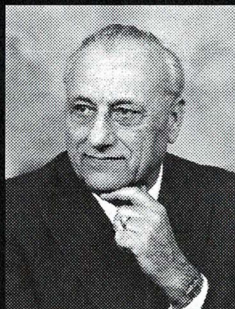


THE FLYER

NEWSLETTER OF CANADA'S
AVIATION HALL OF FAME

Volume 24, No. 2, Spring 2006



This Year's Inductee Designates (l - r) Robert McIntyre, Dr. Ross Tilley, Walter Chmela, and Fern Villeneuve and the Logo for Belt of Orion Designate The International Aviation Management Training Institute

Montreal Awaits Canada's Aviation Hall of Fame Induction Gala 2006



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Cover photo: Bonsecours Market and City hall, Montreal. Courtesy
www.old.montreal.qc.ca. Photo by Le Photographe Masque. Used with permission.
Inductee photos CAHF Collection.

Canada's Aviation Hall of Fame

**Liberaliter Viam
Monstrabant**

(Unselfishly They Showed the Way)

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Roger Beebe
Rosella Bjornson
Peter Boag
Blain Fowler
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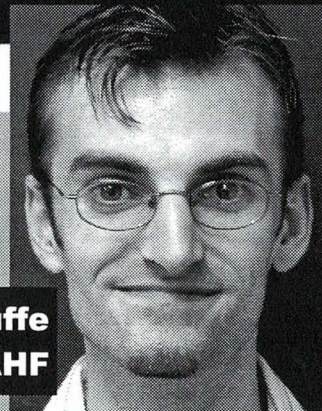
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Curator's Corner

Justin Cuffe
Curator/Administrator, CAHF



The quiet winter months are upon us here at The Hall, which is the perfect time to get the many 'projects on the go' completed. One of the major undertakings over the past month was the relocation of The Hall's library holdings from a warehouse storage room to the hanger building office. The curatorial staff of the Reynolds-Alberta Museum also agreed to merge their aviation reference material to the hanger building as well. This move was taken to better provide the public with the resources to research topics of an aviation nature.

We also held our bi-annual casino in Edmonton at the Baccarat Casino on January 19 & 20. As this was my first time working one, I had no idea of what to expect. Yet the staff were very pleasant and helped this rookie through two long nights of the glitz and glam of the casino industry. I'd personally like to thank all the staff at the Baccarat Casino and all the volunteers who could come out to help The Hall put on a great casino. Our next Casino will be held in the spring of 2008.

The Hall's rich aviation story is now enhanced with the addition of eleven new members' panels, including all of the 2004 and 2005 members. Among these new panels is The Hall's first astronaut, Col. (Ret'd) Chris Austin Hadfield. Each panel includes the member's portrait, which is in the process of being duplicated by our portrait artist, Irma Coucill. Also, included is the member's complete biography, photographs and small personal objects.

Preparations are also underway for Induction 2006 in Montreal at the Chateau Champlain on May 27, 2006. Mary Oswald and I have begun to collect information on our four new members and the Belt of Orion

recipient, which we will develop into the biographies used in the member's panels, updates and other publications. These stories will only add to the colourful tapestry of our country's rich aviation heritage which these gentlemen helped develop.

Another primary function of The Hall that I have happily been able to participate in is our community outreach program with the local Horizon Centre and the students from Clear Vista Public School here in Wetaskiwin. Previously, we had the kids

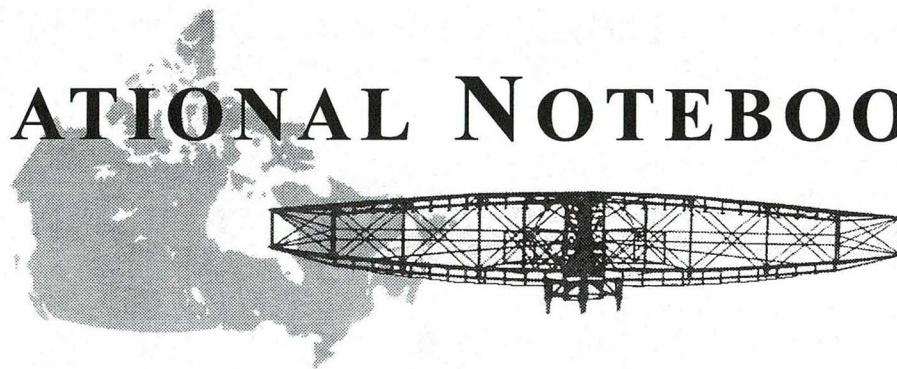
from grade 4 to 6 visit the museum, where Rosella Bjornson discussed the basics of flying a commercial airliner in Canada. The kids were highly entertained by this experience and as a result the idea was developed by the Horizon Centre to build a model aircraft with the kids. Therefore, since I had built one of these aircraft, they asked me if I could lend my expertise to help them build it with the kids. As we proceed in the project, I try and explain to them how the plane works and at the same time relate some of the stories of our members. They plan on having the plane completed by

June and then to have a bit of a wrap up party here at the museum.

Things are progressively getting busier as we gear up for the busy summer season here at The Hall. Induction 2006 in Montreal will be fast upon us, so buy your tickets early as there is limited seating. As you can see we have a busy summer season coming up, so I hope to see you out here at some of our great upcoming events.

**"Induction 2006
in Montreal will
be fast upon us,
so buy your
tickets early as
there is limited
seating."**

NATIONAL NOTEBOOK



By Rosella Bjornson,
Coordinator,
Friends of
Canada's
Aviation Hall
of Fame

CAHF is having its first Election for Directors

Last month in 'The Flyer' we asked for nominations for Directors, now we will be sending out a ballot to all the 'Friends' of The Hall to have them elect a Board of Directors.

We are very pleased to have a list of nominees that will be willing to work very hard for The Hall. There are 14 nominations and the 'Friends' will have to select 12 Directors from the list.

The list of Nominees includes 4 Inducted Members – Rosella Bjornson, Robert Richmond, Larry Milberry and Eric McConachie. The By-laws state that CAHF must have 4 Inducted Members on the Board so we have the required number. Their biographies are available in the Hall of Fame's book "They Led the Way" or on line at www.cahf.ca.

The other nominees include present members of CAHF's Board of Directors and some newcomers:

Bill Casey

Bill Casey is the Manager of Reynolds-Alberta Museum. Bill has been associated with CAHF since 1992 when CAHF moved to RAM. RAM has a very significant collection of aircraft, an aviation gallery and other interpretive programs. Bill will be

retiring this year and would like the opportunity to continue working with CAHF as a Board Member.

Ken Dandy

Ken Dandy has been associated with the aerospace industry for 42 years. He is presently Vice-President and General Manager of Innotech-Exeaire Aviation Group. He has been active in many aviation associations including Canada's Aviation Hall of Fame as Chair of the 2002 Induction Dinner Organizing Committee. He looks forward to a chance to be on CAHF's Board of Directors.

Victor Bennett

Victor is presently Chairman of the CAHF Board. He has been involved in aviation since joining the Armed Services. When he left the military, he started Innotech Aviation. He is interested in preserving Canada's Aviation History and has served on CAHF's Board for 4 years.

Jamie McIntyre

Jamie has been a pilot since 1970 and owns a marketing agency specializing in aviation and aerospace in Montreal. He has been on the Board for 2 years and is interested in encouraging a greater awareness of Canada's Aviation heritage and its role in developing the country and ensuring its leading place on the world stage.

John Holding

John Holding is an Executive Vice President with Bombardier Aerospace. He has been involved in aviation since

1962 when he became a student apprentice with British Aerospace. In 1979, he moved to Canada to join Canadair (Bombardier). He has been involved in the development of all the aircraft programs at Bombardier. He has been on the Board one year.

Peter Boag

Peter Boag is President and CEO of the Aerospace Industries Association of Canada. He served in the Canadian Forces until 1982 and then joined Transport Canada as an Accident Investigator until 1992. He has been on CAHF Board for one term and has a strong interest in promoting the past and present importance of aviation/aerospace in Canada.

Blain Fowler

Blain Fowler is the publisher of the Camrose Booster. He has been involved in aviation since receiving a RCAC Flying Scholarship in 1961. He owns several aircraft – a 1942 Harvard and a Beechcraft A36. He has served on the CAHF operating Committee for 6 years and on the Board for one year.

Mary Oswald

Mary is a retired teacher who learned to fly and has been involved with aviation organizations ever since. She has been involved with CAHF since 1997. She wrote the Members Book "They Led the Way" and continues to write the updates. She has been on the Board for several years and has organized three Induction Dinners.

Continued on next page.

Continued from previous page.

Roger Beebe

Roger Beebe is Senior Advisor to the Regional Director General Prairie and Northern Region, Transport Canada. He has spent many years involved in aviation – RCAF, Wardair, Air Canada, and Transport Canada for 31 years. He loves aviation history and the preservation of it.

Don Montgomery

Don Montgomery is the Mayor of Wetaskiwin. Don was installed as a Director of the CAHF Board in 1999 and has served that position ever since. He states that "Canada's Aviation Hall of Fame is such an important part of our community, I am committed to support it in any way I can, to ensure that it is successful and that it continues to reflect, in a most positive way, the contributions by its members to Canada."

NOTICE:

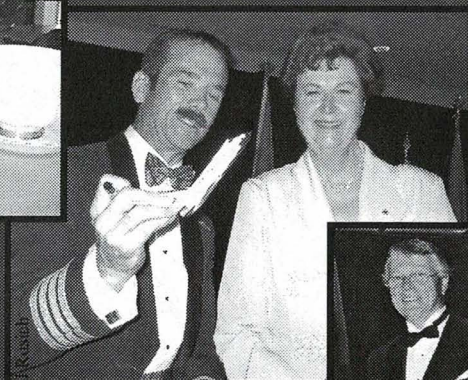
UPCOMING AGM

CANADA'S AVIATION HALL OF FAME ANNUAL GENERAL MEETING WILL BE HELD AT THE MARRIOTT CHATEAU CHAMPLAIN ON MAY 28 AT 10AM.

THIS MEETING COINCIDES WITH THE ANNUAL INDUCTION DINNER. MEETING ROOM TO BE ANNOUNCED.

INDUCTED MEMBERS AND FRIENDS OF THE HALL ARE INVITED TO ATTEND!

NOTICE: A BOARD OF DIRECTORS MEETING WILL BE HELD AT THE MARRIOTT CHATEAU CHAMPLAIN ON MAY 28 AT 9AM AND WILL BE CONTINUED AFTER THE AGM.



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Hallways

News and Notes from Canada's Aviation Hall of Fame And its Members



Joe Rosich

**"I see your
Cessna, and I'll
raise you one
Lear jet..."**

CAHF Volunteers Make Casino Fundraiser a Success

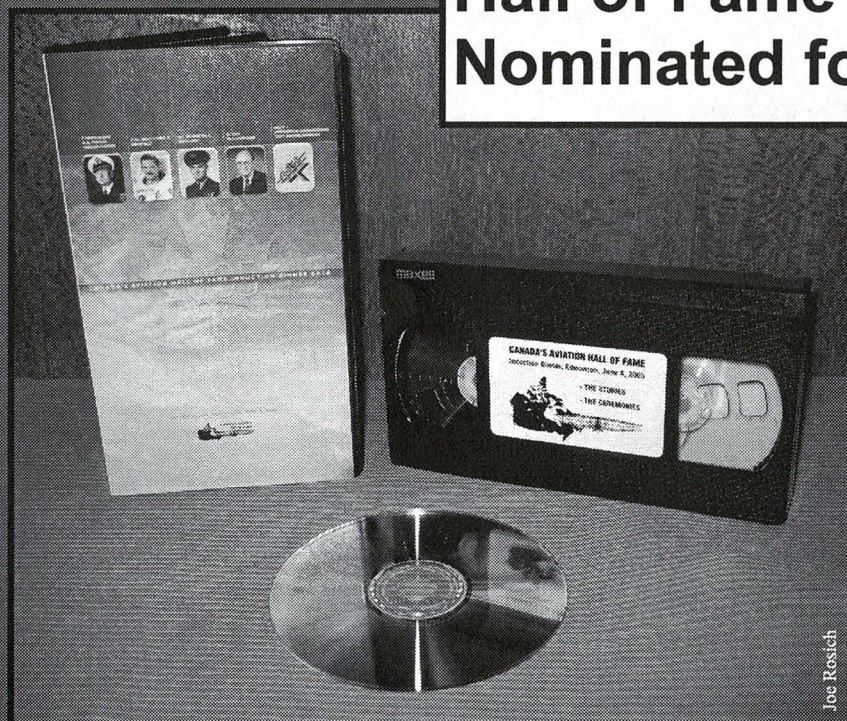
January 19 & 20, 2006 had The Hall holding its major Alberta fundraising event at the Baccarat Casino in downtown Edmonton. The Hall would like to thank all of its volunteers who braved the snow, cold, and long, late hours to pull off a fun-filled two days at the casino. We had nearly 50 volunteers come out for the two day event, who helped count cash, run chips to the tables and pay out winnings.

As a registered charity in Alberta, The Hall has access to money from the province's Gaming and Liquor Commission which is used to pay staff and to develop and maintain the exhibits. The proceeds from the casinos are pooled over a three month period, then divided among the charities who participated in them.

Travelling Display

Coming to an air show near you this summer, you might see a familiar sight. Recently, the Hall was approached by Darryl Lowey of Living Sky Aerobatics to use his newly constructed aircraft trailer as a place to display information of the Hall while at air shows and other aviation events. The trailer, when unloaded, will act as a travelling museum space for The Hall of Fame. The trailer's interior will showcase the new members of The Hall of Fame as well as provide brief history and background of The Hall. It is the hope of The Hall that this partnership will broaden our national message to fellow aviation enthusiasts and help to promote the stories of The Hall's members.

Hall of Fame Induction Video Nominated for AMPIA Award



Joe Rosich

CAHF's 2005 Dinner video of the Inductees has been nominated for award in the commentator category (where the reader of the script is honoured) by the Alberta Motion Picture Industries Association (AMPPIA). The formal announcement and further details are still coming, so watch this space for more information in future issues.

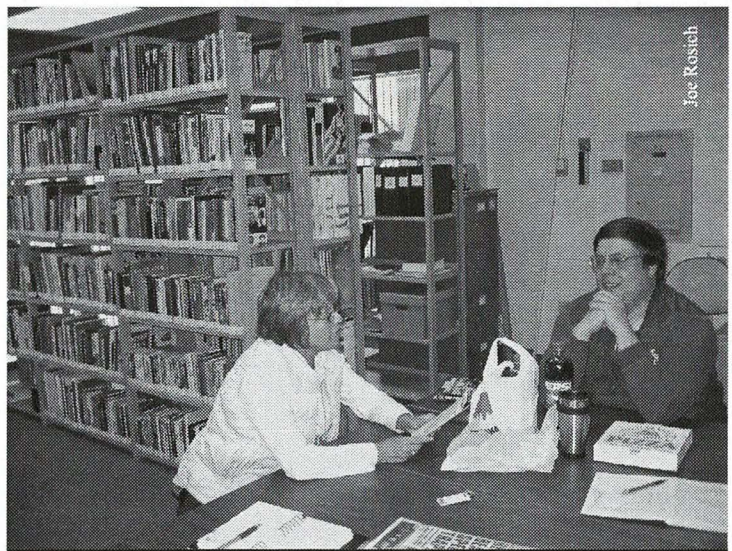
**See Page 5 for
Ordering
Information!**

New Aviation Library

In a further move to promote aviation heritage, The Hall has moved its entire collection of more than 2500 books and reference materials to the hanger building at the Reynolds-Alberta Museum. Previously, the collection was only access by appointment only, yet many people did not know of its existence. It is the hope of The Hall that this material will be better utilized by members of the public and by researchers alike.

The Library has approximately 2500 books and several thousand periodicals. The books in the library form various collections which relate to specific aircraft, power plants, organizations and personnel. Most of the books and periodicals in the collection relate to members of The Hall and to the aircraft and organizations to which they belonged too. The collection has grown over time mostly from donations from the public and members.

The Library was built from generous donations from our members and the public. The museum does not buy its resources, but we will graciously accept a donation if the library has determined in advance that the book meets The Hall's mandate and that we do not already have a copy of that book. So, if you are interested in donating books to the library, please e-mail to cahf@telusplanet.net or write to us with details about the book.

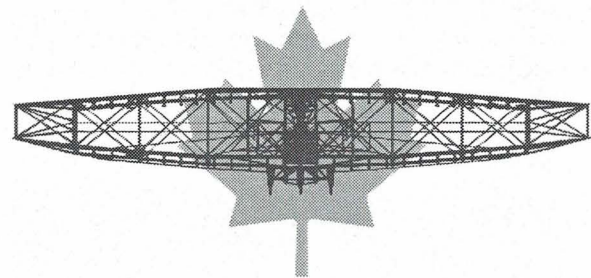


Dale Quinn, Coordinator of Volunteer Resources at the Reynolds Alberta Museum, and Doug Frechette, Hangar Host, check out the new library.

Wetaskiwin Centennial Air Show

The City of Wetaskiwin, as part of the 2006 Centennial Celebration, has graciously agreed to co-host one of only two air shows in all of Alberta this year. Things with wings will fill the skies over the city on July 29 & 30. The headlining act for the show will be the **Canadian Forces Snowbirds** which are the 1994 Belt of Orion Award of Excellence recipient for their high quality of aerobatic precision and dedication to Canadian aviation. The air show and associated activities will take place at Canada's Aviation Hall of Fame / The Reynolds-Alberta Museum that weekend. The city's centennial activities will kick off Friday, July 28, with a community barbeque and evening fireworks display. Other acts that may be included in the festivities might include a CF-18 Hornet 200 from Bagotville, Quebec, and the CP-140 Aurora from 404 Squadron's maritime patrol at Greenwood, Nova Scotia, as well as a variety of other civilian performers. Please watch our website (www.cahf.ca) for more information.

Canada's Aviation Hall of Fame



Panthéon de l'Aviation du Canada

CAHF Unveils New Logo

Canada's Aviation Hall of Fame recently had its logo redesigned. The new look uses a more simple maple leaf image in place of the former map of Canada, resulting in a cleaner overall image while still retaining the symbolic relevance of the original which it replaces.

The old logo will still be used by The Hall for certain applications, but watch for the new image on most of the new material that CAHF prints or displays in the future.

SEEING DOUBLE AT 1000 KM/HR

PART 2 OF THE STORY OF IDENTICAL TWINS BRUCE AND DOUGLAS WARREN

As partners with the Reynolds Alberta Museum, The Hall of Fame and The Flyer have often featured articles on various aviation artifacts in the Museum's collection, but for this story there is a slightly different twist. One of the prized pieces in RAM's collection is a 1932 Pierce Arrow automobile, a beautiful though as-yet unrestored masterpiece of automotive design. In researching the car's history, Museum volunteer Phil Hanoski has assembled the story of the car's previous owners, Bruce and Douglas Warren, who had a fascinating and colourful career in aviation, particularly as fighter pilots in the Second World War.



caught out. I had already pulled up the nose, had the throttles fully opened, when the starboard engine stalled. It's always at such times that things go haywire... At low altitude, the flaps giving high drag, and with virtually no speed...a prang was inevitable. Yet I didn't crash. I managed to get the nose down, and gently nursed the aeroplane along until I had sufficient speed to climb away, then, when I had gained sufficient height, I raised the flaps and carried out a normal single-engine circuit and landing." All this was unknown to Bruce who had his head down reading, describing the awesome climb rate as Waterton staggered across the airfield, just barely airborne! Bruce Warren took over as Chief Test Pilot on the CF-100 program in early 1951.

Tragedy struck on April 5, 1951 when Bruce Warren and his observer were killed in the first CF-100 crash near London, Ontario. Investigation revealed probable oxygen system failure.

Their article below is the second part of the story. Please see the last issue of The Flyer (V. 24 N. 1, Winter 2006) for Part One.

By Phil Hanoski

Photos courtesy Reynolds Alberta Museum Collection

The Warrens were determined to remain in the Royal Canadian Air Force and obtain permanent commissions. They steadfastly refused to take release from the service even when ordered to do so. They were threatened with appointment as flying instructors, which in fact happened. Their new careers as instructors continued, along with a sprinkling of 'odd jobs' and assignments until, in October 1946, their persistence paid off and they were both granted commissions in the RCAF Permanent Force. They retained their rank and seniority. The twins were selected for Special Training in January 1949. Bruce became one of two Canadians posted to the Empire Test Pilots' School No.8 course at Farnborough and Douglas was to be trained at RAF Fighter Leaders School.

After returning to Canada, Bruce was 'loaned' to the AV ROE Company as test pilot for the new CF-100. 1950 was a busy year demonstrating the CF-100 at many air shows. Bruce was at the Boston Air Show with Bill Waterton, chief test pilot on the CF-100 program at that time. Waterton would fly at about twenty feet with flaps partially extended, just staggering along above the stall, and then - in front of the spectators - open the engines to full power and roar upwards in a noisy and impressive climb. Bruce Warren was to provide running commentary on the ground PA system as Waterton performed his death-defying routine. Recounting an instance where the maneuver did not go quite as planned, Waterton says, "It was opening up the engines from about 105 mph - that I was nearly

In 1949 Doug Warren was appointed a Flight Commander of 421 Squadron, one of the first to receive the new Vampire Jet aircraft. In 1952 he became CO of 410 Squadron flying F-86 Sabre aircraft in Europe at North Luffenham when the decision was made to commit an entire air division of four wings and twelve squadrons of the brand new Sabre 2s to Western Europe in support of NATO. It was the largest peacetime overseas basing of fighter aircraft in Canadian history. The arrival of 410 Squadron in England was big news because it was the first time in history that a Commonwealth squadron had more modern equipment than the Royal Air Force. The USAF already had the F-86A in Europe so the RAF was feeling decidedly behind the power curve. The British public, being keen aviation enthusiasts wanted a closer look at these new aircraft, so Warren took five Sabres to the National Air Races at Newcastle on July 12, 1952 and put on a dazzling display demonstrating "a new high in aerial wizardry" according to the 410 Squadron History Book. At the end of July, Duke led the squadron to Holland to participate in a major airshow at The Hague, which drew over 100,000 spectators.

Holland has many greenhouses and Duke was careful to warn airshow organizers that sonic booms would break glass. "Do you really want sonic booms?" They did - and got them - along with broken glass. There were no repercussions, however, the locals being suitably impressed. The Press the next day praised the Canadian presence - "One of the highlights of the demonstrations was the formation of twelve Canadian Sabres, creating waves of sensation among the crowd by sweeping again and again across the field at the rate of more than 1,000 km an hour," "The exhibition of the twelve Canadians, in three



Duke at the Reynolds Alberta Museum, Remembrance Day 2002, with the 1932 V-12 Pierce Arrow.

teams of four, over Ypenburg was bewildering." And finally, "The Sabres punctured the barrier with an almost deafening bang."

Following appearances commemorating the Battle of Dieppe in August and the Battle of Britain in September of 1952, Warren approached the station CO and got permission to do a show for a visiting dignitary, Field Marshal Alexander. Thus the 410 Squadron Aerobatic Team was born, the RCAF's first foreign-based aerobatic team.

The following year he was attached to the USAF and flew 67 missions in Korea as operations officer for Benjamin O. Davis, who was squadron commander of the Tuskegee Airmen in World War 2, and the first African-American to reach the rank of Brigadier General in the USAF. Davis was instrumental in ending segregation in the services.

In 1956 Warren was posted to Chatham, New Brunswick as chief flying instructor where he stayed, until being assigned to Germany at the request of the Luftwaffe as CO of the Canadian detachment. Under treaty terms Germany had been prohibited from rearming, but the growing threat from behind the Iron Curtain made it essential that West Germany play a part in this phase of NATO development and W/C Douglas Warren became a key participant.

In August 1957 he was ordered to Oldenburg, Germany to assist the Germans in forming a Sabre Operational Training Unit. During his time at Oldenburg he met and became friends with many Luftwaffe pilots from the Second World War, including Erich Hartmann, the most successful fighter pilot of all time with 352 confirmed victories. Hartmann returned to the Luftwaffe after a decade of solitary confinement as a POW in Russia, and Duke gave him his check out in a T-33 at Oldenburg. When asked what could have made Hartmann such a successful fighter pilot, Duke said Hartmann's air-to-air vision was phenomenal; he was always the first in the flight to spot other planes.

Duke remained friends with Hartmann until his death and still stays in touch with other Luftwaffe pilots he served with in those days. He also has a flying badge awarded to him by the Luftwaffe for his time at Oldenburg.

On July 1, 1960 he completed his duties at Waffenschule 10. In a letter to AOC, No.1 Air Division, Herbert Whenelt, commander of Waffenschule 10, noted of Warren, "He was especially suited as Commanding Officer of his Advisory Group, and advising partner during the activation of Waffenschule 10." He went on to comment about Warren's outstanding flying abilities, his interest in studying the German language in order to gain a better understanding of the Germans, his ability to run his operation with no friction between the Germans and Canadians (he had told his men they were there to do a job, not to remind the Germans who won the war), and finished by saying "I am in the position to give S/L Warren the best testimonial without restriction for the time of his assignment at Oldenburg."

In July 1960 Warren was transferred to Decimomannu, a tri-service gunnery base on Sardinia used by Italians, Canadians and Germans. The AOC of the Air Division put it this way: "You got along well with the Germans. Now let's see how you do with the Italians." Duke says "In my first month at Deci I managed 13 sorties in the F-86 and three in the T-33. It was at this time that the RCAF Squadrons in Europe had the finest gunnery teams." He adds, "I often look back to my Sabre career, to the days when the RCAF Air Division was the foremost fighter force in Europe, and when RCAF pilots were renowned for their gunnery, and when to be the CO of a Sabre squadron was the highest honour a fighter pilot could have."

In 1961 he returned to Canada, to a Flight Safety position at RCAF HQ Ottawa. In 1965 he was assigned as Commanding Officer at RAF Station Baldy Hughes, and then in 1967 he was sent to NORAD HQ in Colorado Springs in a fighter operations position. He served there until July 1970 when he returned to Canada as Wing Operations Officer at CFB Comox. He retired as Lieutenant Colonel in 1973.

In retirement, he served seven years with the reserve force working with Air Cadets. He is also a lifetime member of the

Continued on next page.



Erich Hartmann, the most successful fighter pilot of all time, with Squadron Leader Duke Warren, RCAF beside a Canadair Sabre at Waffenschule 10 in 1958.

Continued from previous page.

Nanton Lancaster Society, the Canadian Coast Guard Auxiliary and served as Master of Ceremonies at the Dedication of the Ian Bazalgette Memorial Lancaster and of the "Salute to those who Served" event in 1996. Douglas Warren has also served as a director on the boards of CNIB, Comox Museum and Archives Association, and is one of the original directors of a civil project, the Filberg Park and Lodge, a community centre. He is also an active member of Legion Branch 160, Comox where he has been Padre for his comrades for 24 years.

In August 2002, Lt. Col. Douglas Warren was selected to represent the RCAF at the Department of Veterans Affairs pilgrimage to commemorate the 60th anniversary of the Battle of Dieppe.

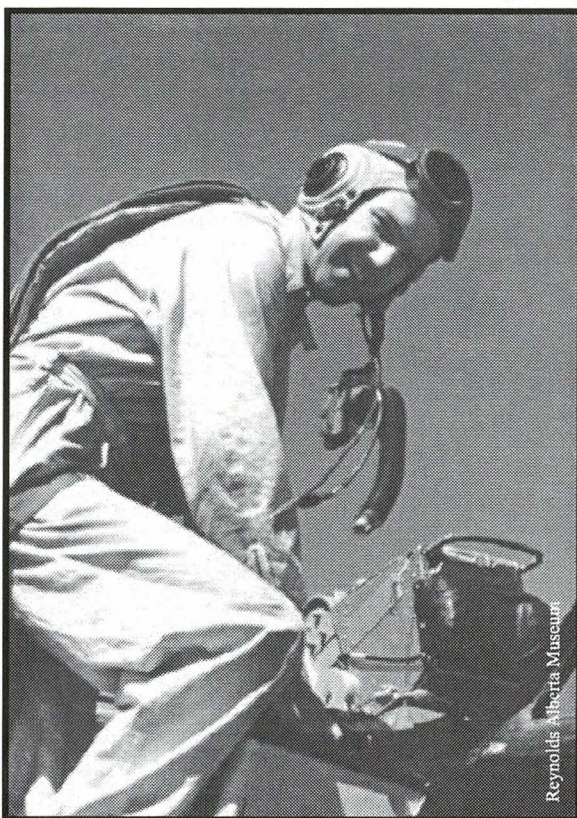
In May 2001, fifty years after Bruce Warren was killed in the crash of the second prototype CF-100, Douglas Warren and other family members attended the dedication of the Bruce Warren Memorial Garden in Nanton, Alberta, "In memory of a local pilot who made a significant contribution to Canada's aviation history both in wartime and afterwards as a test pilot".

During his career in the service Douglas Warren was known as a Goodwill Ambassador for Canada, a role he continues to take very seriously. In 2003 he was awarded a Certificate of Appreciation by the Coast Guard Auxiliary and also the

Governor General's 'Caring Canadian' award by the Lieutenant Governor in Victoria for his volunteer work in the Comox Valley.

Douglas Warren served a total of 37 years in the RCAF including his time with the RCAF Reserve. In 1997 Douglas completed the book "Gemini Flight", the story of their wartime experiences. It was written for his twin's son (who never had the opportunity to speak to his father), and for that reason Douglas says he did not dwell on the hideous sights everyone witnesses in wartime.

Duke and his wife Melba live in Comox, B.C., and celebrated their 60th wedding anniversary in December 2005.



Bruce Warren, Avro Test Pilot.

Medals- Douglas (Duke) Warren
Distinguished Flying Cross, 1939-1945 Star, Aircrew Europe Star, Defence Medal, Canadian Volunteer Service Medal with Dieppe Bar, 1939-1945 War Medal, Canadian Korea Medal, Canadian Volunteer Service Medal for Korea, Special Service Medal, Canadian Peace Keeping Service Medal, UN Service Medal Korea, Canadian Centennial Medal, Canadian Forces Decoration, American Air Medal

Medals- Bruce (Duke) Warren
Distinguished Flying Cross, 1939-1945 Star, Aircrew Europe Star, Defence Medal, Canadian Volunteer Service Medal with Dieppe Bar, 1939-1945 War Medal, American Air Medal

Tales From the Hangar



With Doug Frechette, Hangar Host

FANTASTIC FACTS ON OUR INSPIRING INDUCTEES

Did you know that Bernt Balchen was the first man to pilot an aircraft over the South Pole on Thanksgiving Day 1929? As a member of Admiral Richard Byrd's expedition he flew a Ford Tri-motor for over eighteen hours across the Antarctic wasteland to accomplish this feat.

Did you know that Wilfred "Wop" May was the first pilot involved in a criminal pursuit in Canada? He played a critical role in locating Albert Johnson, also known as The Mad Trapper, during the early days of 1932.

Did you know that the Belt of Orion-winning Royal Canadian Mounted Police Air Division was founded in 1936? Their first aircraft were four deHavilland Dragonflies purchased in 1937 which were used for transporting prisoners and patrolling, primarily in Canada's vast arctic.

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the Warehouse

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Day

July 29-30 - Wetaskiwin
Centennial Airshow

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Do you know of a person who should be nominated for
induction into Canada's Aviation Hall of Fame?

There are many deserving people out there who have made lasting contributions to
aviation in Canada and we'd like to know about them.

We need your Help!

To nominate a person for induction into Canada's Aviation Hall of Fame, please
contact The Hall for nomination forms and criteria.

Canada's Aviation Hall of Fame 33rd Annual

INDUCTION GALA

Saturday, May 27, 2006 Chateau Champlain, Montreal, Quebec



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Wetaskiwin, AB T9A 2G1

info@cahf.ca



Join us this May in the beautiful and extraordinary city of Montreal for the annual Induction Dinner and Gala. This year's event promises to be particularly special, owing not only to the aesthetic and cultural charm of the host city, but also to the fact that the city is a world leader in the aerospace industry, boasting 170 aeronautical companies and 35,000 employees which together produce export sales of 10 billion annually. Besides an opportunity to enjoy one of the great cities of the world, support the Hall of Fame, and enjoy a great meal, this event also offers a tremendous opportunity for professional development and networking. Who needs Paris in the spring? Try Montreal!

\$160/PLATE



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