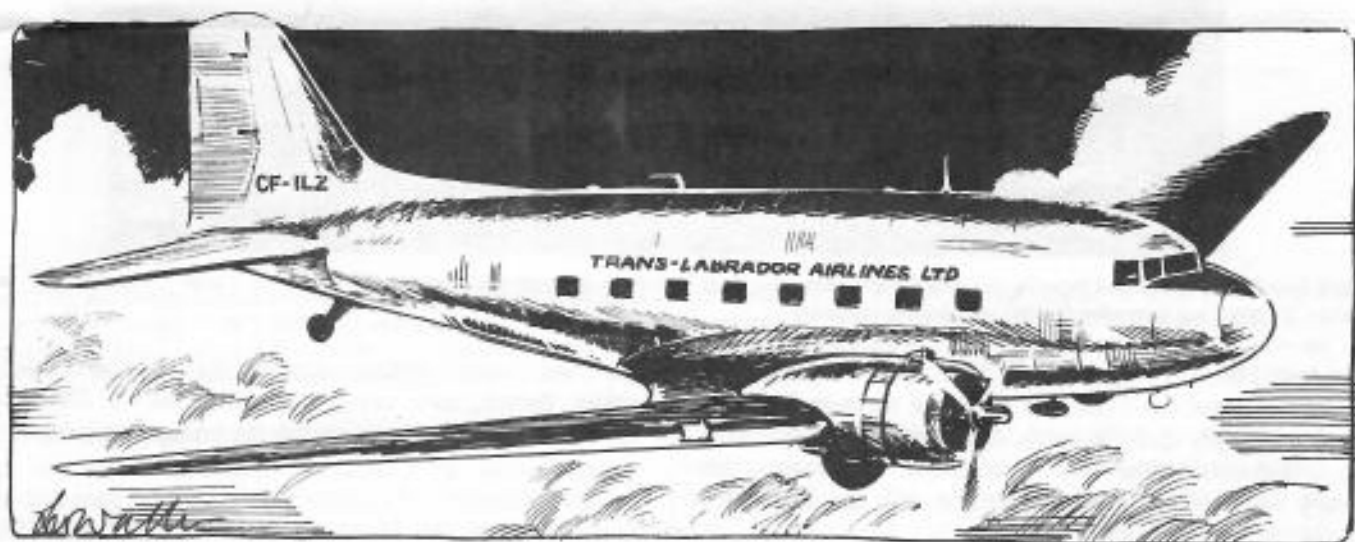


Toronto Chapter Canadian Aviation Historical Society 1994-1995

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Les Waller - <i>Flypast Illustrator</i>465-3581	<i>Catering Co-Ordinator</i> ...221-6681
Matt Clark - <i>Audio/Visual Co-Ordinator</i> ...444-3371	Frank Tingle - <i>Flypast Graphics</i> ...626-8696
Larry Milberry - <i>Chairman, Speaker Committee</i>698-7559	

FLYPAST is a publication of the Toronto Chapter, CAHS, and is sent to Chapter Members 10 months of the year. The Toronto Chapter membership is \$6.00 per calendar year (additional contributions greatly appreciated). Contact Chapter Secretary Treasurer Don Evans: 85 Thorncliffe Park Drive, Apt. 3710, Toronto Ontario, M4H 1L6



This Month's Presentation

Thursday, June 9, 1994 - 8:00 p.m.

GEORGE E. MOORE: "CANADIANS WITH THE RIGHT STUFF".

• GEORGE MOORE will describe adventures prospecting in the Arctic between 1951 - 1957.

Next Month's Presentation

Thursday, September 8, 1994 - 8:00 p.m.

TO BE ANNOUNCED

Toronto Chapter's Regular Monthly Meeting

North York Central Library Auditorium

5120 Yonge Street, North York, Ontario

(Entrance South-West corner of Library off Beecroft Road)

★ Friends and Guests are Always Welcome ★

Two Months Ago Presentation
1/8 SCALE RADIO CONTROLLED MODEL CANSO
Speaker: J. Knox Hawkshaw

April 14, 1994

Reporter: Don Evans



CAHS Toronto Chapter President Norm Harrison with Knox Hawkshaw our April 14, 1994 speaker with his Consolidated PB5Y-5 CF-NWY radio controlled 1/8 scale model. CF-NWY was Knox's first CANSO water bomber conversion.

Our April 14th, 1994 speaker Knox Hawkshaw, was introduced by Brian Hayter, his friend and colleague for over 36 years. Knox previously spoke to us on April 14th, 1992, describing his waterbomber innovative designs and techniques. This greatly improved the water pickup capabilities and distribution patterns of the waterbomber aircraft.

Knox stated that he has been interested in flying and building models for a long time, having previously flown control line models with an Ajax Ont. model club. His duties at Field Aviation prevented him from being able to do much about his model flying interests until after he retired. He wanted of course to build a flying model of the Canso PB5Y.

Knox explained that before he could start building his model, he had to consider that the Canso would have to fly at scale speed, plus he would have to do stress and load analysis. After consultations with a University of Penn State professor, he ended up with NAC 44.15. with a scale of 1/8th.

To power the model he decided on two horizontally opposed four cycle engines; 2 H.P. each O.S. Gemini 160 cu. in. The propellers are not quite to scale.

Materials used included, Sitka spruce spars, Fiberglass [making a fiberglass/balsa sandwich]. The fuselage made from 3/8th Balsa covered in fiberglass. The ribs/bulkheads are also balsa, with the undercarriage made from aluminium.

The radio control system controls the ailerons, elevators, rudder, throttle, nose camera, operating from a 4.8volt dc. source with 12 volts dc. to operate the undercarriage and wing floats.

Knox explained that his model includes complete cockpit instrumentation with models of Tom Cook OPAS in the left hand seat, with a co-pilot [take your pick] in the right hand seat!

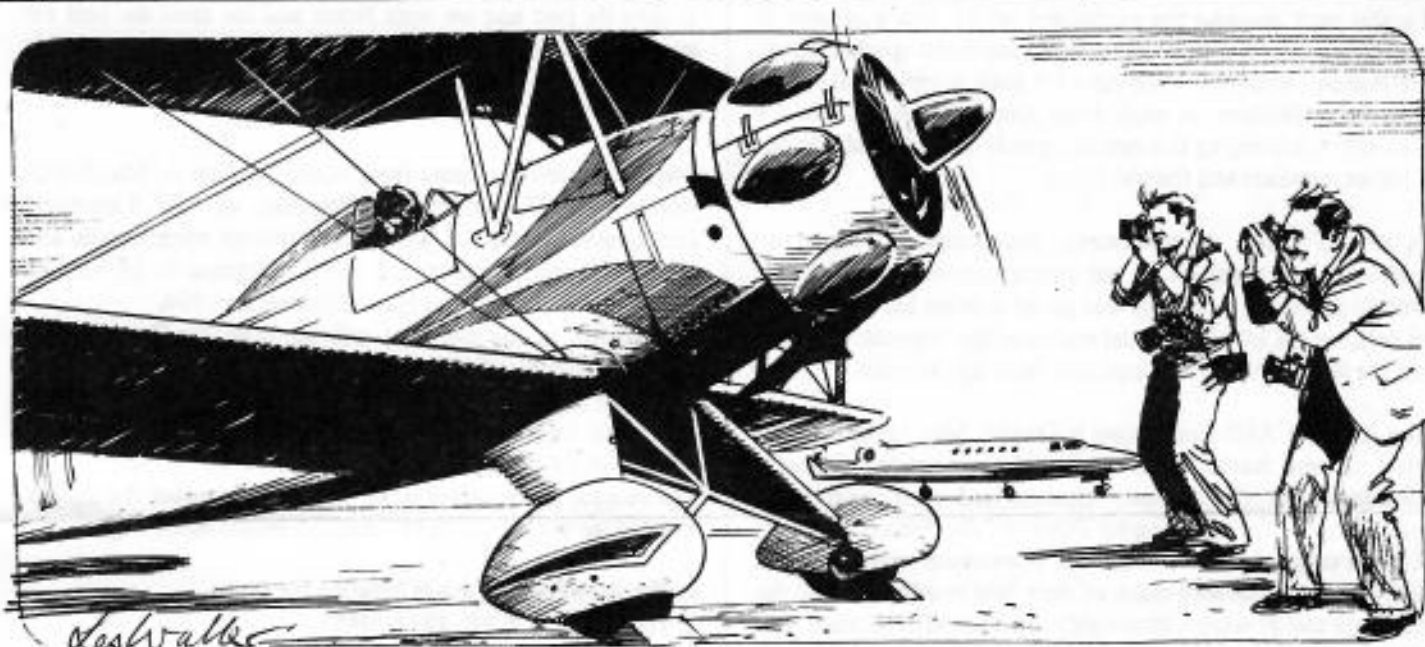
The model weighs 48 pounds and took 4500 man hours to fabricate, plus 1000 hours of engineering and design, and of course a big pile of \$!

While the model hasn't flown to date; it has flown 2 ft. off the land like the "Spruce Goose". Knox said there is plenty of time yet to take her up and have the chance to make "lots of spares". With a 13 ft. wing span, it is carried around in Knox's large station wagon. He appeared at a Toledo Ohio static show recently along with 500 other models with 8 categories being judged.

His Canso won a 3rd prize "Designer" category, also capturing the top award winning the "Directors Award for Achievement"!

Truly a magnificent job all around.

Knox was thanked by Bob Pettis on behalf of the Toronto Chapter membership and was presented with a copy of Larry Milberry's "Power- The Pratt & Whitney Canada story".



Nick Wolochatiuk, our speaker for the May 19th meeting was introduced by his old friend and fellow photographer Larry Milberry. Larry started off by stating that Nick was a long time CAHS member, Number 0007, and while he has used Nick's old cameras and has learned how to compose his pictures; he can still learn a thing or two from Nick.

Larry explained to us, Nick is really a Renaissance man, with many interests; being a school teacher, amateur photographer, hiker, biker, mountain climber, naturalist, writer, while living in the country near Williamstown, north east of Cornwall, Ontario, with his wife Duane, three kids, Kyle, Kris, & Kara plus pets including a dog and atleast one snapping turtle!

The members were then treated to a photographic picnic of visions of aircraft, clouds, sun sets, mountains and camp sites.

Nick stated "Composition is important" and demonstrated his view point by showing us a series of slides, starting with a classic clean, 3/4 front view of a DC-3 and gradually adding people, variations of the same type, nose, details, unusual markings, especially 2-for-1 tail and nose shots, 2-for-1 wing shots, same type with different paint schemes, special foreground/background settings; all with sharp clear views.

His lecture continued with his sampling of "Junk Pictures"; with the clutter of airplanes, distracting backgrounds, inappropriate choice of lens, bad lighting conditions, wrong shutter speeds and what have you. Each slide conveyed a teaching point and was soon followed by many examples done the right way.

Nick also illustrated the need to vary the view: high and low shots, unusual angles concealing or accentuating certain shapes, water reflections, special shading effects, unusual light sources etc. Humans were also highlighted by showing people in different settings; parachutists walking towards a Cessna,

Adirondack mountain climbers on their mountain peaks, plus cyclist pictures. Dramatic pictures were taken in the Malton On. Air Canada hangar, early am. with his graduating High school kids.

The slide presentation concluded with Nick's presentation of scenes taken at the Buckingham Airfield: grass runways, wooden hangars, rag & tube ultralights, plus highlights of his recent 7 day Cuba visitation with tales told of friendly people & how to take pictures of Russian aircraft in Castro land!

Nick answered many questions from the audience, particularly about his equipment. His preference is for simplicity: an all manual Pentax K-1000 with a built in light meter.

While he now uses only colour film, [due to processing problems with black & white], he prefers to use Fujichrome film [100 ASA] although he also leans toward Kodachrome processing, which have perfect slide frames.

Toronto Chapter Director Bill Turner thanked Nick Wolochatiuk, on behalf of the Toronto Chapter members and guests, stating that while he had felt that he could take really good pictures, he now appreciates that Nick has taught him a thing or two tonight! Bill presented Nick with a copy of the CAHS Chronology.

THE NINETY NINES, INC.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS
The Ninety-Nines Inc. is an international organization of licensed women pilots which was initiated by Amelia Earhart in 1929. The group derived its name from the number of charter members. The First Canadian Chapter encompasses the Toronto area, and is part of the East Canada Section.

To join call:

Debby Smith: phone [705] 374-4615 FAX [705] 324-0455
Box 664, Lindsay, On. K9V 4W9

I really can't describe the excitement which was generated at our April 14th Chapter meeting when our guest speaker, Knox Hawkshaw, brought his beautiful 1/8 scale model of his Canso into the auditorium. A great show Knox. We thank you for your effort in bringing this rare and precision built model to our Chapter members and friends.

In our "Flypast" announcement, there appeared to be an erroneous interpretation of our description of the event. We wanted to convey that Knox was going to relate his experiences in building his 1/8 scale model replica of the "legendary Canso" not the legendary model. Hope this clears up the point.

The Annual CAHS Convention in Ottawa, May 12-15th, was a great success thanks to the work and organization of Ottawa Chairman Tim Dube, Andy Graham and their great team. According to Toronto Chapter Director John Biehler and Don Evans's co-pilot, Jack Hunter, the Convention was first class and they both met with many of their "old buddies" during the meetings and of course, thoroughly enjoyed the experience. Congratulations on a first rate job Chaps!!!!

Now that our weatherman has decided to be a bit more pleasant, [no more snow for awhile—we hope], we can expect to see two beautifully restored aircraft emerge from their respective hangars. This is thanks to the hard work and dedication of two of our Toronto Chapter members.

At Malton Airport— doesn't that show my age, [excuse me, of course it should be The Toronto Pearson International Airport], Les Balla member #3119, has almost completed the restoration of his Mark II North American Harvard. With RCAF registration #2918 it flew up until 1958 and was one of the kites pushed across the USA border when they were delivered this way under the Lend-lease agreement in the early BCATP days.

Then at the Guelph Airpark, I understand Tom Dietrich, member #2266, has completed the restoration of his Fleet Finch. More details later on this plane.

Both of these aircraft figured most prominently in the BCATP activities during W.W.II and will no doubt bring back pleasant memories [we hope] to many Chapter members of their training days of long ago. Congratulations to Les and Tom on bringing back to life those two noble flying "steeds" and best of success to you both in their operation.

Had a chat recently with Norman Beckhman, member #2013 who is the flight leader of those beautiful Harvards from down Woodstock, On. way. Norm tells me that he and his Harvard members from The Canadian Harvard Aircraft Association are looking forward to the summer season when they plan to be on hand for many airshows both large and small, in the area. It has been a great thrill for many of us [former RCAF Harvard "drivers"] to hear that deep, distinctive, throaty "Harvard tone"

as they fly past and we wish Norm and his crew the best for another successful season's operation. If they show up this summer in your area, be sure to get out and see [and hear] them. You'll love it!!!

I recently received a letter from Major William A. March CD, member #4307, Command Historian, of Air Command Headquarters, Westwin, Manitoba, covering some details and information on a proposed 2 day Conference to be held in Winnipeg on the 18th and 19th of November 1994.

The subject of the meetings will be "The Evolution of Air Power in Canada: 1919 to the Present Day and Beyond", with the theme of the meetings being: "A study of the growth of the Air Force in Canada and its social, economic and political impact upon the nation from its origins to the 21 century". The request is for papers to be submitted to cover the subject areas of the conference to be presented on the following:

1. The Air Force in Canada between the Wars.
2. The RCAF at WAR, 1939-1945.
3. The Post-War Air Force.
4. The Way Ahead.

Anyone interested should communicate directly to:

Major William A. March CD.
Command Historian Telephone: [204] 833-5152
Air Command Headquarters Fax: [204] 833-2031
Westwin, Manitoba
R3J 0T0

You thought taking photographs of aeroplanes couldn't be improved upon but I'm certain after you heard our May 19th guest speaker CAHS member #0007, Nick Wolochatiuk, you changed your mind as I did. From here on I'm going to employ some of "Nick's Tricks" and hope to improve some of my photographic results. Yes, Nick gave a most interesting talk to our members and guests. He made it clear that with a little planning, you could create a different dimension to your photographs and produce better quality results for your photographic efforts.

A great session Nick— Thanks for visiting with us.

The Chapter members who have attended our meetings recently have seen our new Video Camera equipment and Still Camera in action. This equipment has been acquired by a financial donation by our Chapter member #1999, Jack Hunter.

We are truly grateful to Jack for his most generous contribution which will help greatly in recording the speakers and activities of the Chapter for many years to come.

Incidentally, Jack will be 86 years young on the 26th of June this year. He's still going strong and as you see, he continues to be a great booster for our Toronto Chapter of CAHS.

HAPPY BIRTHDAY JACK!!!!!!!



Long time CAHS and Toronto Chapter member, Jack Hunter, #1999 being presented by Don Evans, Secretary/Treasurer, Toronto Chapter on behalf of the Chapter membership with a token of the Chapter's esteem and appreciation for his very generous donation of funds permitting the purchase of Video and Still Camera equipment for the Chapter's use. The boys are seated at Jack's residence's Dining Room. Jack received 2 mint copies of the National Geographic Magazine featuring "Canada From the Air" by J.A. Wilson, October 1926 issue, & "Gentlemen Adventurers of the Air" by J.A. Wilson, November, 1929 issue.

Well, here we are again at the end of the season. Just where has the time flown? Our apologies for missing our usual May deadline and trust our rush notice of the May meeting along with the Chapter President Norm Harrison's yearly report was some consolation.

Our April, 1994 "Flypast" story on R9725 Avro Anson restored by Don O'Hearne and his boys at the Western Development Museum at Moose Jaw Sask; brought a response from one of the CAHS and Toronto Chapter's newest member #4384, Tom Corrigan, Lt. Col. USAF [Ret.], of Colorado Springs; Col.

Tom relates that he joined the RCAF in July 1941 [R119936] and took training at Penhold, McLeod, Edmonton Manning Pool, ITS, EFTS, and Calgary SFTS. Unfortunately the US transferred him to the US Army Air Corps six weeks short of getting his wings. After 17 months in the European Theatre, he arrived in Ottawa as the C.O. of the US Troop Carrier Detachment on "Operation Musk Ox" held during 1946 from Churchill Man. through the NWT. He finished his military career as Director of Information and Protocol, Northern NORAD Region, Goose Bay in 1962.

Now, getting to the "Annie" part of the story, "Your remarks about ANSONS brought back fond memories: when I was at McLeod on tarmac duty in the fall of '41 a call went out for "night flying" volunteers. Green as I was, I supposed it meant "flying at night" in some capacity. That was not to be as my job

was standing out at the head of the runway in charge of a massive air compressor to air the Anson's brakes after [I think?] every three landings. This was from about 2300 hrs to 0700 the next day. After knocking off night flying we'd gas the a/c and tow them into the hangar and spot them on their floor numbers. We'd finish about 0655 when the day crews would come on duty and tow them onto the flight line whence they'd just come!! I talked to "Flight" suggesting we'd leave them on the line after gassing but he politely told me "That's the way we've always done it and that's the way you'll do it!" No sweat, but I was 24 and had considerable business experience and knew THAT procedure was a waste of time. Nonetheless, I've never enjoyed myself so much in my life. It was great!"
Thanks Tom, for sharing that experience with us.

More on "Annie"; Toronto Chapter member George Taylor #2764 asked me if I knew the registration # of the Anson Bill Turner and I saw at the Brandon Man. Commonwealth Air Training Plan Museum while on our mad dash across the Prairies to attend the Hall of Fame inductions and the CAHS 1993 Regina Convention. George was a "Annie jockey" at Brandon, as an instructor. After having no luck checking my photos, I wrote to Frank Watt, the Museum's Curator. Frank replied: "When we picked this airframe up from the farm yard a few years ago there was no skin left on it so no number was available for us. Our rebuild has not to date included a new covering for a couple of reasons; one being that we wanted to show off all the fine work that has gone into it. We climbed up

in the nose the other day and recorded all the numbers that we could find so here they are:

RTN 61697, AVRO 1D 240, DTD 296, 25/9/1940, P.3T.W 5722S. These are not likely of any use to you but we will at least now have them on our file for this a/c. We have toyed with the idea of placing a mannequin in each of the crew locations dressed in a different flying suit, then covering the frame with a clear plastic. This would give us a good way of displaying our flying suits, but when we look at the UV light in the hangar we realise that they would not last many years. Too bad there are so many complications to conservation. I'm looking forward to seeing R9725 at Moose Jaw, sometime in the near future".

Thanks Frank for that fine report.

Before leaving Brandon, I must make a pitch for their great memorial book "They Shall Grow Not Old". This contains the biographies of over 18,000 former Canadian Airmen, women and other nationals wearing the uniforms of the RCAF who lost their lives in WWII. It contains numerous WWII pictures.

To reserve your copy send: \$45.00 per book

Postage & Handling [\$4.54 per book]

GST [\$3.46 per book]

Total per book \$53.00

Make cheques or [VISA-MC], payable to CATP MUSEUM and mail to: Commonwealth Air Training Plan Museum, Box 3, Group 520, R.R. #5, Brandon Manitoba R7A 5Y5

The Toronto Chapter is a member of the CATP Museum and they are Toronto Chapter member #4291. The Chapter has a copy of "They Shall Grow Not Old" and it is a marvellous source of reference material. All CAHS historians should have a copy!



This picture was taken during March 1994, of our CAHS Senior Patron C.H. Punch Dickins by Jack Hunter in the Dining Room of their Don Mills Ontario condo. Your looking great Punch! You certainly have the Chapter's best wishes for many more years of happy retirement.

Moving a little closer to home, the Billy Bishop Heritage Museum of Owen Sound Ontario, is preparing to celebrate the 100th anniversary of the birth of Air Marshall W.A. Bishop, VC. The Toronto Sunday Star on April 17th, 1994 published a "Letter to the Editor" from the Museum advising that their Museum was run by volunteers only being a non-profit organization and operated strictly by receiving donations from the visitors to the Museum. This message was brought to the

attention by yours truly at the next Toronto Directors meeting and we unanimously agreed to send a donation to the Billy Bishop Museum. The Toronto Chapter policy is to support when ever possible, all Canadian Aviation non-profit Museums. Anthony Baukham Toronto Chapter member # 4098, the Director of Operations of the Billy Bishop Heritage Museum wrote to us recently: "Dear Don: Many thanks to the Toronto Chapter CAHS for your recent donation to our Museum. We have applied your cheque directly to museum operating expenses and enclosed is a Certificate of Appreciation from the Heritage. [Lovely scroll with wings on the side with a picture of Major William Avery Bishop VC, DSO and Bar, MC, RFC. and on the other side a view of Billy Bishop's Boyhood Home in Owen Sound the site of the Museum]. We are especially proud to have A/M Bishop's medals on display at our Museum on June 4 & 5th. We invite your members to see our newly opened Second World War room"

I met the boys including CAHS member #3194 G/C Arnie Bauer at their booth at the recent Toronto Aviation Show held at the old Wardair Hanger. Best of luck to you "old chaps"!



Just a few of Toronto Chapter member #1281, Tom Crayston of Campbellford Ontario's, collection of scale model aircraft.

Tom Crayston wrote to me recently enclosing some fantastic pictures of his models. He has about 360 model aircraft plus many other military artifacts. He also constructs full size models of machine guns that many people think are the real thing. "Before I was in the RCAF, I was in the Toronto Scottish Regiment M.G. so that is when my interest in army rifles and machine guns originated. Actually a Martin-Henry was the first army rifle I ever fired when I was about 13 or 14 in the Williamson Road School Cadets, [a Toronto Beach Public School]. I'm working right now on a large Fokker Triplane 1/8 scale. It is a kit made by Hasagawa in Japan. I have been building model aeroplanes for over 60 years, but this is the most agrivating one I have ever worked on. A number of small inaccuracies that have to be corrected. The Japanese use of English and spelling is comical and almost hilarious! Give my best regards to Charlie Catalano" We sure will Tom, many thanks for your pictures and comments! Keep 'em coming.

Just enough space to wish all of our Toronto Chapter members a very safe and happy Summer. See you at the meetings!

FLYPAST EDITOR:

DON EVANS