

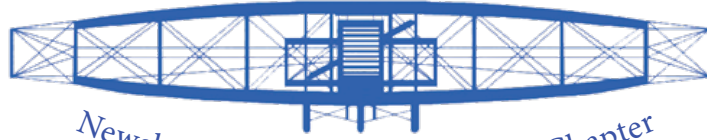
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Flypast



Newsletter of the CAHS Toronto Chapter

Canadian Aviation
Historical Society,
Toronto Chapter

*A division of the
Canadian Aviation
Historical Society*

VOLUME 55

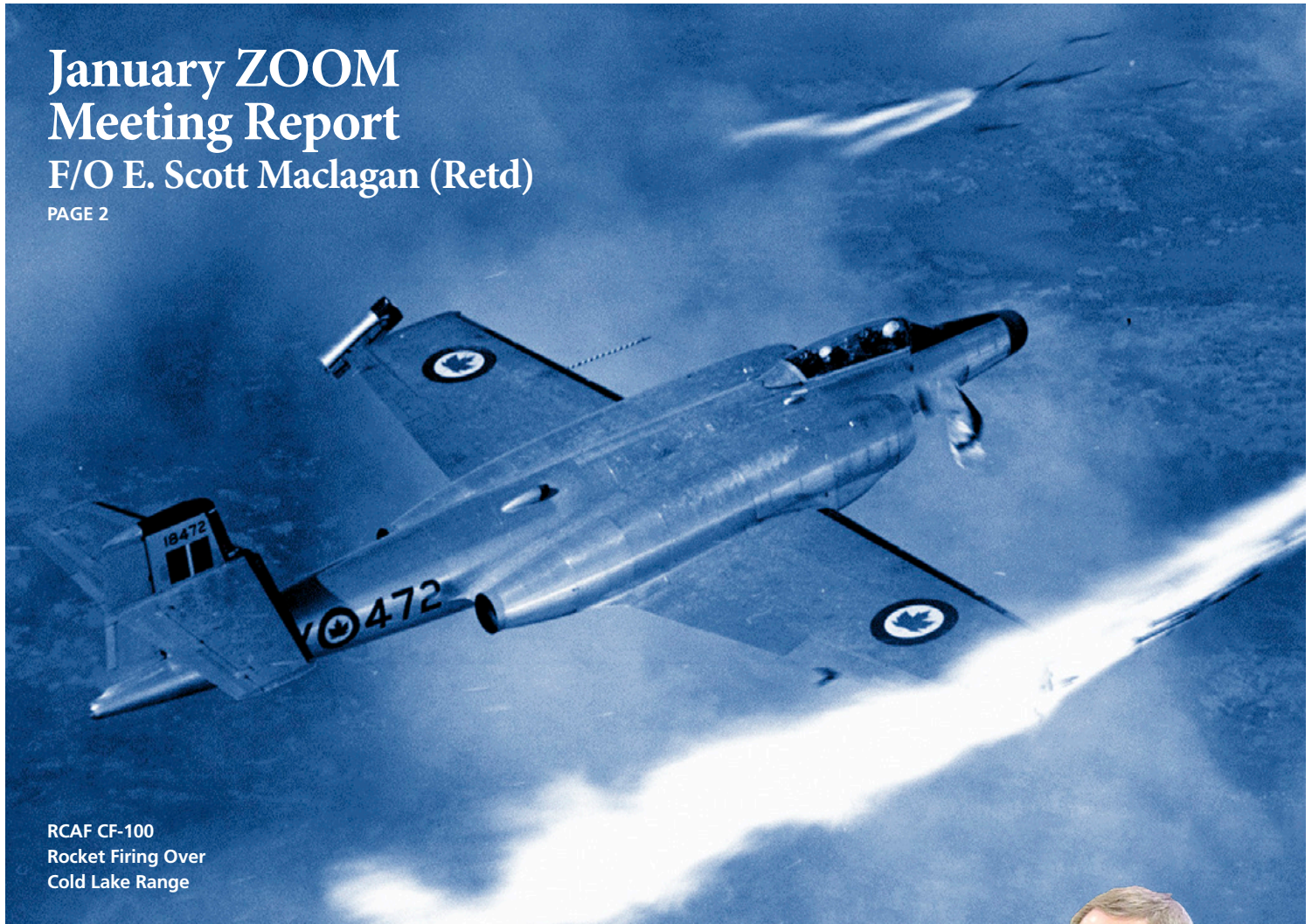
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January ZOOM Meeting Report F/O E. Scott Maclagan (Retd)

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RCAF CF-100
Rocket Firing Over
Cold Lake Range

CAHS Toronto Chapter ZOOM Meeting
February 11, 2021 – 7:30 PM EST
“The Skies over Vimy” - Major Bill March (Retd)

SEE PAGE 6 FOR DETAILS





Avro CF-100 Mk 5's

A Canadian's Experience in the RCAF in the Cold War from 1955-1962

CAHS Toronto Chapter Meeting Jan. 14, 2021
 Presentation by Flying Officer E. Scott Maclagan (Retd)
 Report by Gord McNulty

About 45 members and guests of the Toronto Chapter and National CAHS enjoyed a comprehensive, well-illustrated presentation by Scott Maclagan. It was Scott's second address to the Toronto Chapter. In May 2008 he discussed flying CF-100 all-weather interceptors during the Cold War. Find a full report on the Chapter website, www.torontoaviationhistory.com in *Flypast* Vol. 43 No. 2, October 2008.

Scott joined the RCAF as an Aircrew Trainee (Flight Cadet) in September 1955, and graduated as a Flying Officer – Navigator (Airborne Interception) in Winnipeg on October 26, 1956. He and his pilot F/O Dave Strachan graduated from the CF-100 Operational Training Unit at Cold Lake, AB, in March 1957. They were initially transferred to 433 Squadron, then 414 Squadron at North Bay on August 4th, where they flew the CF-100. During their two

years together, they saved three aircraft and nine lives by guiding them to emergency landings.

Scott was grounded for eyesight issues on Friday, February 13, 1959 --- one week before the “Black Friday” cancellation of the Avro Arrow. He was then transferred to the Weapons Controller trade.

Following his release in October 1962, he served for two years as an officer for the Canada Revenue Agency in their Sudbury and Toronto District Offices. Scott then entered the employee benefit-consulting field in March 1964 with the Toronto firm William M. Mercer Ltd., opening their office in Ottawa. He returned to Toronto in 1976 to head one of Mercer's four offices there. He provided management consulting services to many of Canada's largest employers including the Canadian Armed Forces, CBC, the RCMP, the federal government, and many Crown corporations and private sector employers, on both domestic and international expatriate benefits --- designing and implementing financial plans and programs still in effect today.

In November 1996, Scott took early retirement and incorporated E.S. Maclagan & Associates Inc. to continue consulting services. In the fall of 2005, he sold Maclagan & Associates Inc. and incorporated Maclagan Inc. with his two sons.

Before leaving the GTA for Orillia in 2016, Scott served as a Toronto Chapter Director. In September 2018, he discussed his Cold War experiences at a Doors Open event in Mississauga. He stood in front of the actual CF-100 in which he'd flown six decades earlier. It is now mounted on a pedestal in a park near Derry and Airport roads.

Scott began with an overview of the Cold War and the growth of Canada's armed forces during those years, then described his personal experiences. His first recollection

of the CF-100 was in 1953, when at age 16 he saw a CF-100 flying like “a bat out of hell” over the family country home north of Beaverton. “I looked up and clearly saw the crew’s helmets,” Scott said. “At that point I decided I would like to fly that aircraft one day.” In mid-August 1955, Scott received a call from the RCAF asking if he was still interested in flying. They were desperate for aircrew trainees. He completed intensive training in the Officer Selection Course at RCAF Station Crumlin, ON, and was selected for Navigation training as his eyesight at the time was 20/25, just below Pilot standards. He went to basic training at RCAF Station Centralia and on Dec. 7, 1955, was one of nine cadets out of 30 who graduated. Less than four per cent of the initial group of 250 made it through the “Pre-flight Basic Training Course” at Centralia.

Scott embarked on pre-flight training at #2 Air Observer School, RCAF Station Winnipeg. An intimidating banner at the main entrance read: “Flying is hours of boredom interspersed with moments of stark, sheer terror!” On Dec. 22, 1955, he was lucky enough to catch a flight on a North Star from Winnipeg to Ottawa, his first flight ever! He spent the next six months in basic navigation and officer training, first on a C-45 Expeditor. On May 18, 1955, Scott was in the right front co-pilot’s seat when another C-45 cut into the line of four aircraft in trail. “It hit the C-45 a few hundred yards ahead of our aircraft. I watched in horror as friends, classmates and instructors tried to bail out as the two aircraft spiraled down onto the Tuxedo Golf Course. No one survived. The two aircraft crashed about a mile from touchdown – a total of 10 killed including the cadets, pilots and instructors!” Cadets were not allowed to attend any of the funerals, as the RCAF feared they would lose their nerve for flying.

The young airmen also flew Dakotas and Mitchells at Winnipeg. The B-25s had been converted to airborne interceptors, with radar in the nose instead of machine guns, and two radarscopes similar to those used in CF-100 Mk 3s, behind the bomb bay and wings. Cadets sat in the back in the dark with an instructor. Sitting in the co-pilot’s seat for takeoff one morning, Scott witnessed the B-25 right of front of his aircraft get airborne. “Halfway down the runway, about 200 feet in the air, the left engine exploded in flames. Unfortunately, the pilot feathered the wrong engine and the airplane crashed immediately, killing all on board.” Scott flew 35 trips in the B-25, more than 80 hours flying time.

On October 26, 1956, Scott was one of only seven cadets to graduate and receive his Navigator Wings. Less than three per cent of the original 250 potential candidates survived the gruelling training. He arrived at RCAF Station Cold Lake in December 1956 but was too late for the “meet



RCAF Beech C-45 Expeditor

and greet” where pilots and navigators sized each other up before agreeing to “partner” with them on CF-100s. Scott was paired without choice with David Strachan, a 21-year-old new graduate pilot from Courtenay, BC. Dave proved to be an excellent pilot. They first flew together in a CF-100 Mk 3D dual stick trainer (#18144), flying with nine other



F/O Dave Strachan - January 1957, RCAF Station Cold Lake, AB.

crews 40 seconds apart in trail formation from the base to Meadow Lake, SK and back. Scott recalled: “On the way down we went down to 10 feet above the ice on a large lake at about 500 miles an hour. At one point, Dave said, “Watch the stick”! I watched the second stick in the back seat in horror as Dave pushed it forward! I thought we were done for and would crash for certain, but the speed and smooth ice made it like an air cushion vehicle. If Dave had lowered the gear we would have been taxiing across the ice! What a frightening experience for one’s first flight in a jet fighter!”

The CF-100 crews moved up to Mk 4As and Mk. 4Bs armed with eight .50 calibre machine guns in the belly and 58 folding fin rockets in wingtip pods. On March 18, 1957, Scott was part of three CF-100s scrambled to practice intercept an RAF Valiant routed over the North Pole



RAF Vickers Valiant

The Mk 5, even when fully armed with rocket pods weighing 2,000 pounds each, could reach 45,000 feet in less than nine minutes, quite extraordinary for the times. The F-89 Scorpion, USAF equivalent to the CF-100, was heavy, definitely underpowered and slower. CF-100 crews scrambled to intercept USAF B-36, B-47, B-52 and B-58 bombers, Soviet Bear long-range turboprop bombers, TCA Viscounts, as well

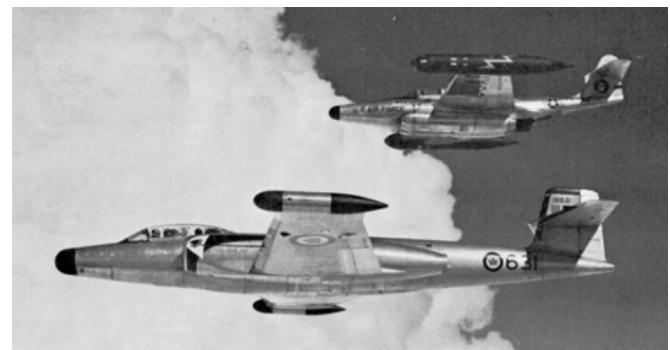
as Widgeon and Norseman floatplanes that took off without filing flight plans. Low level intercepts on floatplanes in warm weather were very “bumpy” due to the upward convection currents – it was like driving along a railroad track!

to a USAF base. Heavy freezing rain had coated the taxiways and runways with ice. The number one aircraft slid off the taxiway and almost hit the control tower, while the next aircraft tried to turn onto the main runway too fast, skidding off into the snow where it became stuck. As Scott’s aircraft, third in line, was taking off, the left engine exploded. “Debris came flying through the cabin; flames engulfed the left wing and engine,” he recalled. “Luckily none of the shrapnel hit either one of us.” He and Dave couldn’t bail out at such a low altitude, nor could they dump fuel due to the flames. Dave fortunately returned for a safe but extremely hard landing with an almost full fuel load and loaded rocket pods on their Mk 4B.

In October 1957, less than a week after Scott married his wife, Marilyn, in Orillia, Scott and Dave flew to Cold Lake for a month-long rocket firing exercise. There was enough explosive in each rocket to take down a Boeing 747. The rockets occasionally wouldn’t fire, so aircrew had to dispose of them before landing. Crews would search out “targets of opportunity” at low level and some moose and bears died as a result. Scott and Dave were once locked onto a B-52 and flew in to the simulated firing point at 500

yards. “Dave broke the aircraft hard to the left and up, coming within a few feet of a second B-52 flying with lights out, 50 feet above the first aircraft and slightly behind,” Scott recalled. “To the ground radar controller it appeared as one target, not two! To this day I do not know how our CF-100, or the B-52, survived that near miss!”

Scott and Dave were then posted to 433 Squadron at North Bay for intensive training including long distance navigation flights, electronic counter measures against a C-119 Flying Boxcar that was dropping chaff, practice intercepts, tactics, weapons, etc. In June 1957, they flew to Toronto on a TCA Viscount to pick up and deliver new CF-100 Mk 5s from Avro Canada. They flew CF-100 #181619, now displayed in Mississauga, four times in their first month on 433 Squadron. They were certified as “Combat Ready,” meaning they were mentally prepared to shoot down any type of aircraft posing a threat to Canada’s or North America’s security – without a second thought. Crews were often scrambled to intercept an “Unknown” when the weather was “zero/zero.” Scott recalled: “A zero/zero takeoff was often quite terrifying from the back seat when all one could see were the taxi lights on the runway’s edge.”



RCAF CF-100 and USAF F-89 Scorpion

In March 1958, Dave and Scott made their first aircraft save --- a USAF KC-97 tanker that had lost all electronics, including radios. They guided it to a safe landing at Kinross AFB, just outside Sault Ste. Marie, MI. A few days later, Dave and Scott reached an altitude of some 65,000 feet over Toronto when Dave wanted to see how high the CF-100 would go. As Dave pushed the stick to descend, the aircraft started to “bunt” at a speed of .96 Mach, almost the

USA



USAF KC-97 Tanker

speed of sound. The memorable flight set an unofficial altitude record in Scott's view.

On Sept. 29, 1958, the crew made their second aircraft save, a Cessna 172 in distress near Val-d'Or, Quebec. The pilot of the 172 had only 35 hours flying time, was lost in heavy cloud and didn't have IFR. The crew met the 172 flying above the cloud deck. They deployed full flaps down, speed brakes out and gear down to try to get down to the Cessna's speed of about 120 knots. Dave signalled the pilot with hand gestures. They were almost stalling as they guided the 172, very low on fuel, to a sputtering emergency landing at an airstrip about 15 miles north. The CF-100 crew had only 500 pounds of fuel remaining and had to make a nail-biter landing, with the weight of the armed rocket pods, at Lac des Loupes' 3,000-foot paved runway. The aircraft stopped with the nose gear just barely off the end of the runway.

In a third aircraft save, the crew assisted a CF-100 in trouble near North Bay. The pilot blacked out after his oxygen supply had failed. Dave pulled in closer, gently placing the right wing tip rocket pod on his aircraft over top of the other CF-100's left wing. It didn't have rocket pods. Pressing down caused it to dive at high speed. The pilot woke up at about 18,000 feet and both aircraft returned successfully.

During Scott's two years with Dave, 13 CF-100 crew members from the two squadrons were killed in accidents, some due to mechanical problems and others to pilot error. Weather conditions were often severe. "Each time a crew went up, they did not know if it would be their time to 'buy the farm,' as the expression went back then," Scott noted.

Although Scott was on the list to fly the Arrow, his

deteriorating eyesight ended his flying in February 1959. He and Dave had survived an engine explosion on take-off; hydraulic control problems; a double engine flameout; a dead-stick, controlled glide landing from 100 miles; and several single engine landings. They received no recognition for saving at least nine lives guiding three other aircraft to safe landings: the Cessna 172 with two people; the KC-97 with a crew of five or more; and the other CF-100 crew. Dave, sadly, later became an alcoholic and died in B.C. before the age of 60.

Scott paid tribute to the all of the crew members who were killed during his seven years in the RCAF. He mentioned the All Weather Fighter Association website (www.allwxfighters.ca) listing the airmen who flew the CF-100 and the Voodoo.

Scott's dedication to the RCAF continues with his campaign to have CF-100 #18194 that was restored at CFB Borden for the RCAF's 80th anniversary moved to the Edenvale Aerodrome for display with the Arrow replica now housed there. Scott is waiting for final word from Ottawa and appreciates the letters of support sent to the DND.

Scott answered numerous questions from the audience. Chapter President Sheldon Benner thanked our speaker for his fine presentation and service to Canada. Scott can be reached at scott@maclagan.ca

Regarding the Cold War, former 414 Squadron pilot Capt. Gordon Wilson has written an illustrated, 288-page soft cover book, *NORAD and the Soviet Nuclear Threat: Canada's Secret Electronic Air War*. Published by Dundurn, it can be ordered from Larry Milberry at larry@canavbooks.com



Avro CF-100 No 18194 at CFB Borden in August 2006 - Photo Ken Swartz

FOLDED
Wings



William (Bill) George Alexander
CAHS No. 1227

PEACEFULLY, ON MONDAY, JANUARY 25, 2021, at Lakeland Long Term Care, at the age of 92. Bill was a devoted family man and beloved husband of Ruth for 70 years. Cherished father of Margaret, Peter and Judy.

Adored grandfather of 6, great-grandfather of 8. A longtime resident of Etobicoke, he volunteered with Accessibility and Disability committees, where he was affectionately known as "Big Bad Bill". Bill worked for Ontario Hydro for almost 40 years as an Aircraft Maintenance Engineer (AME), and Scouts Canada where he was known as "Sarge" for more than 10 years.

Bill started working at the Toronto Flying Club hangar at Malton after the war and helped build the Found FBA-1A light aircraft. He then joined the Ontario Hydro flight department and helped maintain Grumman G-73 Mallard CF-GEU and Hydro's large fleet of Bell and Sikorsky helicopters used for line patrol and power line construction.

A Celebration of Life Service will be held outdoors in the summer, weather and COVID-19 permitting. If desired, donations may be made to the West Parry Sound Health Centre www.wpschc.com Online condolences may be made through www.turnerporter.ca

zoom

Upcoming CAHS Toronto Chapter ZOOM Meeting

February 11, 2021 – 7:30 PM EST

The Toronto Chapter of the Canadian Aviation Historical Society welcomes Major Bill March (Retd) on Thursday, February 11, 2021 at 7:30pm (logins after 7pm). For an invitation to join this meeting, please send your Name + E-Mail address to: cahstorsvp@gmail.com

The Skies over Vimy

For all its carnage, The Great War spurred enormous advances in the world of aviation. More than a century later, many of the 100th anniversary memorials recalling that conflict have spotlighted Canada's hard-won victory at Vimy Ridge, and the forging of a national consciousness to which this iconic but costly battle has long laid claim. While the true extent of its identity-inspiring legacy may now be a subject for debate, an undeniably under-appreciated aspect of the brutal ground assault is still the critical role played in its successful execution by Squadrons of the Royal Flying Corps.

Historian Bill March examines the often overlooked exploits of those pioneering pilots in their fragile, gravity-defying machines, charged with supporting the acres of entrenched infantry below them. Through photo-reconnaissance and "spotting" for artillery, these daringly

high-tech Eyes In the Sky made a vital contribution not only to a major campaign of the Canadian Expeditionary Force, but also ~ many will still argue ~ toward a higher international profile for Canada itself.

Major Bill March (Retd)

As both a line-navigator on maritime patrol aircraft, and a staff officer in Canada, Europe and Afghanistan, Bill March served nearly 42 years in the RCAF, 10 of them as Air Force Historian. A graduate of the Royal Military College and the University of Victoria, he has taught undergraduate courses in history for RMC and wrote or edited numerous articles and publications on aerospace power history. He is on the editorial board for the Canadian Aviation Historical Society Journal and is a contributing editor for Airforce Magazine. While working as a freelance historian and writer, he is pursuing his PhD in history at Queen's University in Kingston, Ontario.

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UPCOMING CAHS ZOOM MEETINGS

February 11, March 11, April 8, May 13
Chapter members will receive Zoom meeting access passwords by email. Non-members must contact cahstorsvp@gmail.com to be added to the meeting notification list.

DONATIONS

Tax receipts for the year 2021 will be issued by CAHS National for donations of \$25.00 or greater. No 2021 tax receipts will be issued for donations received after December 31, 2021.

BECOME A CHAPTER MEMBER

Members receive seven issues of the Flypast newsletter a year:

Regular Printed* \$50.00 (8 pages max)

Regular Email \$25.00 (10+ pages)

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*Printed edition limited to 8 pages by printing and postage costs

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FURTHER INFO: cahsnatmem67@sympatico.ca

Flypast is the newsletter of the Toronto Chapter, Canadian Aviation Historical Society (CAHS), and is available with membership. Membership fees are payable in November. **EDITOR:** Ken Swartz, 190A Lowther Avenue, Toronto, M5R 1E8, +1 416-836-7094 — newsletter@cahstoronto.ca

CAHS Shutter King



Sheldon D. Benner CAHS No. 67



Sheldon Benner April 2019,
Photo Gus Corujo



DHC-6 prototype, msn 1, CF-DHC-X, Sept 19, 1966. Now with Canada Aviation and Space Museum. Donated in October, 1981. Note the experimental ventral fin, later replaced by finlets added to the horizontal stabilizer.



DHC-3, msn 366, US Army 59-2222, April 28, 1972. Now C-GGSC with Air Mont-Laurier, Sainte-Véronique, QC.



Turbo Beaver, msn 1642TB23, CF-UKQ, May 28, 1966. Now C-FYWT with Pioneer Construction Inc., Copper Cliff, ON.

CAHS Toronto Chapter President Sheldon Benner has been documenting aviation history with his camera since 1960. He grew up in Fort Erie, Ont. and moved to Toronto in 1955 to study aero engineering at the University of Toronto. He was one of the early members of the CAHS in 1963 and served as Membership Secretary of the organization for 42 years. After completing his MASC in Aero Engineering, he joined the engineering department at de Havilland Aircraft of Canada at Downsview in 1962. Sheldon's first camera was a Yashica 120/35 mm model and in 1964 he bought a Pentax SLR to shoot Kodachrome colour slides. He passionately photographed every new DHC aircraft at Downsview and frequently visited Toronto Island Airport (now Billy Bishop Toronto City Airport) to photograph DHC aircraft on floats.

A dedicated historian, Sheldon Benner singlehandedly created one of the largest photographic archives of postwar DHC aircraft ... one image at a time.



DHC-3 Otter, msn 28, RCAF 3673, July 19, 1971. Now P&WC PT6A Turbo Otter C-FSVP with Air Tunilik Inc., Laval, QC.



Turbo Beaver prototype, msn 1525TB1, CF-PSM-X, April 19, 1966. Now with Canadian Bushplane Heritage Centre, Sault Ste. Marie, ON.



DHC-6, msn 243, CF-OPI, July 19, 1970, still flying with Ontario Ministry of Natural Resources and Forestry after 50 years.



DHC-6, msn 303, 13801, Canadian Armed Forces, September 23, 1971. Sold by CAF 1995. To C-FMOL. Accident Mile 222, Canol Pipeline Road, NT, July 5, 2004. Stored.



DHC-6, msn 314, FAP-300, Peruvian Air Force, May 7, 1971. Accident Rothera Station, Antarctica, November 24, 1994. Written Off.



DHC-6, msn 23, CF-INB, Canadian Nickel Air Services, May 29, 1970. Accident Timika, Indonesia, April 12, 2005. Written off.



DHC-2, msn 1496, CF-BQY after purchase from World Wide Helicopters, July 1972. Now N588Z with Power Justin Trustee, Corte Madera, Calif.



DHC-3, msn 15, CF-ODL, Ontario Department of Lands & Forests, July 8, 1969. Now Garrett TPE-331 Turbo Otter N150BA with Kenai River Xpress LLC., Soldotna, AK.



DHC-3, msn 403, CF-ODW, Ontario Lands & Forests, July 24, 1966. Note centre water bomber tank. Now PT6A Turbo Otter with Kississing Lake Lodge Ltd., MB.



DHC-6, msn 275, CF-BEL, Operated for Bell Canada, August 1970. Accident near Alatau, Papua New Guinea, July 12, 1995. Written off.



DHC-2, msn 1076, CF-JPX, de Havilland Canada, December 1963. Now C-FJPX with Inland Air Charters Ltd., Prince Rupert, BC.



DHC-2, msn 2, CF-OBS, Ontario Department of Lands & Forests, August 1980. Now with Canadian Bushplane Heritage Centre, Sault St. Marie, ON.



DHC-2 Mk III, msn 1691TB59, CF-OPE, Ontario Department of Lands & Forests, Aug 9, 1968. Now N907KW with Wattum Investments LLC., Kodiak, AK.



DHC-6, msn 36, CF-DMR, Gov't of Newfoundland & Labrador, July 22, 1967. With Aviation Québec Labrador in 2000. Status unknown.



DHC-6, msn 260, CF-JCH, Northward Aviation, July 1970. Now C-FVEG with Transwest Air Limited, Prince Albert, SK.



DHC-2, msn 1052, CF-YOI-X, Laurentian Air Services, August 1969. Aircraft blown up by bomb on Nechako River, BC on July 3, 1983. Two killed.



DHC-2 Mk III, msn 1543TB2, CF-ROM, de Havilland Canada, 1965. Now C-GEWP with KaBeeLo Airways Ltd., Ear Falls, ON.



DHC-3, msn 401, RCAF 9420, May 1, 1965. Was C-GBQC with Ookpik Aviation Ltd. when damaged taking off on wheels at Parker Lake, NU on 09 July 9, 2018.



DHC-6, msn 325, FAP-318, Peruvian Air Force, Oct 12, 1971. Now C-FTJJ with Air Inuit Ltd., Montréal, QC.



DHC-6, msn 210, CF-YFT, de Havilland Canada Inc., July 5, 1969. Accident Iraga, Irian Jaya, Indonesia, Sep 30, 1996. To N60619 in USA. Status Unknown.



DHC-2, msn 71, CF-GQB, Lake Boundary Projects Ltd. (Georgian Bay Airways), Sep 3, 1973. Now N1949B with Sail Rock Aviation, Salinas, Calif.



DHC-6, msn 344, CF-OPJ, September 3, 1973. Still flying with the Ontario Ministry of Natural Resources & Forestry after 48 years.



DHC-2, msn 1569, CF-YYT-X, Bannock Aerospace Ltd. July 1970. Accident with Air Saguenay (1980) Inc. 44 nm WSW of Manic-Cinq, QC, July 1, 2018.



DHC-2, msn 57, CF-FHP, Laurentian Air Services, May 11, 1968. Now N777JX with Jeff S. Barney, Fairbanks, AK.



DHC-6, msn 58, CF-WGE, de Havilland Canada Inc., July 1968. Accident Maudsley Lake, Sask., June 13, 1987. Written off.



Toronto Chapter
 A Division of The
Canadian Aviation Historical Society



Members annually receive 7 issues of **Flypast**, the Chapter newsletter. Our meeting and production costs including postage/computer services are not completely covered by memberships and we are therefore dependent on your generosity for our future financial health. The Chapter also sponsors the annual "**Don Rogers Memorial Scholarship**" at Georgian College, Barrie, Ontario and any donations would be appreciated.

Please choose one of the following categories for the 2021 membership from the menu below:

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 Membership Secretary,
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No 2021 tax receipts will be issued for donations received after December 31, 2021.

PRIVACY STATEMENT: The CAHS Toronto Chapter is required under the PIPEDA Act (2000, c.5) to advise members that this form is collecting personal information. Members must supply their name and postal address, which will be used by the Chapter to carry out its routine Chapter business. No personal information collected by the CAHS Toronto Chapter will be circulated to other organizations or individuals except as required by law.

Websites : <http://www.cahs.ca/chapters/toronto> & <http://www.torontoaviationhistory.com>

Meetings information, memberships, past newsletters and other information.