



# National Air Force Museum of Canada THE LOGBOOK

March 2014

## THE COST OF NEW

This edition of the Logbook will highlight many of the new things happening at the National Air Force Museum of Canada. New acquisitions, both aircraft and artefacts. New exhibits, new programs and activities, new faces on the Board of Directors and the Foundation Board. Even the development of a new Aircraft App for iPads and iPhones (look for it to be available in July of this year). Yes, there are many new happenings here, but new never comes without a cost. While 2013 saw our attendance numbers up slightly over the past few years, our revenue was down. This makes putting all the new “stuff” into action challenging!

The reality of the NAFMC is that we depend on donations, gift shop sales and fund raising for over 70% of our annual budget. All our programs, exhibits, displays and activities are funded through monies we must raise ourselves.

The Museum is actively working to promote itself through new and creative marketing, social media participation and by engaging in several tourism partnerships. The more people who visit us, the greater the revenue potential. We are trying new methods of generating income (looking for a unique wedding reception site, give us a call), we have new and inventive fund raising plans (wanna buy a Jag?), and our gift shop is constantly bringing in new and exciting aviation related products. However, we need more. We need you. You, our fans, supporters and advocates, are our biggest resource. What can you do? You can do lots!

- Make a donation to the NAFMC: online (<https://www.canadahelps.org/dn/10323>) or by phone (613-965-7314). We have many sponsorship opportunities available, both large and small—why not consider making a name for yourself in the Museum.
- Purchase a Foundation Membership ([foundation@airforcemuseum.ca](mailto:foundation@airforcemuseum.ca)).
- Support our fund raisers: take part in our upcoming Trivia Night, Golf Tournament, or the Foundation Banquet. Purchase an Ad Astra Stone for yourself or some one you honour.
- Give some time: passionate and energetic volunteers are always needed as tour guides, education facilitators and Foundation members.
- Talk: tell people about us and spread the word about what we do, what you love about the Museum, what you'd like to see and what new things we have coming up.
- And of course, come in and visit. Bring your friends, your family, your co-workers your out of town guests

Like the squadrons whose stories we tell, we are stronger as a team and as a team we can accomplish great things. Show your team spirit!

Volume 5 Issue 1

## Upcoming Museum Events

**May 9 2014**

Foundation Trivia Night

**May 31 2014**

8 Wing Open House

**June 27 2014**

Annual Golf Tournament

**August 2014**

*Project Remembrance*  
Art Exhibit

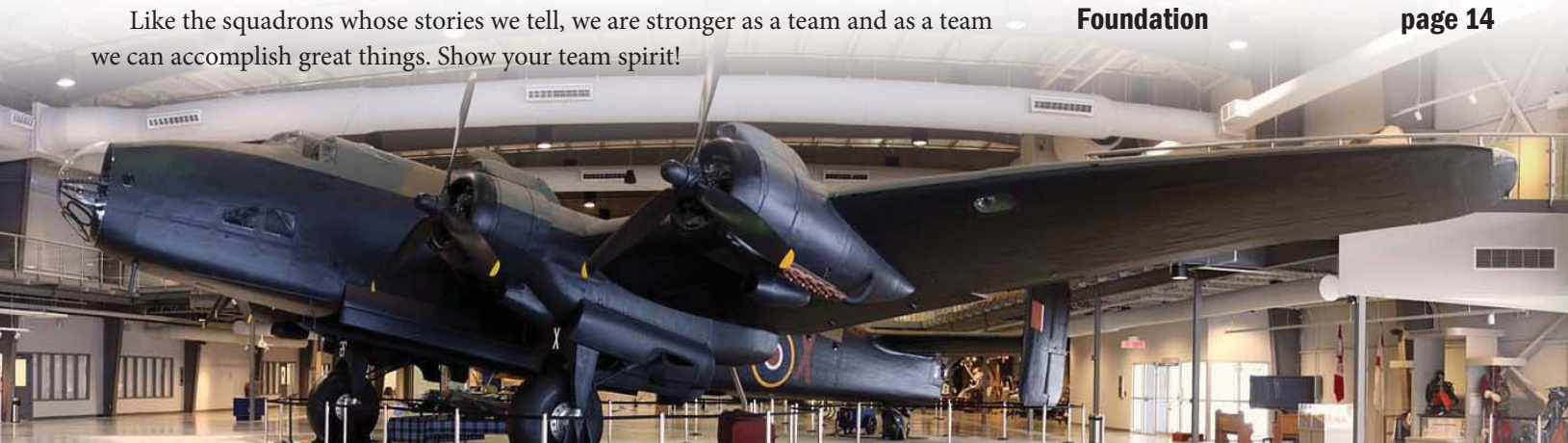
**September 27 2014**

Ad Astra Ceremony

**October 18 2014**

Foundation Banquet

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## FROM THE EXECUTIVE DIRECTOR

Chris Colton



Happy 2014 to everyone. I trust that this year will bring you back to our Museum so that you can see what's new and the predicament that we find ourselves in. But what a wonderful predicament to be in. A fully finished Main Exhibit Hall, relatively empty and a fresh plan for future displays. Most Curators would give away their box of rubber gloves to be in such a predicament, but that is exactly the challenge that now lays ahead in

our future plans. We must now take this space and fill it with displays that bring the history of Canada's Air Force to life. In some areas a few of our existing display cases can be relocated to the new museum area but ultimately we will need to renew many of them to update and refresh the stories that they tell. This will involve a wide variety of enhancements including family friendly interactive capability including touch screens, enhanced led lighting, hands on resources and technological enhancements to draw out the **WOW** factor that is now a part of today's new museum world.

In a recent discussion with a prominent museum display designer, the company quoted to me a typical cost per square foot of developing new display space that is traditional in today's museum environment. Once he quoted the average cost /sq. ft. of \$500, and I recovered enough to stand up, I realized that a more modest approach is more within our means. With over 20,000 sq. ft. of display space to develop, well you can do the math. While BMWs are nice, Chevys are more realistic in

today's fund raising environment especially a federal facility like ours. Recent discussion with our Curator have led me to the conclusion that the Museum will require somewhere around \$2.0M to provide our visiting public with a modest up to date attraction. So it now becomes a fund raising issue yet again.

In the interim you will see many of our displays being moved from their old location in the curling rink area over to a new location in the hall. They may be updated, changed or completely renewed depending upon our capability to support these upgrades financially. If you drop by tomorrow you will start to see the initial stages of this transformation where the old curling rink area is slowly emptied. Once this has occurred our next construction phase will include a Gift Shop expansion into the old museum area with a threefold footprint increase.

So while you might have thought that our task is complete, in fact our new challenges are just beginning. Additional efforts have begun to develop new and better fund raising activities whereby sufficient funding will allow for these upgrades and enhancements. Our task is never complete as we continue to build upon the stories and memories of our distinguished Air Force. A challenge indeed but one that we are committed to accept and motivated to succeed. Keep shoveling the ice and snow. It will eventually melt.

A recent arrival to the NAFMC, RCAF Expeditor 1560, seen below before transport to the Museum, is awaiting restoration and a new paint job.

C-45 RCAF Expeditor or (Beech CT128), the Expeditor was the RCAF basic multi engines trainer after the war for pilot, navigator as well as radio operators. It served until 1968.







Kevin Windsor

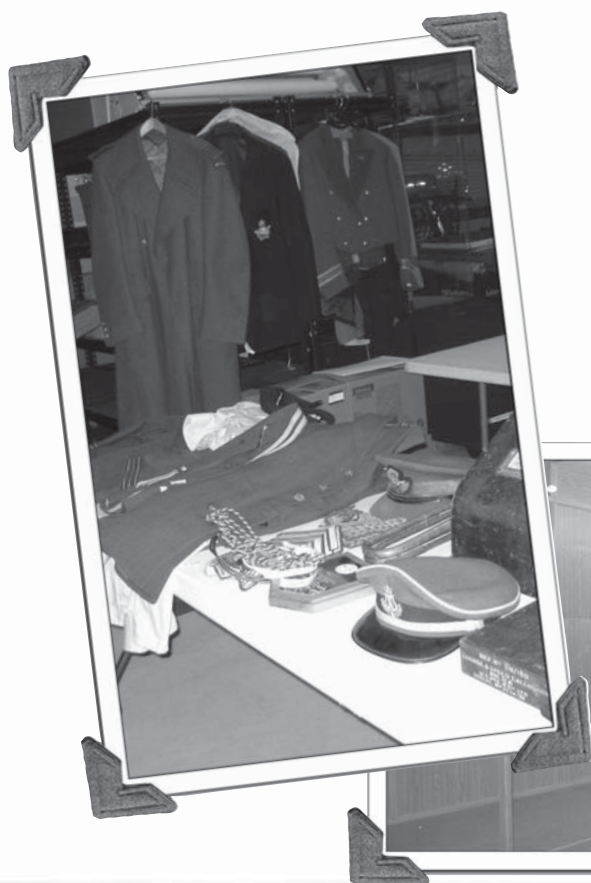
A whirlwind of activity has taken place in the National Air Force Museum of Canada in the last year. It has been a busy place. Between January and May, Mirtren Contracting finished the renovations to the Main Exhibition Hall. This provided us with 15 000 more square meters on the second floor, and finished off the great work that was started in 2003. We have begun to move exhibits up to the second floor and have found a permanent home for four of our aircraft upstairs. It was certainly a challenge to hoist a Harvard, Chipmunk, AOP and Cessna 150 to the second floor, but our restoration team is able to accept any challenge we throw at them. Work has begun on two major exhibits upstairs and soon an improved "Great Escape" exhibit will be constructed to tell the story of STALAG Luft III in 1944, and beside that we will feature artefacts to honour and

remember those who evaded or escaped capture during the Second World War. The second exhibit will honour those who missed the "glory" of going overseas. Our British Commonwealth Air training Plan will remember those who taught the Aces. They were not given many medals or accolades, but their service was just as important as those on the front lines.

In August we secured, on a long term loan, a Sikorsky H-5 from the Canadian Aviation and Space Museum. This helicopter was the first helicopter taken on strength by the RCAF in April 1947. This will become the backdrop of a timeline exhibit that will tell the story of rotary winged aircraft in the Canadian Armed Forces.

This year saw our Education Department launch a new programme to teach about the Great Escape. Students will learn of the ingenuity of the escapers and make decisions using real scenarios from prisoner of war camps and stories from escapers. We were honoured to receive a grant from The 99's, International Organization of Women Pilots to begin our programme, and through their help, teach another generation these great stories of heroism.

Stay tuned for more changes. "Fourteen" is turning out to be a busy year already!



Moving the displays from one section of the Museum to another is no simple process. Items are carefully removed from their cases to an area in back storage. There, artefacts are examined for damage or wear. Accession numbers are checked and verified and re-entered with the new location into the database. Items are then either placed into the new displays or moved into collections storage for future use.

## NEW ACQUISITIONS

### Bomber Command

#### Hailey Johnson, Assistant Curator, NAFMC

In the month of December, the Museum received several interesting donations that help to tell the story of Bomber Command. Among them are the first two Bomber Command Bars to join our medals collection, and a small doll with quite a story to tell.

There is little question that one of Canada's most significant contributions to Allied victory during the Second World War was made in the air by the men and women of the RCAF. The RCAF grew from a modest size in 1939 to a wartime strength of approximately 250,000 men and women serving in a variety of roles. Roughly 50,000 of these served with Bomber Command, many in the RCAF Squadrons of No. 6 Bomber Group. By the end of the war, the airmen of No. 6 Bomber Group carried out more than 40,000 sorties and received approximately 8,000 decorations for bravery.

Canada's contribution to Bomber Command came at a heavy cost. Nearly 10,000 airmen lost their lives in training, on operations, or as prisoners of war. In April 2013, the Government of Canada unveiled a new honour to recognize the significant contribution made by those who served in Bomber Command, and those who made the ultimate sacrifice. The Bomber Command Bar is a silver bar featuring a four-engine bomber worn on the ribbon of the Canadian Volunteer Service Medal (CVSM).



2013.107.2 Photograph

F/Sgt Fusi Eric Johnson (second from left) is pictured with crewmates Sgt Walter Dawson (engineer), F/O Thomas Teasdale (pilot), and Sgt Leonard Spear (air gunner).

### WO2 Fusi Eric Johnson

Fusi Eric Johnson was raised in the town of Tessier, Saskatchewan and joined the RCAF in 1941 at the age of 18. He received his initial training at BCATP schools in Manitoba and Saskatchewan before proceeding overseas for operational training. WO2 Johnson served as a navigator with 75 (NZ) Squadron where his crew flew mining operations. Johnson and his crewmates were posted to 166 Squadron in March 1944.

Johnson's crew flew three successful bombing operations over Stuttgart and Frankfurt. On the night of 24/25 March 1944, the crew failed to return from their fourth operation. This time, the target was Berlin. At 18:40, 811 bombers took to the skies in what would be the last major raid on the German capital.

*An exceptionally strong wind caused the Pathfinders to overshoot the aiming-point, and the bombing spread outside the southern suburbs. Considerable damage was, however, inflicted on the capital, the Siemens works at Siemenstadt and 73 other factories being hit. 72 aircraft (8.9%) were lost, of which it is estimated that nearly three-quarters were due to flak, the wind driving many bombers off their course over heavily defended areas.*

**Bomber Command Report on Night Operations  
24/25 March 1944**



2013.107.24 Bomber Command Bar

WO2 Fusi Eric Johnson's bomber command bar. This new honour is available to all Canadian Veterans who were awarded the CVSM and served a minimum of one day in Bomber Command, regardless of rank or role.



WO2 Johnson's crew was not heard from after take-off. Their Lancaster, "Dante's Daughter" had previously flown with 103 Squadron and had accumulated 576 hours. The bomb tally painted on its nose included ice cream cones amidst bombs, denoting raids carried out over Italy. In 1947, a lake in Saskatchewan was named Johnson Lake in honour of WO2 Johnson's sacrifice. WO2 Johnson's Bomber Command Bar is the first to join the Museum's medals collection.

## ACW1 Hazel May Mead (Wylie)

Hazel May Mead was born in Verdun, Quebec and joined the RAF in 1941 at the age of 17. She served as an Equipment Assistant in England as part of RAF Bomber Command and Training Command. Hazel met her husband, William Wylie of the Stormont, Dundas and Glengarry Highlanders at a YMCA dance. They married in November 1944, while William was still recovering from wounds sustained on D-Day. William was invalided home, now a war amp. Hazel remained in England and was discharged in January 1945.

Hazel described her wartime contribution in simple terms: "I was doing what I had been taught to do for my country." Nicknamed "Can" for Canada or "Blondie" by the other women in her unit, Wylie helped to orient RCAF Women's Division personnel on their arrival in England in addition to her Equipment Assistant duties. In her own words, she "looked after everything that was ever used in the RAF, from clothing right down to the smallest part of a nut or bolt of a plane, to the bigger part that would make a wing."

After the war, Hazel was active with the Royal Canadian Legion, War Amps, and worked to create the Women's Tri-Service Memorial in Winnipeg. This memorial honours all women of the British Commonwealth who served or gave their lives during the two world wars. Given her extensive community involvement, it is no surprise that she received both the Queen Elizabeth II Golden Jubilee Medal in 2002 and the Queen Elizabeth II Diamond Jubilee Medal in 2012.

### 2014.2.1 Medal Set

Hazel Wylie's court-mounted medal set is the first to join the NAFMC collection that includes a Bomber Command Bar. This is the second Bomber Command Bar that we have received.



### 2014.2.11 Photograph

Portrait of ACW1 Hazel May Mead, taken in England, 1942. Hazel's brother Douglas also joined the Air Force, and their parents both served during the First World War. Following the family military tradition, Hazel and Bill's four sons also served with the Canadian Forces.



## Glynn Sowden James, DFC and his Good Luck Charm

P/O Glynn Sowden James was born in Kelvington, Saskatchewan and enlisted in the RCAF in 1941. James served as a Wireless Operator Air Gunner with 429 Squadron, completing 33 operations over enemy territory. On 22 July 1944, he was recommended for the Distinguished Flying Cross:

*This Wireless Operator has taken part in thirty-three attacks on enemy targets, many of them over the heavily defended areas of the Ruhr. He has always shown a devotion to duty and unfailing cheerfulness which have been of great assistance to his Captain, and to the leader of his Section, both in the air and on the ground. Throughout his tour of duty he has shown a fine offensive spirit and a confidence in his captain and crew, which have proved an inspiration to the other members of the crew.*

Among his belongings donated to the Museum was a small doll named Pokie. As the story goes, Pokie joined the crew for their first operation, "gardening" or mine-laying off the heavily defended Friesian Islands. The crew returned home in a damaged bomber, badly shaken up. They tossed Pokie onto the ground, proclaiming her to be a bad luck charm given the experience they just had. After a moment of sobering thought, they reversed their opinion. It was decided that Pokie was a GOOD luck charm, because the crew had returned safely home despite their damage.

From that moment on, Pokie was considered a member of the crew. If she was forgotten in the barracks, someone went running back to grab her before take-off. She flew all 33 missions with the crew, some of whom swore that they came home safe because of her presence. Interestingly, James and his crew also participated in the mission on which WO2 Johnson's crew was lost. When James' Halifax returned home, an assessment of the damage to the craft revealed that it had been hit 98 times.



2013.106.1 Doll

Pokie is a small doll approximately 20.5cm in height. Some of her paint has worn away, she bears the scars of several breaks and repairs, and one arm is hanging loose. Despite her scars, Pokie was well-loved and has found a good home with us.



2013.106.7 Photograph

This portrait of LAC James is presumed to have been taken during his BCATP training in Canada. Note the white flash indentifying James as an aircrew trainee, and the lack of "Canada" shoulder titles.



2013.106.2 Medal Set

P/O James' medal set including his DFC, awarded 2 October 1944.



## A Surprise Treasure at the NAFMC

Kevin Windsor, Curator, NAFMC

The call came in a few months ago. A woman asked if I would like her father's uniform for the Museum. It's a call that we get several times a week. We try to keep 5 of every type and every rank but we have a few gaps in the collection so we try to gather as much information as we can about the person. Additionally, if there is something significant on a national level we will accept their uniforms into the collection. When I asked the woman to tell me about her Father, I almost fell over in my chair when she said who it was! "My Father's name was Keith Ogilvie, but people knew him as 'Skeets'". I was speechless... I have been preparing a new exhibit on the "Great Escape" from STALAG Luft III, and had remembered some of the names.

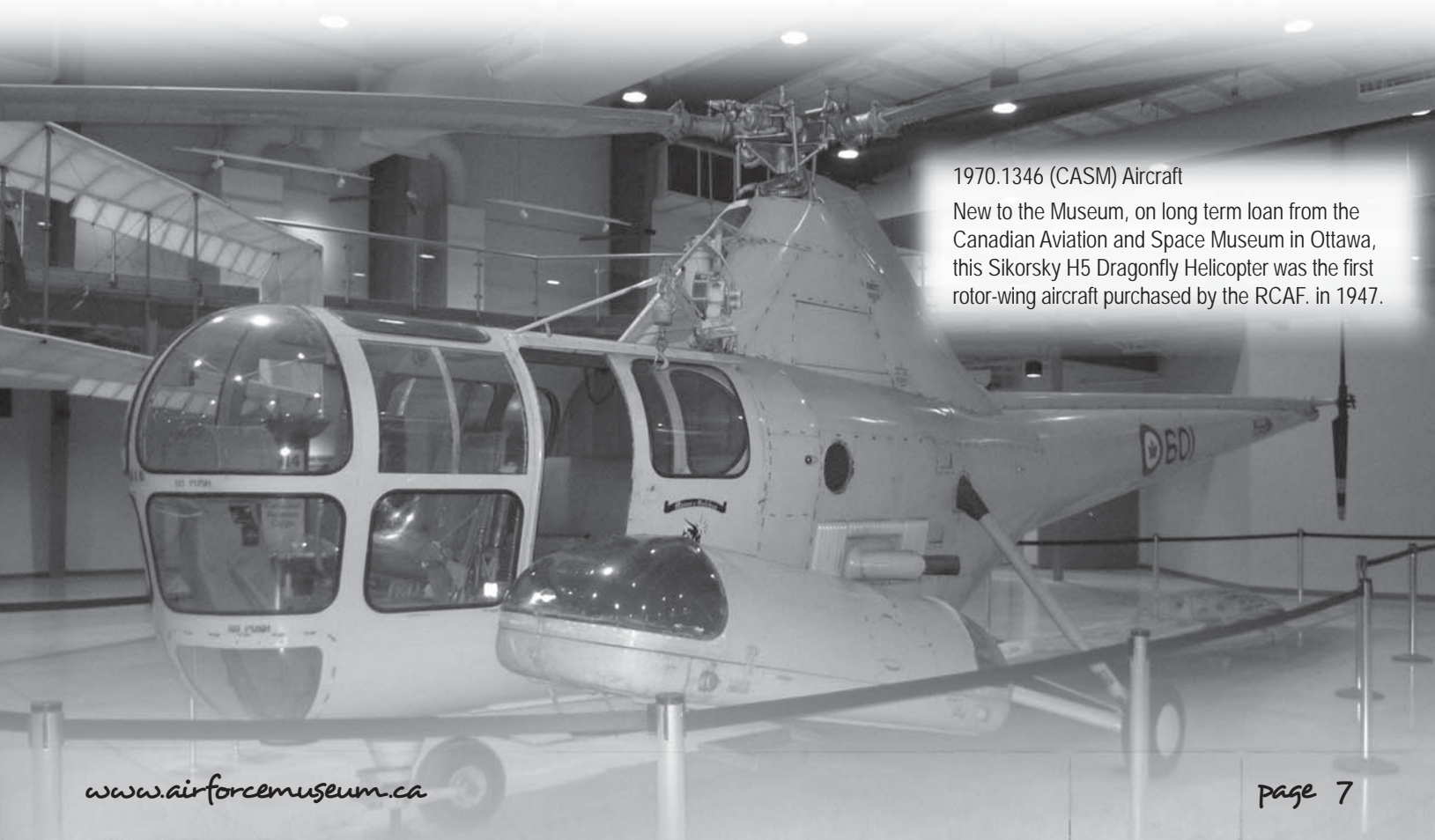
On the night of the 24th of March 1944, the tunnel known as Harry was completed and the Prisoners were ready to escape. Once the first head was out of the tunnel, they realized that the tunnel was too short. The escapers would have to wait for the "all clear" before leaving the tunnel. As a result, the 200 initially set to leave would not make it and it would have to be whittled down to 100. At almost 5 am on the morning of the 25th the 77th man leaving the tunnel was spotted. He immediately stood up to surrender and gave time for the other 76 to escape. Skeets was the last person to escape from STALAG Luft III as part of the "Great Escape".

Skeets uniform is Post Second World War as he was promoted to Squadron Leader on 1 January 1953, but it is still a wonderful example of the many fascinating stories we hold in our Museums.



2013.117.1 Uniform

Uniform jacket belonging to Keith "Skeets" Ogilvie.



1970.1346 (CASM) Aircraft

New to the Museum, on long term loan from the Canadian Aviation and Space Museum in Ottawa, this Sikorsky H5 Dragonfly Helicopter was the first rotor-wing aircraft purchased by the RCAF. in 1947.



# National Air Force Museum of Canada



In July, Chicago Blackhawk Andrew Shaw brought the Stanley Cup to the Museum to share with the public. Over 800 people lined up in the Museum for a chance at a photo and to touch the "Holy Grail of Hockey".

The 2013 Ad Astra ceremony was held under beautiful blue September skies. We were honoured to have the Lancaster from the Canadian Warplane Heritage Museum participate as our fly-past aircraft. Some 1100 people turned out to take part in the dedication and enjoy the annual ceremony.



The 2013 Foundation banquet theme was Ad Astra Musica. Music and food were enjoyed by everyone at this annual fund raiser. The 2014 banquet will be held on October 18 at the Museum.



Ms Marilyn Dickson, a representative for the Ninety Nines, presents the Chair of the Foundation, Mr. Mike Muzzerall with a plaque commemorating the award they bestowed on the Museum Education Program.



A great time was had by everyone at our festive Christmas lunch in December. This is our opportunity to honour and acknowledge our wonderful volunteers and to thank them for their dedication to the Museum.



What better way to ring in 2014 than rocking the night away under the Halifax with Freddy Vette and the Flames?



## EDUCATION



**Gina Heinbockel-Bolik**  
**Education Coordinator, NAFMC**

The Museum's Education Programs continue to be a popular activity for teachers who are looking for an out of the classroom learning experience. For numerous educators, particularly those who teach grade 6 science and technology, we have become a fixed addition to their flight module. Ms. Striker from Foxboro PS, for example, already brought her grade 6 students to the Museum before we offered formal programs and she continues to return every fall. We have also become a regular stopover point for Leamington District SS when their grade 10 students go on their annual trip to Ottawa. Our engine program, this year expanded to also include an introduction to wing shapes, continues to be popular with Mr. Flindall from Adam Scott CVI in Peterborough who is a high-school technology and shop teacher. The Education Department is always thrilled when a school books one of our programs for the first time, but it is really all those return visits that prove to us that we are providing a valuable service to our schools and that we have become a true partner in learning.

Unfortunately though, even our popularity was no match for a work to rule campaign that saw both elementary and high-school teachers not offering any activities outside of their classroom. When the two Ontario Teachers' Federations finally recommended to end this campaign, the school year had just a little over two months left. While I was hopeful that this move had come just in time for the end of the school year, when most field trips seem to occur, bookings were sluggish. In conversations with teachers, it became apparent that it was not possible for them to go on all the field trips the students had missed out on over the past months. Time and money, or more precisely the lack thereof, being the main reason why May and June were much quieter than in the years before.

From April until December 2013 we had 19 schools/camps that participated in structured education programs. While this number is down from the 26 who came the previous year, the number of participating students/campers in this category was only down by 7.5%. The main reason for this shift, and it may well turn into a continuing trend, is the overall cost of field trips that require transportation. Many school busses, the chief form of transportation used by our visiting students and youth groups, can hold more passengers than there are kids in an average class. To reduce the field trip cost per student, teachers try to fill as many seats as possible, and they increase their group size by inviting one or two other teachers to bring their classes along.

Originally the education programs were designed for one class visits with ideally no more than 8 or 10 students per subgroup and 3 or 4 stations per program. With 50+ students as a new reality, the Education Department had to find ways to accommodate larger school groups without compromising the learning outcomes. While the scavenger hunt activity component does not really have a limit of participants, stations with more hands on activities lose some of their learning value when the group size increases above that ideal number. The station the most affected was the grade 6 "Principle of Flight" and the solution to this was to purchase duplicates of all materials needed and run the station twice concurrently with two facilitators.

Our engine program (suitable for any technology class from grades 9-12) originally only had two program components, a session on the different engines and our traditional scavenger hunt. This works well for classes with 20—25 students as in high-school settings group sizes can go up a bit. When we were asked though to run this program for 60 students, I knew I would have to add on to the existing program as there was no way to double up on our engines. Given the variety of airplanes we have at the Museum and the desire of the teacher to explore more than engines, it only made sense to have the students look at different wings and discuss how their shape affects a plane's performance and usage.

Getting positive feedback and return bookings from our visiting teachers is undoubtedly the most valuable seal of approval for our programs. This fall, however, accolades came from a very different corner. The National Air Museum of Canada Foundation had applied to the "Ninety Nines", an international organization of women pilots founded in 1929, to be considered for their annual "Canadian Award in Aviation". The application was centered on the Museum's Great Escape exhibit, but particularly the education program designed to facilitate students' understanding of this particular historical event. Hands-on activities simulating real prisoner of war camp endeavors, and a board game that incorporates factual occurrences from Stalag Luft III help students gain a deeper insight into a time period slowly being removed from living memory and thus more difficult for them to have a personal connection to. With one of the Ninety-Nines' focus being on education, the Foundation was successful in their application and secured the award and its connected pecuniary gift for the Education Department.



The awards presentation was made during the Museum's annual volunteer luncheon on 16 December 2013. Ms Marilyn Dickson, a representative for the Ninety Nines, joined us for the luncheon and presented the Chair of the Foundation, Mr. Mike Muzzerall with the award's plaque.

### SIM

A few years ago the Museum acquired a computer simulation program that allows users to try their hands at flying. Our always resourceful volunteers built an airplane section around an ejection seat representing the Red Knight. This together with an image projector gives the visitors the impression that they are sitting in a cockpit rather than just in front of a computer screen. The program includes a variety of fixed and rotary wing aircraft to choose from including vintage ones like a Halifax. In addition, the program allows you to select an airport from which to take off. Imagine flying a Halifax in front of the CN Tower ...

The sensitivity of the equipment, as we learned the hard way, requires permanent supervision during operation. Initially I was very concerned that this would severely restrict when visitors could give this hands-on activity a try. When a high-school student called last summer to inquire about any volunteer opportunities to get his community service hours, I immediately thought of the simulator. The student was very

enthusiastic about the idea of helping people with the program (and putting in a few flight hours himself I am sure). He came in everyday for a few hours until his school requirements were fulfilled and thus allowed us to run the SIM every day. Since then we were able to accommodate a couple other high-school students who continue to come in on weekends. One of our current Saturday

morning volunteers also likes to run the equipment and in addition, a new volunteer, serving with 429 Sqn, was very excited about the idea of working with the simulator program on weekends and holidays, his work schedule permitting. As a result, the Museum has been able to have the simulator open most weekends, often on both days. During the week we also have some volunteers who like to teach visitors how to fly but over the winter month the limited demand does not justify having a person permanently stationed by the SIM.

For the upcoming tourist season the Education Department has contacted the guidance office of some of our local high-schools to advise them of this volunteer opportunity in hopes to recruit a few students for the summer months. Should you know of a student who likes to interact with the public in this manner, please have them contact the education desk for further details. Our visitors so far have been very appreciative of the SIM as the Museum presently does not have too many activities for visitors to try their hands on.



# National Air Force Museum of Canada

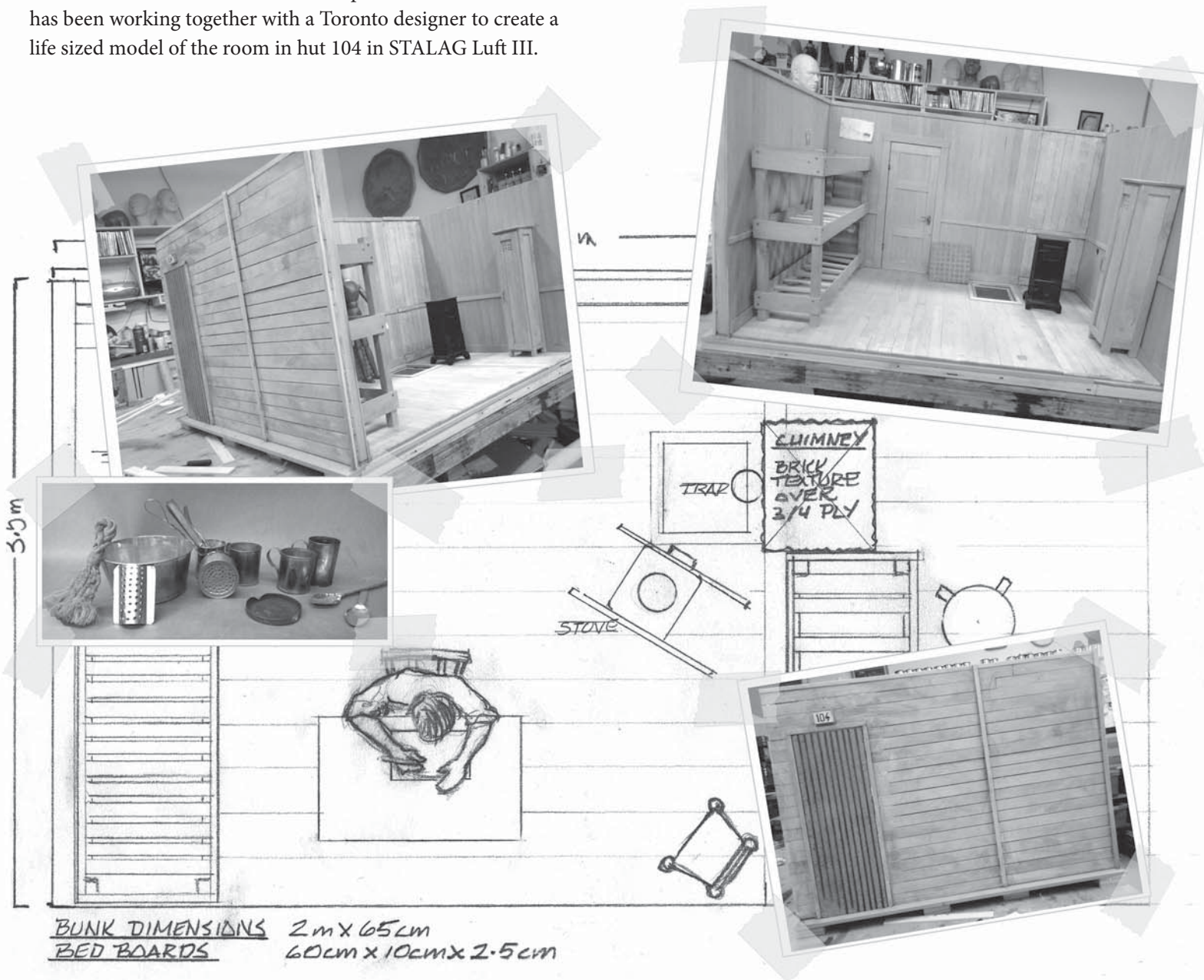
## Coming Soon To A Mezzanine Near You! (and the main floor too!)

If you have been walking around the second floor of the Museum you have probably noticed low tack green painter's tape on the floor with strange markers on them. It reads, "bed", "stove", "trap". Many of you may think that someone is planning to move in. You are somewhat right!

Thanks to a generous donation from the Royal Air Force Escaping Society, we will be starting the construction of a brand new exhibit for the "Great Escape". The Museum staff has been working together with a Toronto designer to create a life sized model of the room in hut 104 in STALAG Luft III.

Have you ever wondered what it looked like in their rooms? Have you wondered what types of tools they made to dig the tunnels, Tom, Dick, and Harry? How did they forge the documents? Using photos and first hand accounts of life in the famous POW Camp we have put together a snapshot of a day in the life of the people that were made famous by Steve McQueen, Charles Bronson, and Sir Richard Attenborough.

Our hope is to have the exhibit open in time for the 70<sup>th</sup> anniversary of the Great Escape this March so please stay tuned for information on the exhibit opening.



Scale models and drawings of the new Great Escape Exhibit due to open at the end of March 2014.



## Ad Astra Stones and the 70<sup>th</sup> Anniversary of 435, 436 and 437 Squadrons

The NAFMC's "Ad Astra" stone programme has proven very successful both at raising funds for the Museum and providing a modest but poignant means of recognizing those who have served, or are serving, with Canada's Air Force. As the project was implemented in 1995, five decades after the end of WWII, it is unsurprising that those most deserving of recognition... those who gave their lives during the war... are least represented amongst the over 10,500 stones in the RCAF Memorial Air Park.

As 2014 marks the 70<sup>th</sup> anniversary of the founding of the RCAF's first three squadrons dedicated to air transport operations, we are presented the opportunity to recognize some of these forgotten casualties while at the same time furthering the Museum's capacity to fulfill its mission of telling the Canada's Air Force story.

By the late summer of 1944 the allied invasion forces were established on the European continent, while in South East Asia (SEA) General Slim's 14<sup>th</sup> Army was advancing to retake Burma from the Japanese occupiers. Both of these situations called for more air transport capability, particularly in Burma where road and rail systems were almost non-existent. In response, Canada agreed to provide three transport squadrons: 435 ("Chinthe") and 436 ("Elephant") Squadrons, formed at Gujarat, India in November; and 437 ("Husky") Squadron, formed at Blakehill Farm, England in September. All were equipped with C-47 "Dakota" aircraft.

Ironically, advice from senior staff in Ottawa was that aircrew should be drawn from ex-operational crews, especially from Bomber Command "...to reward air crew for completing an operationally dangerous tour." (From Robert Farquharson's *For Your Tomorrow, Canadians and the Burma Campaign*, p. 210) Apparently flying unarmed, unarmoured and often unescorted aircraft into areas susceptible to enemy air and ground fire was viewed with complacency from an armchair. Those in SEA had also to deal with prevalent tropical diseases and venomous snakes, and to operate in the sometimes lethal conditions of violent monsoon rains over mountainous terrain.

Within days of its formation, 437 Squadron participated in Operation Market Garden, near Arnhem, Netherlands (on which was based the movie *A Bridge Too Far*). Having seen their first action on 17 September, four days later ten squadron aircraft took off to resupply the embattled army, with only five returning. The other five were brought down by German fighters and flak, with three of the crews suffering a total of eight fatalities, others having successfully bailed out. Of the two crews who crash landed, one suffered only minor injuries

while the other crew of four became POWs. Similarly, on 12 January 1945, 435 Squadron despatched five aircraft of which two were shot down and one badly damaged, with six killed and five wounded. Such percentage losses are comparable to the worst of bomber and fighter single-mission losses.

Ad Astra stones will be purchased for the 51 squadron casualties listed in our Parliament's Second World War Book of Remembrance as well as the one RNZAF and two RAF personnel who died while serving with these squadrons.

If you contribute towards the purchase of Ad Astra stones for these casualties, the stones will be dedicated on 27 September at the annual ceremony; you will receive a charitable receipt and your name will be entered in the Donor's Book on display in the Museum; and, the Museum will be further enabled to continue its telling of our Air Force story.

Donations should be by check payable to the NAFMC with the notation "435/6/7 Anniversary Trust" and may be mailed to: National Air Force Museum of Canada, 220 RCAF Rd., PO Box 1000, 8Wing/CFB Trenton, Astra, ON, K0K 3W0. Alternatively, you may call the Museum at 613-965-7223 (or toll free at 1-866-701-7223) and make a donation by credit card, being sure to state that it is for the Anniversary Trust.



Troops boarding Douglas "Dakota" aircraft of No.435 Squadron, RCAF, Burma, December 23, 1944.

CWM 19930012-096  
George Metcalf Archival Collection  
© Canadian War Museum

# National Air Force Museum of Canada



# FOUNDATION

## Michael Muzzerall, Chairperson

Normally a new year brings new challenges and new perspectives. For the Foundation 2014 brings with it the same old challenges of raising funds and some changes in the faces who have volunteered to take on the task.

As the end of our fiscal year approaches (28 Feb) we are faced with losing two members of the Board of Trustees. Doug Rutley and John Godwin have finished their terms and while we know they will be involved with the Museum their membership in the Foundation Board comes to an end. But we welcome two new members, Shawn Graham-Drew and Rod Wartman who will begin their terms on 1 March 2014 but who have already been working with the board as we consider our activities for the coming year. That will leave the Board with 7 members. There is room for 12 members. We can always use new faces, ideas and extra hands as we go through a fund raising year. Please consider joining the Board to share your talents.

Our major fund raising events for 2013 were the golf tournament and the gala dinner. While successful events they did not raise the amount of funds as in past years. We had a very

successful membership drive which resulted in many people renewing their membership that had lapsed a year or more. But overall our revenues were down so we have had to dip into our investment capital in order to provide the money required by the Museum to keep the doors open. That can only be done so many times before the well goes dry.

In 2014 we are looking to increase contributions so that we can meet our mandate to support the Museums day-to-day operations. We will have the 11<sup>th</sup> Annual Golf Tournament on Friday 27 June 2014 at the Warkworth Golf Course, a venue well known to our faithful participants. Our Annual Foundation Banquet will be held October 18, 2014 at the Museum.

In the fall we received a very generous gift from an anonymous donor: three classic/vintage automobiles which we hope to turn into cash. A 1956 Morris Saloon—fully restored and a 1957 Morris Convertible that would be either parts for the 1956 or a restoration project for a collector. Both these vehicles will be sold in 2014.





The third vehicle is a 1987 Jaguar XJSC two door V-12 in excellent condition. It is currently on display in the Museum next to the HALIFAX bomber. At this time we have not determined our fund raising plan for the Jaguar. Keep an eye on the NAFMC web site and as soon as details are available they will be posted there.

As this Foundation supports the NATIONAL Air Force Museum of Canada we understand that the local base and civilian community, which both have other worthwhile projects and priorities, cannot be the sole basis for support. We continue to look for ideas that will enable us to reach beyond the local area and tap into funds that are available to support things like our Foundation.

As I noted in a previous LOGBOOK the Foundation needs to reach across Canada to the thousands of retired Air Force personnel, RCAF and CF, as well as to the current serving members. We also need to renew our corporate support base.

Let me reiterate my plea for help to all of you who receive or read this LOGBOOK. We know you are interested in the Museum. The NAFMC Foundation can use your help in many ways. So please:

- Renew your membership or become a member—it does have benefits. Encourage others to do so.
- Make a donation (one time, monthly, annual)—tax receipts will be issued. If you make a monthly contribution to the United Way you could direct some of your donation toward the Foundation.
- Promote the Foundation and the Museum among your friends and family.
- Suggest corporate sponsors to the Foundation Board of Trustees—we do not know everyone!
- Visit the Museum and bring a friend. Attendance levels indicate the perceived importance of the Museum in preserving Canadian history and to the local community and therefore affect the funds that we can raise.

Finally, enjoy 2014 and be sure to make a visit to the Museum and supporting the Foundation part of your plans.

## Donate to the National Air Force Museum of Canada Foundation Today

NAFMC Foundation 220 RCAF Rd, PO Box 1000 Astra, ON K0K 3W0

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### NAFMC Foundation Membership

☐ Annual Membership - \$25 ☐ Lifetime Membership - \$250

MONTHLY CREDIT CARD PLEDGE PAYMENTS: (minimum \$10/month) are processed on the first banking day of each month.

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For more information please call the Foundation directly at 613-965-7314.

☐ Please DO NOT publicize my donation (Donor recognition Wall, Annual newsletter, etc.)

☐ Yes, I would like to leave a gift in my will to the NAFMC Foundation. Please send me information

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