



National Air Force Museum of Canada THE LOGBOOK

May 2011

Volume 1 Issue 2

NAFMC SPRINGS INTO A NEW SEASON!



Spring has finally arrived and with it comes new and refreshing things. The museum is no exception this year. New exhibits, new features, new programs and new faces can all be found at the NAFMC this season. As well, construction will soon be completed on our new washroom and kitchen facilities and a new, welcoming main entry way.

Many new volunteers have joined our ranks over the winter as education facilitators, cashiers, restoration workers, curatorial and PR assistants. We are so fortunate to have so many wonderful volunteers. We also welcome Leslie, our new YMCA student and Ryan our high school co-op student. Sadly, we must say farewell to Leslie Walsh, our Assistant Curator. Leslie is off to Quebec City with her spouse who has been posted to Valcartier. We wish both Leslie and Luc good fortune and *bonne chance* in their new adventure!

Starting May 1st, the museum will return to its spring and summer hours, opening seven days a week, 10:00 am to 5:00 pm. We invite everyone to come visit and check out what's "sprung" up over the past winter months.

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Museum Events

May 18 2011

Museum Day

May 31 2011

Portraits of Honour
Display in the Airpark

June 4 & 5 2011

Your Wing, Your Neighbours
CFB Trenton Open House

June 17 2011

RCAF Memorial Foundation
Golf Tournament

July 27 2011

Annual General Meeting

September 24 2011

Ad Astra Dedication Ceremony

September 24 2011

RCAF Memorial Foundation
Banquet

The **16th Annual Ad Astra Stone Dedication Ceremony** will take place in the RCAF Memorial Airpark at the NAFMC, Saturday, September 24th at 2:00 pm.

For information on the ceremony or to purchase an Ad Astra stone please contact 613-965-4645 or email adastra@airforcemuseum.ca.



FROM THE EXECUTIVE DIRECTOR



By Chris Colton

To all of our supporters I wish to thank you for everything that you have done to assist the museum to date. We have just recently opened our new expanded restroom facilities and kitchen areas for public use. In addition our formal main entranceway has been updated with ceramic tile flooring. Slowly but surely we continue to chip away

at the construction requirements of the expansion final phase. All of us are focused on the day when we will be able to complete this final construction phase. The financial assistance necessary to fulfill this dream is significant but there are some good indications that we will be in a better position to make that decision in the spring of 2012. If all goes well and we receive a green light to proceed with the planning for the final stage, a number of challenges will immediately become necessary to solve.

The final construction phase will include a fully painted interior as well as numerous office areas and stairwells being finished. All of this work will introduce much dust and debris to this area. Thus, with the exception of the Halifax bomber and the CC130 simulator (which will be appropriately covered and protected), all of the items that have found their way over the years both onto the main floor as well

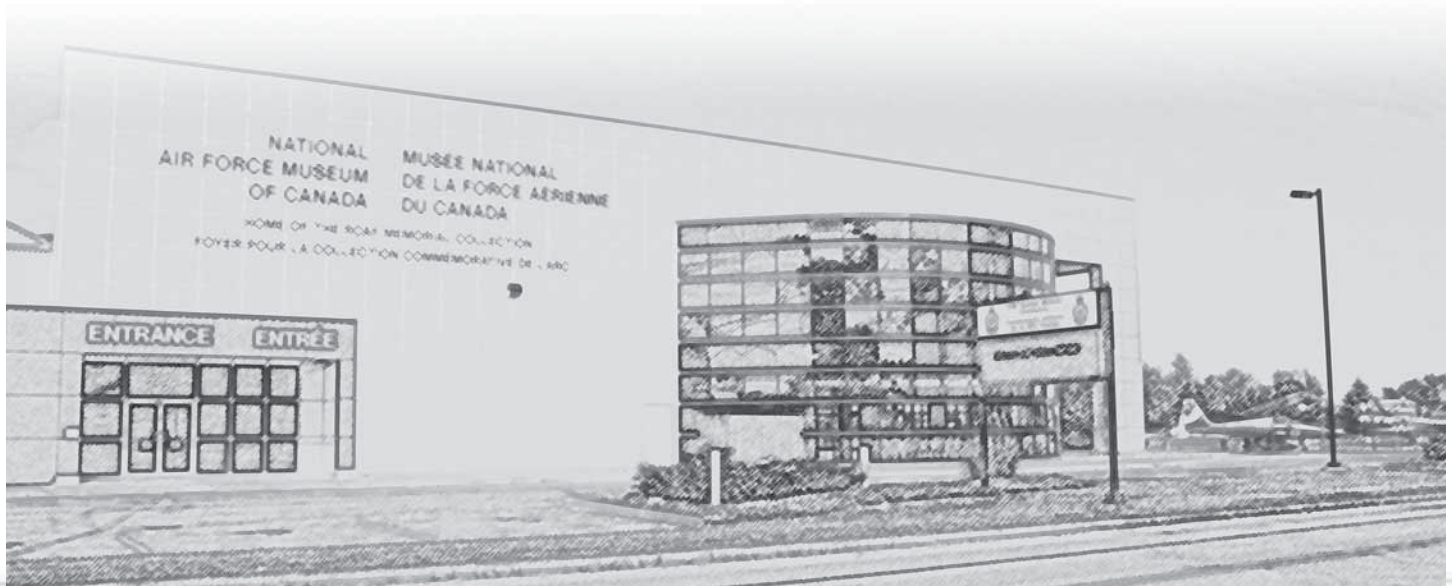
as in the incomplete rooms presently used for storage, will all have to be removed from the building and placed into external storage for approximately one year or more. And while you might think that CFB Trenton, with its many hangers and building has loads of spare storage space, you need only to talk to the appropriate Base individuals who are quick to point out the complete opposite; "nothing available at this time".

It is also important to remember that once we find the funding necessary to complete the building, we will have significant other fundraising challenges. Once construction of the expansion is complete we will be left with an empty building; a beautiful empty building but nevertheless empty. Estimates

to bring our current collection of aircraft and artifacts into the new expansion area very with amount of technology, interactivity, and of course the "Wow" factor that we require to keep our customers coming back. Looking at other museums of our size and stature, \$1.0 million is probably the minimum. Thus you can understand why our focus must continue with fundraising for the foreseeable future.

Twenty seven years ago, the founders of this museum started us down a road that would proudly show to Canada and the world the exciting and memorable history and heritage of Canada's Air Force. Now, over the next few years our challenge will be to take that vision and transform it into a new modern facility that will make us all very proud to have been a part of. An exciting future for an equally exciting facility.

Slowly
but surely we
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final phase



2011 BOARD OF DIRECTORS

Please welcome (and welcome back) the NAFMC 2011 Board of Directors

Robert Burke (2011 Chair)

Fred Blair

Steve Bolton

Geoffery Cudmore

LCol Ross Fetterly

Paul Hussey

LCol Sean Lewis

Frederick Lord

William Nurse

Gilbert Provost

Doug Rutley

William Vandervoort

NATIONAL AVIATION DAY

- On February 23, 1909, aviation history was made in Canada with the first powered flight taking place in the skies above Nova Scotia.
- In 2009, the Canadian government officially proclaimed February 23rd as National Aviation Day in Canada.
- On February 23, 2011, in honour of the day, the National Air Force Museum of Canada (NAFMC) announced the grand opening of their Silver Dart exhibit and the launch of their new Education Program.

Emcee and Chairman of the NAFMC Board of Directors, Bob Burke welcomed Col Cochrane, 8 Wing/CFB Trenton Commanding Officer and other senior staff; local press; several school district representatives; Ed Lubitz, Silver Dart 5 creator; guests and visitors from around the province. "All the volunteers and staff are proud and passionate about the museum. Everyday there's something new," he stated.

Burke went on to explain how a conversation between museum Executive Director Chris Colton and Silver Dart 5 engineer Ed Lubitz at an air show last July resulted in the acquisition of this aircraft for our collection. Now that it is on display, it has drawn numerous comments on Ed's craftsmanship. It has proven to be an important addition to our growing fleet of historic aviation artifacts," stated Burke.

Also announced on the day was the inauguration of the museums new Education Program. Speaking at the program launch, NAFMC Curator, Dr. Georgiana Stanciu stated "Regardless of their profile, science and technology, art, ethnic, military, social or you name it, museums today can't exist outside the educational component. How else are traditions, stories of the past, tangible and intangible heritage to be transmitted to our children?"



NEW AQUISITIONS

Silver Dart 5

Last November, the museum collection saw a noteworthy donation: Silver Dart 5, an airworthy full-scale replica of the first airplane that flew in the British Empire¹. Ed Lubitz, a former Air Canada Captain, and Mark Taylor an air frame technician with the Canadian Forces, joined their efforts in creating the Silver Dart 5. They built the airframe from October 2008 to March 2009 to celebrate the Centennial of Flight in Canada (1909 – 2009). In 2010, Ed Lubitz decided that the National Air Force Museum of Canada was the appropriate location for his project and made the generous offer, immediately accepted by the Board of Directors.

The overall philosophy of the construction was to closely follow the original specifications. The entire structure is based on the original drawings, but some concessions were made to the materials used to recreate the aircraft. This included the power plant that replaced the Curtis V8 50HP original engine. The Silver Dart was one of the first aircraft to employ four ailerons at the wing tips and designed as a flying wing with a forward elevator to ensure stability. It was also one of the first aircraft to use tricycle gear. The controls on this replica are the same as on a conventional aircraft, i.e. the wheel operates the ailerons and the elevators while the pedals control the rudder. The front wheel is steered with a tiller for taxiing and is equipped with a single bicycle brake. On the original Silver Dart the wheel controlled the nose wheel and the rudder, as well as the elevator. The ailerons were connected to a yoke that the pilot controlled by leaning to the left or right, but there were no brakes.

By Dr. Georgiana Stanciu

The Curatorial office was busy over the winter months with managing the always-growing artifact collection, and with a thorough revision of some areas in the permanent exhibit. While the artefact donations followed a common pattern over the past 5 years, whereby wintertime gets somewhat slow, but not monotonous, the exhibits saw lots of activity.

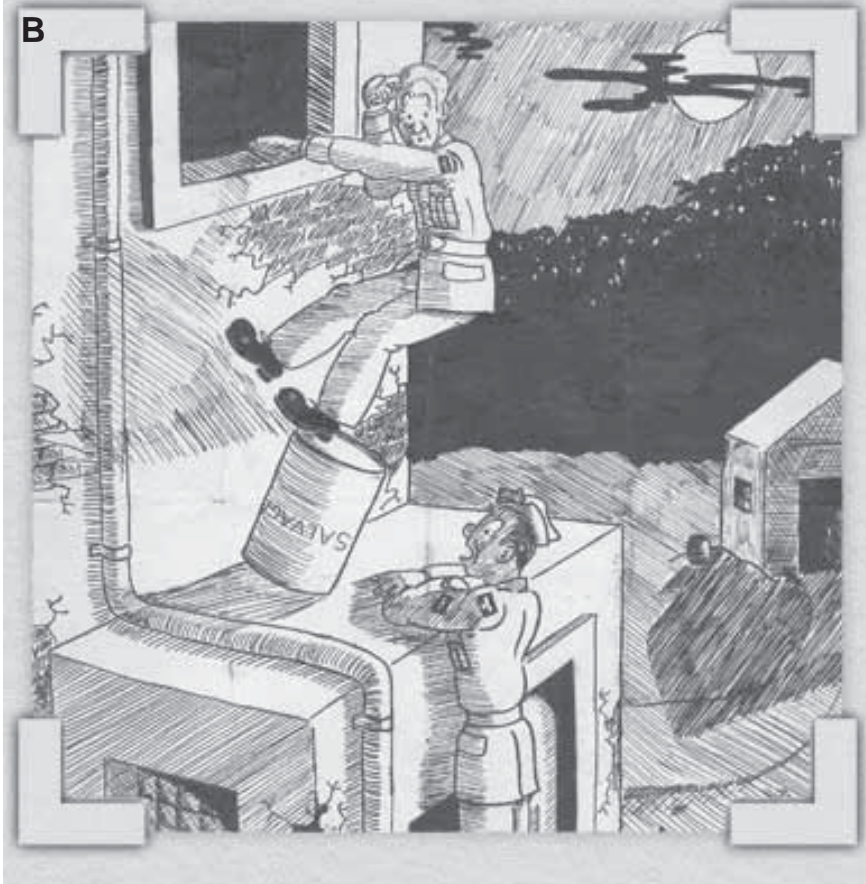
¹The first powered flight on Canadian soil took place in Nova Scotia, on 23 February 1909 when John Alexander Douglas McCurdy (1886 – 1961) flew the Silver Dart aircraft over the ice of Baddeck Bay in 48 seconds, for a distance of 800 m and at 9 m altitude. For this performance, McCurdy was officially recognized as the first British subject ever to fly in the Empire. Before 23 February 1909, heavier-than-the-air machines had been experimented elsewhere: during 1890s in Germany and France, in 1903 in the United States with the 12 seconds flight of Wright brothers for 36.5 m, and in 1906, in Paris with the Brazilian Alberto Santos-Dumont (1873 – 1932) who flew 60 m at an altitude of 3 m. In October 1908, Samuel Franklin Cody (1867 – 1913), an eccentric American living in England, elevated his machine at an altitude of 5 m for a distance of 423 m; this counts as the first plane ever to fly in the British Isles.



Muff Mills Cartoons

Albert (Muff) Mills (1923 – 2007) was a member of the Association of Canadian Editorial Cartoonists and a well known nose-artist. He joined the RCAF in 1943, was posted with 428 RCAF Sqn overseas and later assigned ground crew tasks with 408 RCAF Sqn in England. Many of the Wellington, Halifax and Lancaster aircraft that these squadrons flew during the Second World War, had nose-art created by Muff Mills. After the war, he worked as an artist and lived in Toronto. In 1985 he moved to Cambridge, ON and continued his work as a cartoonist with a local newspaper.

In November 2010, his daughter, Mrs Jan McEwin of Freelon, ON approached the museum with an offer to donate an extraordinary collection of 81 unique cartoons, original drawings that haven't been published before. These cartoons are a humoristic depiction of RCAF life during the war, a gentle critique of customs and morals, with a particular attention to individuals. In addition, Mrs McEwin included one of her late father's nose art, "Erk".



A Muff Mills, *First time in London*, ca. 1943;
NAFMC 2010.76.4ac, pencil on paper

This cartoon was most likely made in relation with Mills' first visit to London. This may have happened a while after his arrival in England, which was in 1943.

B Muff Mills, *Cartoon*, ca. 1943;
NAFMC 2010.76.4h, pen and black ink on woven paper

On the reverse of this cartoon, the author recorded the following: "That night in Birmingham when 'Shag' and I had to climb in our boarding house window. Shag is stuck, can't get his legs up. I'm losing my balance, trying to tell him how I done it. After some 20 minutes shinning we managed to get in!"



Muff Mills
photo
courtesy of
Bomber
Command
website

National Air Force Museum of Canada

1941 Chevrolet Truck

Mr. Brent Little of Goderich has recently offered the museum a Chevrolet truck, built in 1941 (serial no. 1142306424). It was manufactured by General Motors Chevrolet division in their Oshawa plant, for military use in Canada. The truck saw service at Port Albert, ON, a BCATP unit running between October 1940 and February 1945.

The item is equipped with a replacement 235 cubic" inline 6-cylinder engine, the factory 17 in steel wheels and 6-Volts generator and starter; the 4-speed manual transmission and the exhaust system are also original, with some wiring replaced

by the previous owner. The interior features a recovered bench seat, in brown coloured vinyl material, with new rubber floor. The dashboard is factory painted, with speedometer displaying an odometer that reads 50 183 miles. The exterior of the truck was redone, with the metal body currently in a red oxide primer, the front chrome bumper, headlights pods, glass markers and flat bed manufactured on the original patterns. Most of the truck life after RCAF service was spent in Brent Little's garage which preserved it in very good condition. It requires new paint and an indoor location



1941 Chevrolet Truck: side (a), interior (b) and front (c); NAFMC 2011.20.1

EXHIBITS

Many of the original exhibits of our 27-year old museum are still available to the public and, until recently, the First World War was one of them. Over time, unique artifacts came to enrich the museum's collection, some of them pertaining to the early days of military aviation in Canada and around the world. For these two good reasons, a need to update older exhibits, on one hand, and on the other hand an imperative call for bringing to light significant memorabilia, it was determined that the permanent exhibit must be submitted to a thorough revision. In other words, new exhibits are to be developed in order to comply with a core component in the museum's mandate: represent the Air Force heritage in Canada.

Exhibit development is a team effort, where different areas of expertise are required. It includes concept development, with a solid historical research in the background and a talented



The exhibit dedicated to the Air Cadet League of Canada before February 2011

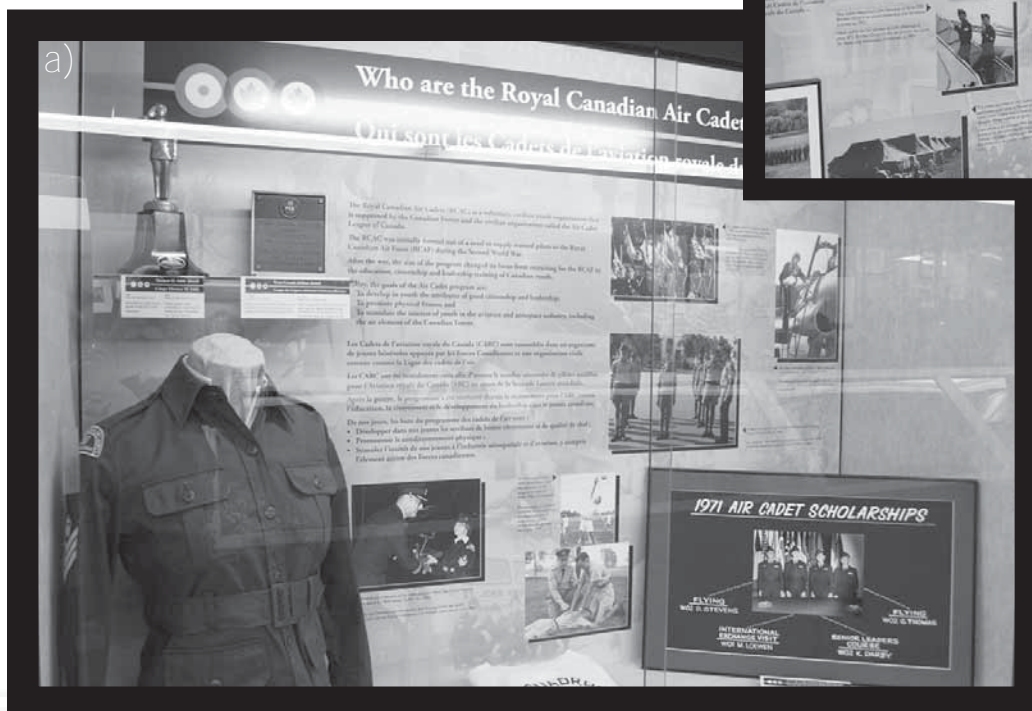
graphic artist able to visualize the researcher's findings, artefact preservation and conservation (sometimes even restoration) according to international recognized standards, production of interpretive material and, finally installation of this material in company of noble artifacts. Taking advantage of funding provided by the Directorate of History and Heritage (DND authority in running the military museums across the country), and some trust funds available through the museums operational budget, a decision was made to proceed with in-house resources. Museum curatorial or non-curatorial staff, volunteers and local businesses all contributed to the pilot-project exhibits: *Who are the Royal Canadian Air Cadets?* and *Before the RCAF*.

Who are the Royal Canadian Air Cadets?

The public will find an answer to this question by visiting the recently expanded section of the museum's permanent exhibit incorporating the Air Cadet League of Canada. This organization has a long history, going back to the beginning of the Second World War and our museum is very closely connected with their activities through the summer camps held every year at 8 Wing/CFB Trenton. In an attempt to accurately illustrate the 70-year history, the exhibit space was expanded from 1 to 3 display cases. Noteworthy artifacts are therein associated to significant images, snapshots from the evolution of the Air Cadet League programs, such as the Glider Program or the Air Cadet International Exchange Program. A very useful timeline was developed to include all those milestones that brought the program where it is today, such as the introduction of the 'Flying Scholarship' program which allowed opportunities for cadets to obtain pilot training.

Moreover, from now on, air cadets from across Canada will have an opportunity to interact directly with the exhibit by way of pinning their own air cadet squadron shoulder badge in the already existent collection. (Since the inception of the museum, such items have been constantly accumulated.) The existent shoulder badges are pinned in a cork board and new badges can easily be added by the donors themselves.

This exhibit concept was developed by the Assistant Curator, Leslie Walsh in close cooperation with Public Relations specialist, Barb Neri. Also, members of the Air Cadet League of Canada and the Trenton Air Cadet Summer Training Centre contributed by providing invaluable information necessary for the concept development. Graphic material was printed by PM Industries of Belleville. Museum volunteers Murray Hope and Stephen Farrell generously helped with installation of the exhibit. An official opening will follow this summer, while the air cadet camp is running its 51st session.



a) *Who Are the Royal Canadian Air Cadets* display features photos and artifacts from RCAC history.

b) A timeline shows important dates and photos from the RCAC's story.

Before the RCAF

This is the section of the museum's permanent exhibit focusing on the period between 1909 and 1924, when Canadian aviation came into existence. Following a failed attempt to interest the Department of Militia and Defence in aviation projects in 1909, at the outbreak of the First World War in 1914, the Canadian government eventually purchased the Burgess-Dunne, floatplane, to equip the short-lived Canadian Aviation Corps. As aviation became an important component of the military system of the British Empire, Southern Ontario was chosen as a training ground. Airfields were provided to train aircrew and factories were built to manufacture flying machines for the war effort in Europe. At the same time, Canadians were encouraged to join the Royal Flying Corps. Some of them served for only a brief period of time because either they were killed in air accidents or the war ended before they had an opportunity to serve overseas. Others remained in the service to eventually fulfill a long career as officers, first in the Canadian Air Force (1920 – 1924) and from 1924 on, with the prestigious Royal Canadian Air Force (RCAF).

Two goals were set before development of *Before the RCAF* exhibit. First and foremost, there was a need to upgrade information and display visual supports; last, but not least, artifacts of unique interest related to the First World War, had to be incorporated into the museum's permanent exhibit.

One of the highlights is a rare letter sent by the officer commanding 21 RFC Sqn to the father of 2nd Lt Cuthbert John Creery (1895 – 1916). Mr Creery is thus informed of the circumstances that lead to his son being killed in aerial combat in October 1916 over French skies.

A series of documents dated between 1916 and 1919 are now available to public's viewing. These documents account for the life in service, including training and fighting. They also show how Canadians involved in the Great War continued their career in the Air Force. Others would choose to quit the military and continue in various areas of civilian life.

A photo album depicting various aspects of training, living and fighting in England with RFC could be matched to a notebook that one of the recruits used while training to become aircrew, at Harling Road, England. In addition, a selection of images was performed in photo albums that the museum possesses. These albums are from the 1914 – 1918 era and they are not only very frail, but also hard to view as the size of the photos is very small; therefore some of the images have been enlarged and reproduced in the background in order to unveil to the public long hidden memories of war.

Another singular artefact brought to light within *Before the RCAF* is the Canadian Air Force tunic, along with some insignia related to this episode in the history of the Air Force in Canada. The original owner of the tunic is not known, but the item is rare as the Canadian Air Force was a non-permanent unit with 4 years of existence.

This section of the permanent exhibit was developed by Curator, Dr. Georgiana Stanciu, in close cooperation with Public Relations Specialist, Barb Neri. The support material was produced by local printing companies, MHad, and JB Print Solutions, Museum Volunteers Lorne Bermel, Ed Smith and Murray Hope. Quinte Arts Custom Frames and Museum Volunteer Stephen Farrell also brought their generous contribution.



- A) First World War section in the museum's permanent exhibit before 1 April 2011
- B) Official ribbon cutting by Wing Commander Col Cochrane and Wing Chief CWO Gyuk.
- C) New *Before the RCAF* exhibit.



Commemorating 50th Anniversary of CC-130 Hercules in Canada *Operation Babylift – The Canadian Connection*

By Leslie Walsh

In 1975, Canada's Air Force participated in a major airlift that is all-but forgotten today. Called 'Operation Babylift,' its mission was to evacuate several thousand orphaned children from war-torn South Vietnam.

What led to this airlift? After years of brutal war, the United States and the South Vietnamese government signed a cease-fire agreement with the North Vietnamese Army (NVA) in January 1973. While the agreement officially ended America's involvement in Vietnam, the North and South Vietnamese continued to fight. By April 1975, the NVA had captured several major cities and were set to invade the last South Vietnamese stronghold: the city of Saigon.

At that time, there was still a large presence of American military and government workers in Saigon. With the North Vietnamese quickly closing in on the city, the US citizens began to evacuate, along with hundreds of thousands of South Vietnamese also attempting to flee the NVA. Among these refugees were thousands of orphaned babies and children, many of which were under the care of various humanitarian agencies. The situation prompted these organizations to lobby the American government to assist in the evacuating these orphans, and after some controversy, the United States and the South Vietnamese governments agreed to do so. The children's destination was to be the United States, Canada, Australia and Europe, where they could be adopted by families within the respective countries. Thus, 'Operation Babylift' began its first flight on 3 April 1975.

By all accounts, Saigon's airport was a scene of chaos and confusion in April 1975, due to the imminent invasion of the NVA and the massive evacuation of foreigners and refugees. Adding to the chaos, the first flight in Operation Babylift crashed, killing almost half of the 300 or so passengers on board the American C-5A Galaxy.

In addition to the use of US military aircraft, commercial airliners and other countries' air forces were asked to help. Canada performed a total of six trips in the airlift, all using CC130 Hercules and originating from Hong Kong. A Canadian pilot, Major (Retired) Cliff Zacharias, describes one eventful flight in particular:

"The most memorable trip by far was the airlift of a large group of orphan babies and infants on 20 April 1975. It was a very hot day with humidity about 95%. The Viet Cong were estimated to be about 10 miles north of Saigon and I had checked with the American Military Airlift Command to see if they were taking on any particular precautions on their flights into the city. They weren't, other than... "Get in and out as quickly as you can." After a steep approach we arrived early afternoon and were on the tarmac for about an hour when a small convoy of white Volkswagen vans arrives on the scene, carrying many babies and the aid workers from Ontario. I asked the loadmaster to get everybody on board and went into the operations area of the Tan Son Hut terminal. When I came back to the aircraft, I found that the Loadmaster strapped the babies (over 40 were under a year old) in cardboard boxes with their heads pointing to the front of the aircraft.

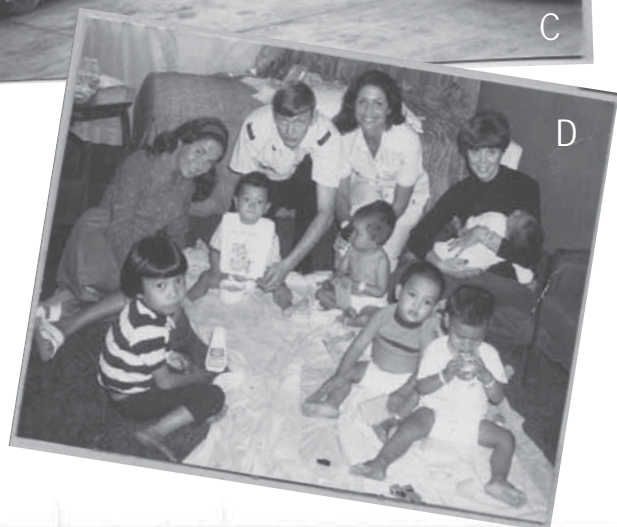


Loadmasters strapped the youngest babies into boxes during their evacuation from Vietnam.

Inside the Hercules during the relief flight:



National Air Force Museum of Canada



I had him re-strap the babies with their bodies sideways to the nose of the aircraft... there was a lot of turmoil in the area and just in case we had to abort our take-off and come to a grinding stop, I thought the babies would be safer rolling to the side instead of jamming their heads and necks forward.

We were in the cockpit waiting for flight clearance when four Vietnamese security personnel, armed with submachine guns, showed up and wanted to check the babies against the names on the manifest. And they started to do that. It was very hot and I went back and told the senior guard that I needed to start an engine to get some air conditioning. Shortly after that, one of the aid workers came up to the flight deck and told me that there were two more babies on the aircraft than there were names on the manifest and the guards were insisting that two babies must be removed from the airplane before we could proceed. "They will only take these babies off this airplane over my dead body" she shouted in my ear over the din of the motor.

So what to do? I started the other three engines so that I would be ready to move at a moment's notice and to give me time to think. I HAD to think of something. I put on my uniform cap (it had some gold braid on it and I thought it might give me look of authority). And I thought "Here goes nothing." I leaped down from the flight deck into the cargo hold waving my arms frantically and screaming as loud as I could "GET OFF!! GET OFF!! HONG KONG'S CLOSING!! GET OFF!! GET OFF!!" Somewhat to my surprise the guards left the aircraft. I asked the Loadmaster to lock the ramp and doors... we were going to start to taxi, clearance or no clearance. When I got back to the cockpit I said to the co-pilot "Let's get out of here."

However, we couldn't move. There was a Roman Catholic priest with a young Vietnamese woman standing right in front of the airplane. What now! I asked the Flight Engineer (FE) to go out and find out why they were blocking us from moving. He came back and said the priest wanted us to take the woman out of Vietnam or the Viet Cong would kill her. The problem was, I had been specifically told by the Canadian High Commission

- A MCpl Dave Melanson, a 426 Sqn Loadmaster on the relief flight, with two Vietnamese orphans.
- B Aid workers assist the children during the flight.
- C 426 Sqn Hercules CC130325 lands at Hong Kong after Vietnam relief mission.
- D Civilian volunteers helping some orphans in Hong Kong.

(All photos are courtesy of 426 Sqn, 8 Wing/CFB Trenton)

in Hong Kong that under no circumstances was I to take any unauthorized passengers out of Saigon or the Hong Kong government would impound the aircraft. I told the FE to go down and tell them that the woman would have to find another flight out. He came back and said the priest would not move until we take the girl... so the young lady was invited to join us on the trip to Hong Kong.

The flight to Hong Kong was uneventful and any of the crew not needed on the flight deck were in the back helping to change diapers... some of those babies were pretty sick with dysentery... and I'll never forget the look on the eyes of some of the slightly older children who were quietly watching those around them, not having any idea of what lay ahead. I sincerely hope that all of those beautiful babies have had a contented, happy and meaningful life.'

Approximately over 2000 Vietnamese children were sent to the United States and about 1300 to Canada, Australia and Europe (the exact total is not known). The organization Adopt

Vietnam describes how the airlift allowed these orphaned children, many of them traumatised from the war, to have good lives in their newly adopted countries.

The three CC130 Hercules that participated in Operation Babylift (130317, 130324, 130325) were retired just recently from 8 Wing/CFB Trenton. The airlift in Vietnam is just one of many international crises that this aircraft has been involved in and it will continue to be a vital element in international operations.

In the fall of 2010, the National Air Force Museum of Canada was proud to be the venue for an 8 Wing mess dinner celebrating the fiftieth anniversary of the Hercules' service in Canada. The museum also showcased an exhibit of artwork depicting the CC130's; the exhibit is still open for viewing.

Special thanks to Cliff Zacharias for permission to reproduce his story.



2011 International Museums Day
The National Air Force Museum of Canada Presents

Where Are My Artifacts?

**Wednesday
May 18, 2011
at NAFMC**

When donors don't see their items on show/display they wonder, "Where are my artifacts?". Museum Curator Dr. Georgiana Stanciu wishes to answer this frequently asked question by opening the artifact storage area to our visiting public.

Tours will be ongoing through-out the day from 10:00 am to 12:00 pm and 1:00 pm to 3:00 pm

This is a very special, one-day-only opportunity that should not be missed. For more information please visit our web site at www.airforcemuseum.ca

EDUCATION

Against All Odds

By Christina Edwards-Scott, Education Programmer

Universal Studios 1989 movie, *Field of Dreams* was nominated for three Academy Awards including Best Music, Original Score and Best Picture. Today, this movie is remembered for its famous quote, "If you build it he will come". While striving towards the early completion of the first phase of the Education Program, the dedicated and creative facilitators, along with myself, found ourselves, although misquoting, echoing those same words, "if we build it [they] will come". It was on the 23rd of February, 2011, the official launch date of the Education Program, we witnessed the awe-inspiring truth of those words.

With over 100 guests present, including a number of Directors of Education, Curriculum Administrators, and Communication Officers within the audience, a clear message was driven home: the museum's education program is now prepared for take-off.

Another homerun with educators was the emphasis on building a strong community partnership with schools and school boards, by coordinating efforts that can provide support for students and their learning achievements, all while also, assisting teaching faculty in meeting learning outcomes described within specific grade and subject matters, contained by the Ministry of Education Curriculum Guidelines. It was publicized that, this unique learning environment, the collaboration of expertise, the enthusiasm and the distinctive military background that the facilitators are so willing to share will ensure students' success.

The immediate objective stated at the press conference was that the museum is now able to offer programs designed specifically to grade 6, 9 and 10 students. The artifacts within the museum directly correlate with parts of their studies, and therefore interactive learning activities, that reinforce in-class instruction, are available to school groups studying the "Flight"

module within the grade 6 Science syllabus and the "Canadian History since World War I" module as part of the grade 9 and 10 Canadian and World Studies course.

It was also made known that, at present, the effort is geared towards developing other activities to include cross curricular learning in basic numeracy and literacy skills, for all elementary levels. As well, a Grade 11 Transportation Technology syllabus is being created. Henceforth, the intention is to design lesson plans that respond to a variety of other topics and skill sets from Junior Kindergarten to Grade 12.

During the presentation it was revealed that the museum hopes to draw at least 165 school groups annually. To-date well over 300 press kits have been distributed to principals and teachers. Thus far, we have hosted 16 school groups and have 8 additional bookings confirmed. This being said, if just over half the schools send one class, the museum will meet its target. Wouldn't that be a GRAND SLAM worth watching!

Our success to-date can be compared to that of a single hit, (okay a double). But with the continued ambition, determination, enthusiasm and teamwork demonstrated thus far, the museum staff and volunteers will hit this hardball out of the park, and when it is complete, "they will come!"

Watch for additional school stats and game highlights in the next edition of "The Logbook" or on our web site.



RESTORATION

The Restoration of Lockheed Mark VI Hudson - FK466

by Doug Rutley

The National Air Force Museum of Canada (NAFMC), in association with the Atlantic Canada Aviation Museum (ACAM) in Halifax, is pleased to announce the restoration of a 1942 Mark VI Lockheed Hudson, Serial Number FK466. The NAFMC is very excited with this new and demanding project. It is a significant aircraft restoration, especially given the 70th anniversary of the British Commonwealth Air Training Plan (BCATP) in 2011. When restored, FK466 will represent a significant aircraft in the history of Canada's Air Force and it will be the only Mark VI Hudson on display in the world. In its current state, FK466 is not complete, and it will require numerous items including a tail, wings, cockpit and engines. Restoration has already begun with an early estimate of at least five years to complete.

The Lockheed Hudson was an American-built light bomber and coastal reconnaissance aircraft built initially for the Royal Air Force (RAF) shortly before the outbreak of the Second World War and primarily operated by the RAF thereafter. The Hudson served throughout the war, mainly with Coastal Command, but also in transport and training roles, as well as delivering agents into occupied France. They were also used extensively with the Royal Canadian Air Force's (RCAF) anti-submarine squadrons.

In late 1937 Lockheed sent a cutaway drawing of the Model 14 Super Electra to various publications showing the new aircraft as a civilian aircraft and converted to a light bomber. This attracted the interest of various air forces and in 1938; the British Purchasing Commission sought an American maritime patrol aircraft for the United Kingdom to support the Avro Anson. On 10 Dec. 1938, Lockheed demonstrated a modified version of the Lockheed Model 14 Super Electra commercial airliner, which swiftly went into production as the Hudson Mk I.

By February 1939, RAF Hudsons began to be delivered, initially equipping No. 224 Squadron RAF at RAF Leuchars, Scotland in May 1939. By the start of the war in September, 78 Hudsons were in service. Due to the United States then-neutrality, early series aircraft were flown to the Canadian border, landed, and then towed on their wheels over the border into Canada by tractors or horse drawn teams, before then being flown to RCAF airfields where they were then dismantled and "cocooned" for transport as deck cargo, by ship to Liverpool.

Although later outclassed by larger bombers, such as the Halifax and the Lancaster, the Hudson achieved some significant feats during the first half of the war. On 8 October 1939,



Mark VI Hudson



Hudson on arrival
at the NAFMC

over Jutland, a Hudson became the first RAF aircraft to shoot down a German aircraft. They also operated as fighters during the Battle of Dunkirk. A Hudson of RCAF Bomber Reconnaissance Squadron 113 became the first aircraft of RCAF's Eastern Air Command to sink a submarine, when Hudson 625 sank U-754 on 31 July 1942.

In all, a total of 2 584 Hudsons were built. They began to be withdrawn from front line service in 1944. Some Hudsons were converted to civil transports after the war, and the Hudson formed the basis for development of the Lockheed Ventura.

History of Lockheed Hudson Mark VI – FK466

Thus far, we have been able to determine the following information about this particular historic aircraft:

It is a Lockheed Hudson Mk VI, with Royal Air Force (RAF) Serial Number FK466, Lockheed Construction Number 414-6942, United States Army Air Force (USAAF) Serial Number 42-47022, and it was built at Burbank, California, in September 1942. It was a Lend-Lease aircraft, with Lend-Lease Requisition Number 7201 and Lend-Lease Contract Number DA-908. It was part of one of the last batches of Lend-Lease Hudsons. The Mk VI was equivalent to the USAAF Model A-28A.

The A-28A was a contract designation given to 450 Lockheed Hudson twin-engine attack aircraft intended for delivery to British Commonwealth countries under Lend-Lease agreements. The A-28A (Mk VI) was essentially an improved version of the earlier A-28. One significant difference between the A-28 and A-28A was the upgrade to the Pratt & Whitney 1830-69 radial engine, a more powerful version with 1 200 hp each at maximum takeoff power.

Most A-28As were sent to Great Britain and served in the RAF in various missions. Some also served with the Royal Canadian Air Force (RCAF) and Royal New Zealand Air Force (RNZAF). A few aircraft were retained by the USAAF for use as staff transports.

FK466 was ferried from Burbank, California, to Eastern Air Command at RCAF Station Debert, Nova Scotia, on 5 October, 1942 under Transfer Order No. 3263 (30 October 1942). It was first assigned to No. 31 (RAF) Operational Training Unit (OTU) at RCAF Station Debert, a formation of the BCATP. While at No. 31 (RAF) OTU, FK466 was used to train crews to ferry Hudsons to England during WWII.

On 22 May, 1944, FK466 was placed on "Stored Reserve" with Eastern Air Command. On 8 August, 1944, FK466 was then transferred from the BCATP to the War Materials Office as "War Reserve", at No. 21 Repair Depot, Moncton, New Brunswick, and pending modification to Air Sea Rescue (ASR) configuration.

As part of the ASR conversion, FK466 was equipped with an Uffa Fox, Mk I, Airborne Lifeboat. These boats, which were mounted under the aircraft's fuselage, were equipped with two gas engines, one sail and emergency rations.

FK466 was then transferred back to Eastern Air Command on 12 December, 1944, after conversion to the ASR role. FK466 was now attached to No. 1 (Composite) Detachment, which was later re-designated No. 1 (Composite) Squadron on 01 April 1945, and was based at RCAF Station Torbay, Newfoundland. No. 1 Composite Detachment and later No. 1 Composite Squadron had been formed to provide target towing, search and rescue,

and communications duties as part of Eastern Air Command. No. 1 Composite Squadron's diary indicates that on 17 April 1945, Flying Officer (F/O) McKay dropped a dummy lifeboat from FK466 over Quidi Vidi Lake, near St. John's, Newfoundland.

The Air Sea Rescue element of the squadron, which included FK466 and other aircraft and personnel, was transferred to the control of RCAF Station Torbay, when No. 1 Composite Squadron was disbanded on 7 July, 1945. The Air Sea Rescue Flight operated for about two months using Hudsons FK466 and FK495.

The lifeboat system was utilized on 6 July, 1945, when an Airborne Lifeboat was dropped to the crew of a B-24D Liberator Tail Number 595, which had ditched in the Atlantic off Newfoundland, after experiencing flight control problems. Whether FK466 or FK 495 carried out the lifeboat drop is currently unclear, but we are working on that mystery.

FK466 was flown to No. 1 Reconnaissance and Navigation School at Summerside, Prince Edward Island, by the Officer Commanding (OC) of the Air Sea Rescue Flight, George Webster, after disbandment of the Air Sea Rescue Flight, on 15 September, 1945.

No. 1 Reconnaissance and Navigation School was re-designated as the RCAF Air Navigation School on 16 September 1945, and the school was moved to RCAF Station Greenwood, Nova Scotia on 15 December, 1945. FK466 was utilized by "Station Flight" at RCAF Station Greenwood for general transport duties until 9 September, 1947, when it was placed on Aircraft Pending Disposal At Location (APDAL) at RCAF Station Greenwood, and then transferred to War Assets on 10 November, 1947.

At this point in time, the history of FK466 from 10 Nov., 1947 to 1980 remains unclear, but FK466 eventually found its way to a scrap yard with a number of B-24s and other Hudsons. It existed as a dismantled hulk at L. W. Layton Salvage, in Canning, Nova Scotia, from 1980 to 1988. FK466 was subsequently found by ACAM members and transported to Halifax, Nova Scotia in 1988, where it has remained until October 2010, when it was moved into the restoration shop at the NAFMC.

Anyone who is interested in volunteering as a member of the Restoration Workshop Crew (especially persons with metal work experience), or having additional information or details about these units or about this specific aircraft, is encouraged to contact the Museum directly at (613) 965-2864 or by email to: restoration@airforcemuseum.ca attention: Hudson Restoration.

RCAF MEMORIAL FOUNDATION

By Bob Prystai, Chair, RCAF Memorial Foundation

The RCAF Memorial Foundation (Foundation) continues to work hard to raise funds to support the National Air Force Museum of Canada (NAFMC). The Foundation is responsible for raising funds for the daily Operations and Maintenance (O&M) of the Museum.

To support the requirements of O&M funding, the Foundation hosts both an annual Golf Tournament and a Charity Banquet. This years Charity Banquet has been delayed until September 24th, Ad Astra dedication day, because of the on-going construction of washrooms in the expansion area of the museum. Further details will be available in the near future, either via the museum website, www.airforcemuseum.ca. or through the Foundation clerk, Cecilia, at 613-965-7314. The Eight Annual Golf Tournament will be held at Warkworth Golf Course on June 25th. Golf Chair Lorne Bermel and his committee continue to work extremely hard to ensure the unqualified success of this tournament.

The Quinte West Military Appreciation Day will be held at the museum on September 17th. The Foundation will be assisting in this event by holding a BBQ to raise funds for museum activities. Further details for this event will be found on the museum website in the near future.

Throughout the past few months, we have been selling raffle tickets in the Gift Shop on a wonderful painting of a CF-18 with a C-17. *Family Reunion* was donated to the museum by artist Don Connolly and it was decided that a raffle to raise funds for O&M would be the most appropriate way of using this painting. The raffle draw was held the morning of April 6, 2011



Joan Wakefield of Madoc, Ontario is the lucky winner of the Don Connolly painting *Family Reunion*. Thank you to every one who bought raffle tickets in support of the Foundation.

with NAFMC Curator Dr Stanciu doing the honours. The winner was Joan Wakefield from Madoc, Ontario. Congratulations!

As of March 1st, 2011, I have remained in the position of Chair, RCAF Memorial Foundation. I would like to take this opportunity to extend our sincere thanks to fellow Board members Lorne Bermel and Vic Buziak, who have both completed their service with the Foundation. We are presently looking for personnel interested in serving on the Board for a three year term. If interested, please contact Bob Prystai at 613-771-1912, by email at rprystai@cogeco.ca or Cecilia Bate at 613-965-7314, by email at foundation@airforcemuseum.ca for more information.



For information or to register for these exciting Foundation events, please call Cecilia Bate at: 613-965-7314 or, email to: foundation@airforcemuseum.ca



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