

During his time with the Banff School (1948 – 1954), Taylor was able to teach alongside such noteworthy Canadian artists as W. J. Phillips and A. Y. Jackson. Taylor was the youngest of the professors on staff.

In the winter months back in Edmonton, Taylor became involved with the University's Department of Extension. He travelled the length of the province offering art instruction in several smaller cities. His work helped to develop new artists in Alberta and raise public awareness of the visual arts. Through these trips, Taylor was exposed to a range of Alberta landscapes and he soon began including prairies, woodlands and badlands in his paintings.

Adriana A. Davies in her book *From Realism to Abstraction: The Art of JB Taylor* commented on Taylor's style during this period of his career. "Taylor painted the different regions of the province in vivid colours that evoked the undulating plains, rolling foothills, shelterbelt trees hedging fields, and naturally occurring vegetation. The sky in these pictures is seemingly endless."

Figure 14 - "Alberta Sky" - JB Taylor, 1951, oil on canvas (JB Taylor Collection)

After taking a year's sabbatical to attend the Slade School of Fine Arts at the University of London, Taylor returned to the University of Alberta in 1956 and was promoted to Associate Professor in 1958. Further promotion was not forthcoming during the 1960s as the academic program began to focus more on research or scholarly activity. This did not hinder Taylor's exhibits or commercial success: he was often featured in the University Art Gallery and Museum, and he appeared at commercial galleries like the Canadian Art Galleries in Calgary and Jacox Gallery in Edmonton.

Taylor acted as Chair of the Department of Fine Art, University of Alberta in 1966 and finally became a full professor in 1970. The stress of teaching, administration and painting was telling on many professors during this period, and Taylor was no exception. Shortly after his appointment as a full professor, he suffered a massive heart attack and died on September 15, 1970. He was only fifty-three years of age.

Figure 15 - JB Taylor points out details on his mural of C-47 Dakotas (JB Taylor Collection)

Interest in Taylor's work remains high and his paintings are found in numerous museum, corporate and private donations, but some of his most valuable work is no longer with us. In the mid-to-late 1960s many of the buildings comprising North West Air Command were demolished as new commercial development occurred along Kingsway Avenue. The Officers Mess and Lounge were torn down and Taylor's murals destroyed in the process. Such has been the case at most other RCAF Stations around Canada.

Today, only a handful of photographs remain showing Taylor's brilliant murals as they existed during the heyday of North West Air Command. The author and J. B. Taylor's son, Christopher, would be interested in learning if any more photographs exist of Taylor's air force murals or recognition room panoramas.

EDITOR'S NOTE: The author is indebted to Christopher Taylor for providing access to the many clippings and photos documenting J. B. Taylor's career. I also derived much useful information from Adriana A. Davies book, "From Realism to Abstraction: The Art of JB Taylor." If any of our readers have additional information or photos pertaining to Taylor's air force career, please do not hesitate to contact me at tayinfo@telus.net.

The Viscounts of Trans-Canada Air Lines & Air Canada

By Robert W. Arnold

The Vickers Viscount was the world's first turboprop airliner and the V.630 series Viscount G-AHRF first flew on July 16, 1948 from a grassy airstrip at Wisley Airfield, England. The Viscount was also the first turbine-powered airliner to enter scheduled service in both Canada and the United States.

Figure 16 - Vickers Viscount c/n 279, CF-THS on display at the Western Canada Aviation Museum, October 1984 (Robert W. Arnold Collection)

The first scheduled turbine powered Revenue Earning flight in Canada took place on April 1, 1955 with Viscount CF-TGK. The route was Montreal to Winnipeg via Toronto and Fort William, now Thunder Bay.

The first International turbine powered Revenue Earning flight in North American took place on April 4, 1955. The route was from Toronto's Malton Airport to New York's Idlewild Airport.

The majority of the Vickers Viscounts that were operated in Canada entered service with Trans-Canada Air Lines (TCA), now Air Canada. Many do not know that there were other operators of the Viscount in Canada. These operators included the Department of Transport (DoT), The Royal Bank of Canada and Maritime Central Airways. The DoT operated 2 VIP configured Viscount aircraft. The first was CF-GXK, a V.737 series Viscount. This aircraft was delivered to the DoT on March 28, 1955.

The second was CF-DTA, a V.745D series Viscount. This aircraft was delivered to the DoT on October 28, 1958. On November 18, 1964, the DoT purchased a third Viscount aircraft, CF-TGP. This was a former Trans-Canada Air Lines Viscount. The Royal Bank of Canada operated only one V.745D VIP configured Viscount, CF-RBC. It was delivered to the Royal Bank of Canada on April 24, 1959. In June 1959, Maritime Central Airways (MCA) was the second airline to operate the Viscount in Canada. MCA would operate only one V.800 series Viscount, CF-MCJ. This aircraft flew with the airline until it was sold in April 1962.

Between December 6, 1954 and May 2, 1959, Trans-Canada Air Lines purchased a total of 51 Viscounts from the Vickers-Armstrong's plants in Hurn and Weybridge, England.

The first 724 series Vickers Viscount to be ordered by Trans-Canada Air Lines was c/n 40 and first flew on October 13, 1954. It was delivered from the Weybridge plant to TCA on December 8, 1954. Upon arrival it was assigned Fleet #601 and registered as CF-TGI. It served the airline well until March 10, 1963 when the aircraft was leased to Winnipeg-based TransAir Ltd. In January 1971 CF-TGI was withdrawn from service with TransAir and returned to Air Canada. The aircraft was stored in Winnipeg until September 20, 1973 when Ewell K. Nold purchased the aircraft. It was then assigned the new US registration of N22SN. In August 1991 an unknown buyer purchased N22SN. The aircraft is now on display at the Pima Air Museum in Tucson, Arizona. There is hope

Figure 17 - Former Air Canada Viscount CF-THS on the ramp in front of the Western Canada Aviation Museum (Robert W. Arnold Collection)

that one day it will be restored back to its original Trans-Canada Air Lines titles.

The last 724 series Viscount to be purchased by Trans-Canada Air Lines was c/n 60, CF-TGW. This Viscount first flew at Weybridge, Surrey, England on February 1, 1956 and was delivered to Trans-Canada Air Lines on February 15, 1956. The last passenger flight for CF-TGW took place on May 29, 1970. The aircraft was flown to Winnipeg where it was stored and later used for spare parts. In June 1973 the remains of the aircraft were cut up and disposed of for scrap to Chisick Scrap Metals of Winnipeg.

All together there were fifteen V.724 series Viscounts in service with Trans-Canada Air Lines/Air Canada:

Aircraft Register	c/n	Fleet #	First Flight	Delivered to TCA
CF-TGI	40	601	October 13, 1954	December 8, 1954
CF-TGJ	41	602	December 24, 1954	January 30, 1955
CF-TGK	42	603	February 14, 1955	February 25, 1955
CF-TGL	43	604	February 13, 1955	March 14, 1955
CF-TGM	50	605	March 15, 1955	March 30, 1955
CF-TGN	51	606	March 31, 1955	April 8, 1955
CF-TGO	52	607	April 20, 1955	May 1, 1955
CF-TGP	53	608	May 10, 1955	May 19, 1955
CF-TGQ	54	609	May 27, 1955	June 5, 1955
CF-TGR	55	610	June 12, 1955	June 21, 1955
CF-TGS	56	611	July 2, 1955	July 10, 1955
CF-TGT	57	612	July 21, 1955	August 4, 1955
CF-TGU	58	613	August 10, 1955	August 18, 1955
CF-TGV	59	614	August 31, 1955	September 15, 1955
CF-TGW	60	615	February 7, 1956	February 15, 1956

The above fifteen 724 series Viscount aircraft were delivered to Trans-Canada Air Lines between December 8, 1954 and September 15, 1955. These aircraft were modified for cold weather operations, and since Canada had similar operating regulations to the United States, it was seen as a big step toward TCA entering a difficult US market.

The 757 Series Viscounts

The first Trans-Canada Air Lines 757 series Viscount (c/n 142) first flew March 18, 1956 and was delivered to TCA on March 28, 1956 as CF-TGX becoming Fleet # 616. Trans-Canada Air Lines changed its name to Air Canada on January 1, 1965. CF-TGX flew with the airline until its retirement on April 24, 1973 when it was withdrawn from service and placed in storage at Winnipeg. CF-TGX was later sold to Beaver Enterprises on June 10, 1975. The aircraft was eventually cut up and sold for scrap.

The last Trans-Canada Air Lines 757 series Viscount (c/n 387) first flew April 16, 1959 and was delivered to TCA on May 2, 1959 as CF-TIG and assigned Fleet # 651. CF-TIG flew with Trans-Canada Air Lines then Air Canada until March 1, 1973 when it too was withdrawn from

service. The aircraft was sold privately in the late 70's and was removed from the airport property to a Theme Park north of Winnipeg. The park eventually closed and in August 1984 the aircraft was cut up and removed from the property. The area is now a golf course and driving range.

All together there were thirty-six V.757 series Viscounts in service with Trans-Canada Air Lines/Air Canada:

Aircraft Register	c/n	Fleet #	First Flight	Delivered to TCA
CF-TGX	142	616	March 18, 1956	March 28, 1956
CF-TGY	143	617	March 22, 1956	March 29, 1956
CF-TGZ	144	618	April 14, 1956	May 12, 1956
CF-THA	218	619	January 14, 1957	February 5, 1957
CF-THB	219	620	January 18, 1957	January 29, 1957
CF-THC	220	621	February 11, 1957	February 20, 1957
CF-THD	221	622	February 16, 1957	February 22, 1957
CF-THE	222	623	February 24, 1957	March 5, 1957
CF-THF	223	624	March 10, 1957	March 14, 1957
CF-THG	224	625	March 19, 1957	March 28, 1957
CF-THH	269	626	May 12, 1957	May 18, 1957
CF-THI	270	627	May 19, 1957	May 26, 1957
CF-THJ	301	628	May 23, 1957	May 30, 1957
CF-THK	271	629	May 28, 1957	June 3, 1957
CF-THL	272	630	November 29, 1957	December 16, 1957
CF-THM	273	631	December 8, 1957	December 18, 1957
CF-THN	274	632	December 18, 1957	January 3, 1958
CF-THO	275	633	January 18, 1958	January 24, 1958
CF-THP	276	634	January 22, 1958	January 29, 1958
CF-THQ	277	635	February 2, 1958	February 14, 1958
CF-THR	278	636	February 17, 1958	February 27, 1958
CF-THS	279	637	January 27, 1958	February 1, 1958
CF-THT	302	638	February 23, 1958	March 1, 1958
CF-THU	303	639	March 3, 1958	March 8, 1958
CF-THV	304	640	March 13, 1958	March 21, 1958
CF-THW	305	641	March 25, 1958	April 3, 1958
CF-THX	306	642	April 13, 1958	April 18, 1958
CF-THY	307	643	April 23, 1958	May 3, 1958
CF-THZ	308	644	May 10, 1958	May 15, 1958
CF-TIA	309	645	June 7, 1958	June 13, 1958
CF-TIB	310	646	June 5, 1958	June 11, 1958
CF-TIC	383	647	June 23, 1958	June 30, 1958
CF-TID	384	648	February 25, 1959	March 8, 1959
CF-TIE	385	649	March 10, 1959	March 20, 1959
CF-TIF	386	650	March 23, 1959	March 28, 1959
CF-TIG	387	651	April 16, 1959	May 2, 1959

Canada's Viscounts that were saved from the Cutting Torch.

Fortunately, there are a few examples of the Viscount still remaining in Canada:

CF-THB - c/n 219, Fleet # 620.
This aircraft was delivered to Trans-Canada Air Lines January 29, 1957. CF-THB became the property of United Aircraft Services April 27, 1974. It was withdrawn from use and cannibalized for parts. The gutted airframe was then sold to a new owner in Teulon, Manitoba. On June 10, 1975 it was sold to Beaver Enterprises. In April 1982, a private owner from Garland, Manitoba purchased it for 700 dollars and to this day it is still used as a summer residence in the small town of Garland, Manitoba.

Figure 18 - CF-THB still in use as a summer home at Garland, Manitoba
(Robert W. Arnold Collection)

CF-THF – c/n 223, Fleet #624

Figure 19 - CF-THF wearing "Ontario Central" titles, parked at Gimli, October 1991
(Robert W. Arnold Collection)

This aircraft was delivered to Trans-Canada Air Lines on March 14, 1957. CF-THF served the airline well until it was retired from Air Canada on February 28, 1974 and stored in Winnipeg. On April 27, 1974 it was moved by road to Teulon where it was stored until 1982. In July 1982, it was dismantled in sections and moved to the Gimli Industrial Park near Gimli, Manitoba and reassembled with "Ontario Central" titles painted on the fuselage and a fictitious registration of B-LAMM applied to the upper fin. The aircraft was eventually broken up for scrap, circa 1992.

CF-THG - c/n 224, Fleet # 625.
CF-THG was delivered to TCA on March 28, 1957. The aircraft flew with Air Canada until it was purchased by United Aircraft Services Ltd. April 27, 1974. On June 10, 1975, Beaver Enterprises took ownership. CF-THG then went to Harrison Airways January 21, 1977 and on to the Pacific Vocational Institute in Vancouver, B.C., on June 10, 1980, where it was used as a training aid for many years. In 2005, the British Columbia Aviation Museum (BCAM) acquired CF-THG from the Pacific Vocational Institute Maintenance School, then placed it on a barge and moved it to the current BCAM site located near the Victoria, British Columbia airport. In 2007 restoration of the aircraft began, and it is now on permanent display at the museum's facility, immaculately restored to TCA livery, to reflect the style and colours of Trans-Canada Air Lines pre-1962.

CF-THI – c/n 270, Fleet # 627.
CF-THI was delivered to TCA on May 26, 1957. It was eventually was donated to the National

Figure 20 - CF-THI on the ramp at the National Aviation Museum, Ottawa, September 1980 (Robert W. Arnold Collection)

Aviation Museum in Ottawa on November 18, 1969 where it can be seen on display in full TCA colours.

CF-THS - c/n 279, Fleet # 637.

CF-THS was delivered to TCA on February 1, 1958. CF-THS flew with the airline until it was retired on April 28, 1974. The aircraft remained stored in Winnipeg until September 30, 1976 when it was ferried to Dorval. On September 1, 1982 CF-THS was sold to the Western Canada Aviation Museum and would replace the museum's vandalized Viscount, CF-TIE. On September 30, 1982 the aircraft was ferried from Dorval to Winnipeg and the next day it flew its final leg to Gimli for storage. On September 17, 1983, THS took to the air again as it made its final flight to Winnipeg and was placed on temporary display at the Western Canada Aviation Museum. In March 1984, the aircraft was towed over to Air Canada where it received its new paint in Air Canada livery. This aircraft is now on permanent display at the Royal Aviation Museum of Western Canada in full Air Canada colours.

CF-TID-X - c/n 384, Fleet # 648.

CF-TID flew for the first time from Hurn, Bournemouth, Dorset, England on February 25, 1959. It was delivered to Trans-Canada Airlines March 8, 1959 and flew with the airline until its last passenger flight on November 27, 1972. On December 1, 1972 the aircraft was sold to United Aircraft of Canada. While with United Aircraft it would be the world's only five-engine Viscount while it operated as a test-bed for the Canadian Pratt and Whitney PT-6 turbine engine test program. As time went by, the aircraft would eventually reach its useful limits. The engines were starting to run out of hours, and the airframe life was already severely limiting the ability to properly pressurize. The aircraft was eventually retired from the P&W Canada program in the fall of 1988. During its time with Pratt and Whitney, C-FTID-X had flown some 535 test flights and racked up an additional 1250 hours since its purchase from Air Canada in December 1972.

CF-TIE - c/n 385, Fleet # 649.

Delivered to TCA March 20, 1959, CF-TIE flew with the airline until April 1973 when it was withdrawn from use and stored at the Air Canada maintenance base in Winnipeg. United Aircraft Services purchased CF-TIE on April 27, 1974. CF-TIE was then purchased from United Aircraft Services by Beaver Enterprises on June 12, 1975. In July 1975, two members of the Western Canada Aviation Museum located in Winnipeg purchased the aircraft. Tragedy struck on April 12, 1980, when arson was proven to be the cause of a fire that completely gutted the aircraft's interior. The outer shell of CF-TIE was later cut up and sold for scrap in July 1989 but only after all serviceable or useable parts had been removed.

Figure 21 - CF-TIE wearing faded Air Canada colours at Winnipeg, August 1984 (Robert W. Arnold Collection)

<u>A few facts about the Trans-Canada Air Lines Vickers Viscount</u>:

Wing Span- 93 ft. 8 in.
Overall Length- 81 ft. 2 in.
Maximum Weight at Take-Off- 60,000 lb.
Power Plants- Four Rolls Royce Dart RDa.3 (506) turboprop engines.
Propeller System- 4 blade Rotol, Constant Speed, Full Feathering, Hydraulically Operated, 128 inch Diameter.
Total Fuel Load- 1,960 Imperial Gallons.
Average Fuel Consumption- 282 gallons per hour at 20,000 ft.
Average Cruising Speed- 310-330 mph at 10,000 ft.
Crew- The standard crew for the TCA Viscount on all routes was 4 persons: Captain, First Officer, Steward and Stewardess.

Figure 22 - Robert W. Arnold

EDITOR'S NOTE: Robert W. Arnold has been a long-time aviation enthusiast, historian and photographer. In the mid-1970s he became involved with the Royal Aviation Museum of Western Canada and began hauling aircraft wrecks from sites across the prairies. He is particularly passionate about the Vickers Viscount and owns the largest collection of Viscount related material in Canada. Currently he is working on a book about the Saunders Aircraft Corporation of Gimli, Manitoba.

Canada's Aviation Hall of Fame to Induct Four New Members in 2018

Members of Canada's Aviation Hall of Fame are selected for their contributions to Canada's development through their integral roles in the nation's aviation history. The inductees in 2018 will join the ranks of the 228 esteemed men and women inducted since the Hall's formation in 1973, bringing to 232 the total number of individual Members of the Hall.

"In 2018 we will again be honouring four Canadians for their outstanding places in Canadian aviation," says Hall of Fame board chairman, Rod Sheridan. "Their careers over several decades span a wide breadth of both military and civilian aviation. They have contributed to the building of airlines and aviation organizations, leadership in the air force, management of industry, development of aviation systems and establishment of air rescue services."

The four individuals to be installed as Members of the Hall in 2018 are:

Mr. John M. Bogie
Born into an aviation family in the United States, John Bogie has made his home in Canada since the early 1950s, following service in the United States Navy, work as an airport operator, and work as a very young charter pilot. In Canada, he quickly made a name for his charter and resource exploration work for Laurentian Air Services and Spartan Air Services, including the flight that identified the major iron deposit at Gagnon, Quebec.

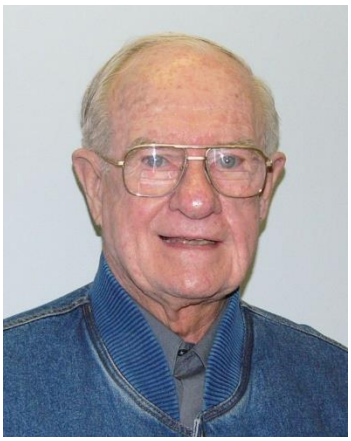

Figure 23 - John M. Bogie

Complementing his civilian flying, in 1952 Bogie became, with Margaret Carson, a co-founder of the Canadian Owners and Pilots Association (COPA), serving as its first President and Chairman. Since that time, he has been an unswerving supporter of COPA, seeing it grow from modest beginnings to some 17,000 members.

He served in most of COPA's executive capacities and continues as an honorary director and life member. He still attends as many COPA events as he can, now into his 90s. His COPA accomplishments include simplified medicals for pilots and aviation liability group insurance now used by commercial carriers.

John helped to create the Experimental Aircraft Association Canada organization, as well as a civilian pilot group for Search and Rescue as an adjunct to the military. Another entity he helped bring into being was the Canadian Business Aircraft Association (CBAA), first as an arm of COPA and then as a distinct entity. His Laurentian Air Services career ultimately took him to the presidency, to many initiatives to diversify its operations and to embrace the bilingual nature of the environment in which his company operated.

A subsequent stroke of initiative allowed him to buy a large consignment of ex-US Army Beavers which were rebuilt and put onto the Canadian market. This constituted the largest single aircraft purchase of its kind in Canada and made Laurentian the Canadian centre for Beaver activity. John Bogie has continued to support Canadian aviation long after his retirement in 1992. He continues to enjoy the respect and affection of the aviation community to this day.

Gen. Paul D. Manson, O.C., C.M, CD

Figure 24 - Gen. Paul D. Manson

General (Retired) Paul Manson is one of the top-tier Canadian aviation personalities of his generation. His stellar military, industry and volunteer services are of the highest calibre. Manson's spectacular 38-year RCAF/CF career culminated in his appointment as Chief of the Defence Staff from 1986 to 1989. As a fighter pilot, he commanded at every level of the air force and was instrumental, as the Program Manager for the New Fighter Aircraft Program, in the selection of the CF-18 Hornet to replace Canada's aging fleets of CF-101, CF-104 and CF-5 fighters in the 1980s.

Having retired, Paul Manson went on to a career in the commercial side of aviation for several years, including service as President of Paramax, a large aerospace company. Subsequently, he held the position of Chairman for Lockheed Martin Canada.

Perhaps of greater consequence was the challenge he then accepted to serve as the volunteer full-time chairman of the "Passing the Torch" campaign, which raised over $16 million in support of the Canadian War Museum (CWM) and its quest to find and open a new facility in Ottawa after

a tumultuous period in the Museum's history. He served on the CWM's parent Board as a trustee and chaired the Board's committees devoted to the revitalized new museum.

Paul Manson's success at marshalling support and ensuring the completion of this significant national facility in 2005 will stand as a testament to his accomplishment. Following that period of dedicated work, he was the Chairman of the Conference of Defence Associations Institute, the Aerospace Industries Association of Canada, and chairman of the board for Canada's Aviation Hall of Fame. He has also functioned as a commentator on defence and national security issues. As a skilled musician, he plays trombone in an Ottawa-based swing band in his spare time.

General Manson is the recipient of honorary Doctorate of Military Science degrees from Royal Roads Military College and the Royal Military College. He was invested as an Officer of the Order of Canada in 2002.

Dr. John Maris

Figure 25 - Dr. John Maris

Dr. John M. Maris has had an exceptional 12-year career as an active Canadian Armed Forces operational pilot, test pilot, project manager and Canadian Space Agency team leader. For over 20 years, he has flourished as an innovator in creation of the electronic cockpit, and the development of technology and processes for systems and flight test certification, as well as the creation of industrial and aerospace research alliances.

He has worked in Canada and the United States, as well as in New Zealand. John has also played important roles in the industrial organization sector through his chairmanship of the Aerospace Industries Association of Canada. He has been recognized for his work by all major Canadian, UK and US aerospace agencies. Significant accomplishments included his leadership of the team developing aviation systems, engineering for the robotic arm deployed on the International Space Station, and conception of electronic charting and development of its underlying graphics library technology. John has also been involved with flight test standardization courses for the Bombardier C Series flight test personnel, and for flight optimization systems for NASA.

Dr. Maris is a published author on a wide range of aeronautics subjects, holds numerous worldwide patents and serves on the boards of a range of academic and public sector agencies. In 2005, John was awarded Canada's oldest aeronautical prize, the prestigious Trans-Canada (McKee) Trophy for his contributions to Canadian aerospace. In 2006 he was presented with an Aviation Week and Space Technology Laureate at the Steven F. Udvar-Hazy Center in Chantilly, Virginia, the companion facility of the Smithsonian National Air and Space Museum in Washington DC.

Dr. Dwight Gregory Powell, O.C.

Dr. Greg Powell has an exemplary and notable 40-year career of leadership and innovation in the fields of emergency medicine, aviation, medical education and research. He is an internationally recognized leader in air medical transportation, critical patient care, emergency medical training

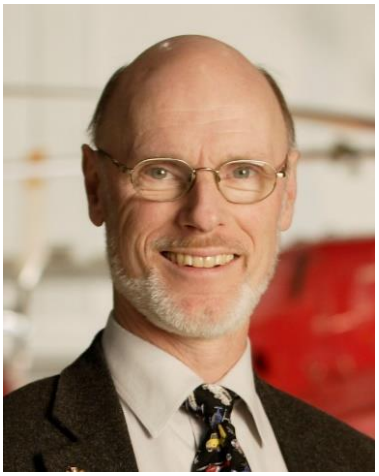

Figure 26 - Dr. Dwight Gregory Powell

and education. Dr. Powell is the founder of STARS (Shock Trauma Air Rescue Service) and its supporting Foundation. He is Professor Emeritus for Emergency and Family Medicine at the University of Calgary.

Greg merged his aviation interest and medical education in the early 1970s, and those joint passions shaped his focus over the full extent of his career. His commitment to safety, innovation excellence in patient care, and the aeromedical delivery of that care are renowned. Those measures have saved countless lives in Alberta, British Columbia, Saskatchewan and Manitoba.

Under his leadership, programs were implemented for night vision goggles, wire strike kits, and the development of heliports throughout the service areas, along with specific GPS approaches for each of them. STARS has been a significant contributor to an international aviation safety network. Dr. Powell also served as President of the Association of Air Medical Services based in Washington, DC.

In addition to his professional career, Dr. Powell has been deeply involved in volunteer work throughout Alberta and in the international aviation medical evacuation community. He was invested as an Officer of the Order of Canada in 2007.

Brief History of Canada's Aviation Hall of Fame

Canada's Aviation Hall of Fame office is located at the Reynolds-Alberta Museum in Wetaskiwin, Alberta, south of Edmonton. The Hall's displays are located in the museum's hangar. The Hall was founded in 1973 and its inductees have come from all across Canada, having led extraordinary lives as military and civilian pilots, doctors, scientists, inventors, engineers, astronauts and administrators.

Canada's Aviation Hall of Fame strives to increase the public's understanding and interest in aviation history by making its displays, archives, records and artifacts accessible to current and future generations. The heroism and courage embodied in the Members of the Hall serve to kindle the spirit of adventure in Canada's youth.

The 2018 gala dinner and induction ceremonies will be held on Thursday, June 7, 2018, in the Sunwest Aviation hangar at Calgary International Airport.

Ticket Information:
Canada's Aviation Hall of Fame
P.O. Box 6090, Wetaskiwin, AB T9A 2E8
Phone: 780-312-2084
Fax: 780-361-1239
Email: cahf2@telus.net
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Who shares the hangar? EAHS Member Organizations

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