



The Flyer

Canada's Aviation Hall of Fame

Number 1, Volume 19, Spring 2001

Inductees to be honoured in Ottawa

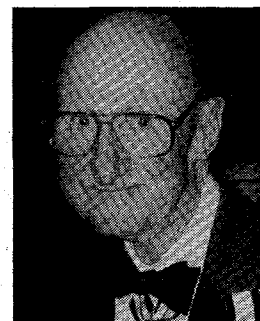
Leonard Joseph Birchall graduated in 1933 from the Royal Military College. He got his pilot's wings at Trenton, ON, and began his career with flying boats. In April 1942, he piloted a 413 Sqn Catalina on patrol southeast of Ceylon, and he and his crew spotted the Japanese invasion fleet. They were able to report in before being shot down and captured.

Leonard J. Birchall

For this action

Birchall was later awarded the D.F.C., and for his selfless conduct during 40 months as a Japanese prisoner of war, the O.B.E. Winston Churchill was to name him "The Saviour of Ceylon" (now Sri Lanka).

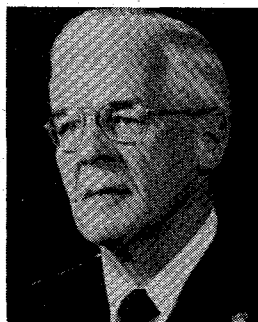
Birchall is the longest-serving officer in the history of the RCAF, receiving a fifth bar to his C.D. in 1996. He is now the Honourary Colonel of 413 Sqn.



William Keir Carr joined the RCAF in 1941, flying 143 photographic missions over Europe, Malta, North Africa and Sicily in unarmed and unescorted Spitfire aircraft.

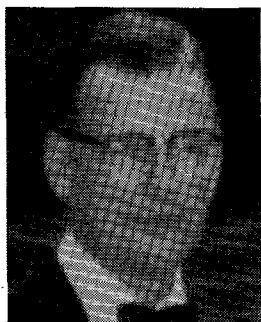
In 1960, he was commissioned to integrate airmen from 15 different countries into a United Nations Air Force. Rising rapidly in rank, Carr became Deputy Chief of Defense Staff in

William K. Carr



1973. He worked to consolidate military aviation in the aftermath of the unification of forces, and was appointed the first Commander of the Canadian Forces Air Command. For this he is known as the "Father of the Modern Air Force".

After retiring from the military in 1978, Carr joined Canadair Ltd. (now Bombardier Inc.) where he enjoyed a career in the worldwide marketing of Challenger aircraft.



Having earned a Bachelor's degree in Mechanical Engineering (Aeronautical Option), in 1946 James Arthur Chamberlin (deceased) joined the engineering staff at Avro Aircraft Ltd. in Malton, Ontario. He became Chief Aerodynamicist for the C-102 Jetliner and the CF-100 Canuck. In the early 1950s he was appointed Chief of

James A. Chamberlin

Technical Design for the CF-105 Avro

Arrow.

Following cancellation of the Arrow program in 1959, Chamberlin joined the National Aeronautics and Space Administration (NASA). For his work on the Mercury, Gemini, and Apollo programs he was awarded the Exceptional Scientific Achievement Medal, and was described as "one of the most brilliant men ever to work at NASA".

Formed in Toronto in 1963, The Canadian Aviation Historical Society (CAHS) is dedicated to furthering awareness and understanding of Canada's rich aviation history.

A logo was chosen using Bob Bradford's (Hall of Fame 1996) drawing of the Silver Dart.

Top researchers from across the country provided the results of their years of study, and the highly respected *CAHS Journal* emerged.

Chapters were formed in Ottawa and Montreal, and now include Vancouver, Regina, Halifax, Fredericton and Edmonton. Total membership is now about 1,200.

FOUNDED 1962

CAHS



Belt of Orion winner:

The Canadian Aviation Historical Society



By Paul D. Manson
National Chairman

It has been a long, cold and busy winter, so in mid-January my wife and I drove down to Arkansas for a rest and some golf. On the way down, we stopped to visit the United States Air Force Museum at Wright-Patterson AFB in Dayton, Ohio.

For some reason, during my 38 years as an air force officer, I never had the opportunity to visit this magnificent museum, which is probably the best of its kind in the world. It was therefore the fulfillment of a great ambition to be able to wander at leisure through its huge halls.

What struck me most, apart from the superb collection and the sheer scale of everything, was the great pride with which our USAF cousins tell their story. It emanates from every artifact, photo and inscription, and from the people themselves.

Experiencing intense pride; preparing for Ottawa Gala

In Canada, pride in our aviation heritage is no less intense, but perhaps we manifest it in a lower key, which is often the Canadian way. The Canada Aviation Museum in Ottawa, for example, although much smaller than the USAF Museum, has the same high quality, and much pride shows through the subtlety of its presentations and displays. Our own Hall of Fame likewise tells the story of our aviation pioneers and heroes calmly and without fanfare--perhaps to a fault.

The point is that we Canadians, by and large, recognize the very important role that aviation has played in our history and national development, and we are proud of those who have been a part of it.

In spite of chilly weather in Arkansas, we played some good golf and returned well rested. Now the focus is on preparing for the 2001 Induction Gala, to be held in the Canada Aviation Museum on June 16.

We have an excellent planning team in place under the leadership of Brigadier-General (Ret'd) Les Rowbottom, and this year's event is shaping up to be one of the great ones. As an Ottawa resident I am close to the planning activity, and the

experience has given me high regard for those who have done this difficult work in past years.

Sponsorships are going well, and a brisk early demand for tickets indicates a sell-out. If you'd like to attend, you may book your reservations through the Hall of Fame office.

CANADA'S AVIATION HALL OF FAME

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MONSTRABANT

*(Unselfishly
they showed the way)*

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Hall thanks you for your support

We would like to acknowledge with gratitude the following people and organizations who gave of their time and financial support to Canada's Aviation Hall of Fame from November 20, 2000 to March 15, 2001.

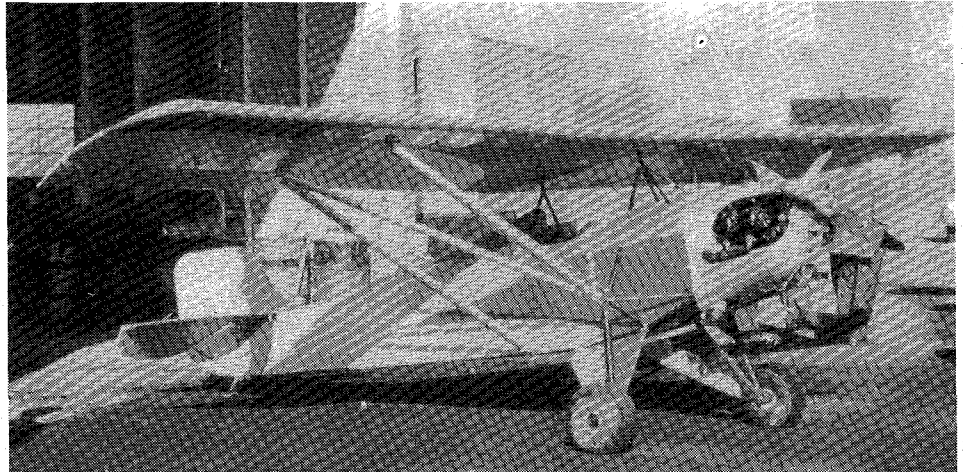
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Sixty-year love affair with 'Baby Ace'



Corben Baby Ace CF-RAY handled beautifully, and is on display in Edmonton.

By Byron Reynolds

My column in the Spring 1999 issue of *The Flyer* dealt with the 1931 Meade primary glider built and flown by the Amisk Alberta Gliding Club. As mentioned in that article, one of the stalwarts of this energetic and enterprising group of young rural Albertans, Howard (Havord) Kornelius Solbak, went on to build powered aircraft.

After investigating the merits of several models offered to home builders of the time including Pietenpol, Flying Flea and Lincoln Sport, Howard settled on the "Baby Ace", a single-place, high-wing, open-cockpit monoplane designed by the Corben Sport Plane Company of Madison, Wisconsin.

An initial inquiry was made to the company in the spring of 1934, followed by information requests and parts orders that finally culminated in late 1939 with sufficient bits and pieces to begin construction, and placed Howard and famed aircraft designer/builder O.G. Corben on a first name basis. Dedicating only himself to 5 hours a day on the project, and utilizing common hand tools found on the farm, Howard had the Baby Ace ready for flight five months later.

During the course of construction Howard had expended \$2,000 (a not inconsiderable sum at the time) and had learned some valuable lessons, including

a warning to all prospective airplane builders that "one must keep calm and be courteous when one hears from various acquaintances that he is stupid, idiotic or crazy". The most frequently asked questions during the construction phase were "Will it fly?" and "What the heck are you going to do with it when it's finished?"

The problem was that when the Baby Ace was finished in the spring of 1940, the government had implemented a nation-wide wartime restriction on the operation of civilian aircraft. Howard accepted this with resignation, and the aircraft was stored until the end of hostilities. He again turned his attention to the Baby Ace in 1948.

Utilizing some of the advances in aircraft technology that had come along since the original construction, such as a more powerful engine and the fitting of a tail wheel, heavier undercarriage legs, and Piper J-3 Cub wheels and brakes, CF-RAY was once again ready for its first flight.

Even though Howard had made over 300 flights with the Amisk Glider Club, he was

not a licensed pilot and arrangements were made for noted Alberta aviator Dave Harrington to test fly RAY from his Air Spray facility at Wetaskiwin, Alberta. The test came off without a hitch, a testament to Howard's abilities and determination.

The Baby Ace was flown for a further 90 or so hours by various local pilots including Jack Johnson, 1990 TransCanada (McKee) Trophy winner Bill Granley and his twin brother Bob, all praising its handling qualities. Its last flight occurred on July 1, 1963.

Howard then dismantled his pride and joy for further "tweaking and tinkering", and was in the process of building wings of improved design at the time of his death on February 23, 1993 at the age of 80.

Interestingly, although he was an accomplished glider pilot, there is no record of Howard having flown the Baby Ace himself. Because it was a single seater, he could not even ride along with someone else.

Howard's 60-year involvement with his Baby Ace must surely rank as one of the longest single love affairs between a man and his airplane on record.

After his passing, CF-RAY was generously donated to the Reynolds Aviation Museum for restoration and display by Howard's wife Hannah and sons Vern, Trevor and Colin. It was completed to the same standard and configuration it was on its first flight, and is currently on display in the Annex to the Provincial Legislature in Edmonton.

Stats:

Powered by:	Continental 4-cylinder opposed 65 HP
Wing span:	25 feet
Length:	17 feet 9 inches
Height:	7 feet
Weight:	605 lbs. empty; 1,125 lbs. gross
Crew:	1 pilot
Max air speed:	114 mph
Stall speed:	40 mph
Max flying distance:	200 miles
Total built:	Unknown; all examples constructed by home builders

*The 2001 Induction Dinner
will be held
June 16, 2001
at the Canada Aviation Museum
at Ottawa, Ontario*

** Please mark your calendars! **

An old gem sparkles with opportune reminders

Today's flight age is an era highlighted with increasing emphasis on safety. Instrumentation in the cockpit and in the traffic control tower has reached new peaks of electronic perfection to assist pilots during take-offs, flight, and landings.

For whimsical contrast to those and other marvels of scientific flight engineering, it is perhaps opportune to remind pilots of the basic rules concerning the so-called Cat-and-Duck Method of Flight, just in case something goes wrong with any of these new-fangled flying instruments you find in today's aircraft.

Place a live cat on the cockpit floor. Because a cat always remains upright, he or she can be used in lieu of a needle and ball. Merely watch to see which way the cat leans in order to determine if a wing is low, and if so, which one.

The duck is used for instrument approach and landing. Because any

sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the plane and follow her to the ground.

There are some limitations to the Cat-and-Duck Method, but by rightly adhering to the following check list, a degree of success can be achieved.

1. Get a wide-awake cat. Most cats do not want to stand up at all, at any time. It may be necessary to get a large fierce dog in the cockpit to keep the cat at attention.
2. Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a cat licking itself usually results in a tight snap roll, followed by an inverted (or flat) spin. You can see this is very unsanitary.
3. Old cats are best. Young cats have nine lives, but an old used-up cat with only one life left has just as much to lose as you do and will therefore be more dependable.
4. Beware of cowardly ducks. If the duck discovers you are using the cat to stay

upright, or straight and level, she will refuse to leave without the cat. Ducks are no better on instruments than you are.

5. Be sure the duck has good eyesight. Nearsighted ducks will sometimes go flogging off into the nearest hill. Very short-sighted ducks will not realize they have been thrown out of the plane and will descend to the ground in a sitting position. This manoeuvre is quite difficult to follow in an airplane.

6. Use land-loving ducks. It is very discouraging to break out and find yourself on final approach for some farm pond, especially during hunting season.

7. Choose your duck carefully. It is easy to confuse ducks with geese, and while they are very competent instrument flyers, geese seldom want to go in the same direction you do. If your duck heads off for the Okefenokee Swamp, you may be sure you have been given the goose.

[Thanks to Graham Likeness of Toronto, ON for this sage wisdom... TKJ]

Attention: Alumni of 1666 HCU, Wombledon

Tony Clarke, MBE, Mayor of Kirbymoorside, Yorkshire, is leading a committee preparing the dedication on May 28, 2001, of a memorial of appreciation to the Canadians of No. 6 (RCAF) Group of Bomber Command and the men and women of the RAF and WAAF who served at No. 1666 HCU, Wombledon, during WWII.

Information is sought....Memoirs, Photos, Tales, Etc. for exhibit and a published record (all identified originals will be returned).

Financial participation is not being suggested (at this point in time, at least) but please keep such assistance and your attendance in mind.

For more information, contact:

Anthony J. Clark, Chairman, Wombledon Airfield Memorial Committee, Mirfield, Ings Lane, Kirbymoorside, Yorkshire, TO62 7RX, England; or
(the last O/C, 'B' Flt., 1945) John Turnbull, 40 Banstock Drive, Toronto, ON M2K 2H6; Fax: (416) 222-3339; E-mail: jc.turnbull@sympatico.ca

Research update

By Jennifer Romanko
Hall of Fame Curator

Further to my Research Paper on Geographic Names presented in the last two issues of *The Flyer*, some new information has been discovered.

Each year, along with a new Induction dinner and new Members, comes additional research to seek out features and locations named for these individuals. The feature or location is presented in bold type, with the Member's name in italics immediately following.

A street at Kingston (Norm Rogers) Airport, ON is named **Len Birchall Way** (*Leonard Joseph Birchall*). A lake in Nunavut is called **Carr Lake** (*William Keir Carr*), and a street located in Gander, NF is named **Carr Crescent** (*ditto*).

Also discovered at Kingston Airport is that its main access road is named **Hampton Gray Gate** (*Robert Hampton Gray*).

And thanks to Captain J.E.G. Raincourt for the following correction. In the article it was stated that the Main Administration Building at CFB Greenwood is named the Hornell Centre after Member David E. Hornell. In fact it is the 14 Wing/CFB Greenwood's Main Operation building, which also houses 404 (MP&T) Squadron and 14 Software Engineering Squadron.

*Please give us some feedback on our
new website!*

www.cahf.ca

Winnipeg Flying Club celebrates 75th anniversary in 2002

A reunion is planned as part of the celebration of Winnipeg Flying Club's 75th Anniversary.

If you are a former student, staff or flying member, and want to be added to our mailing list, please send your address, phone number, and what your role was with the club to the following address. Please advise others you know who were former members or staff.

Dorothy Daly, General Manager
Winnipeg Flying Club
Unit 100, 601 Club Rd.
St. Andrews, MB. R1A 3P6
Phone: (204) 338-7927
Fax: (204) 338-7920
e-mail: wfc@wfc.mb.ca

THE PURPOSE OF CANADA'S AVIATION HALL OF FAME...

As a contribution to Canadian heritage, to initiate every responsible means available to document, preserve and publicize the names and deeds of those persons, both alive and dead, whose contributions to the advancement of Canadian aviation have been of superior benefit to the nation.

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**The Flyer is published by
Canada's Aviation Hall of Fame.**

Flyer editor is Keri James.

Opinions expressed herein are those of the writer, and are not necessarily those of the Hall of Fame.

Your letters, book reviews, stories, photos, art and whimsy are welcome, and will be considered for publication as space permits.

We reserve the right to edit submissions.

Payment is unlikely.

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Bishop a well-known WWI flying ace

By Don MacDonald

William (Billy) Avery Bishop V.C., C.B., D.S.O.*, M.C., D.F.C., E.D., was born in Owen Sound, Ontario on February 8, 1894.

The Bishops were a typical middle-class family. Will Bishop, Billy's Father, had trained as a lawyer before setting up practice in Owen Sound. Billy was the second youngest of four children.

During his youth in Owen Sound he met Margaret Burden, a granddaughter of Timothy Eaton, founder of Eaton's department stores. Later, during World War I, Billy Bishop was to marry Margaret.

Bishop decided at the age of 17 to attend Royal Military College (RMC) at Kingston. His brother Worth had scored the highest marks ever recorded at RMC. Discipline was harsh, and there was much "hazing" of first-year cadets by upper classmen. Bishop failed his first-year examinations, and Worth found him a job helping to build the lift locks at Peterborough, Ontario on the Trent Canal navigation system.

Bishop was accorded provisional second-year status. He passed that second test with something to spare. In May 1914 he was caught cheating while sitting his exams. His punishment was held in abeyance during the summer holidays. Before the start of the fall term, World War I had broken out, and Bishop had joined the Mississauga Horse.

Following a season in hospital with pneumonia, Bishop was transferred to the Canadian Mounted Rifles where he was put in charge of the machine gun section. In June 1915 the regiment was shipped overseas.

On September 1 Bishop joined 21 Squadron at Netheravon on Salisbury Plain as an observer. By December Bishop was put in charge of all new observers who joined the squadron.

The squadron crossed the channel to France on New Year's Day 1916, and they were then stationed at Boisdillingham, near St. Omer. Following a three-week leave to England, he was hospitalized with a re-injured knee and heart strain. Bishop was sent home on leave where he and Margaret



W.W.I flying ace Lt.-Col. W.A. Bishop, V.C.

Burden decided to postpone their wedding.

Bishop transferred to the Royal Flying Corps, and returned to England early in September 1916. He passed the ground-school examinations with high marks, and soloed at Upavon Flying School on Salisbury Plain. For his advanced course, including night flying, he was transferred to No. 11 Squadron at Northolt. He was ordered to report to Suttons Farm on the Thames estuary for anti-zeppelin night duty.

On March 17, 1917 Bishop arrived at Filescamp Farm, France, the home of 60 Squadron, where, on March 25, he made his first confirmed enemy kill. The bloodiest month of the "war in the air" was April, 1917, during which Bishop shot down 12 enemy planes. He was awarded the Military Cross and the Distinguished Service Order for his actions. Before dawn on June 2, he carried out a raid on Estourmel aerodrome inside the German lines for which he was awarded the Victoria Cross. He won a Bar to his D.S.O. for his courage in having destroyed some 45 enemy aircraft.

Bishop was promoted to major and sent on home leave to Canada until November. He and Margaret Burden were married October 17 at Timothy Eaton Memorial Church in Toronto. While awaiting posting back to England, Bishop was assigned to the British War Mission in Washington as assistant to the American Staff in building an air force. It was while stationed here that Bishop

wrote his first book entitled *Winged Warfare*.

On his return to England, he was assigned to form a fighter squadron of his own. In this role Bishop chose his own pilots, including three Americans, for 85 Squadron stationed at Petit Synthe, near the seaside town of Dunkirk in France.

After several more victories, Bishop was relieved from operational flying duties. On his final day of aerial combat, he shot down five planes within 15 minutes, bringing his official total to 72, and earning him the Distinguished Flying Cross.

He was tasked as Commander of the first Canadian Air Force. He organized a Canadian Wing in England before leaving for Canada in October 1918. While on his return to England, the war ended and the Armistice put a temporary halt to Canada's plans for an Air Force.

Bishop began a lecture tour in early 1919 at Carnegie and Lexington Halls in New York City. Also, his book was selling well. However, he had an appendectomy at Roanoke, Virginia in March. After a month's convalescence, interest in the lecture tour had dried up.

Bishop and William Barker (Hall of Fame 1974) formed the Bishop-Barker Company. During the winter of 1919-20, the company sold aircraft for the Sopwith Company of England. By June of 1920, they were ready to operate a passenger service from Toronto harbour to Muskoka using three pusher H.S. 2L seaplanes.

The company was soon liquidated, and Bishop moved to England where he became involved in a venture to sell foreign rights to a new method of producing iron pipe. Bishop started to amass a fortune, and took up polo where he met Sir Winston Churchill personally.

In the stock market crash of 1929, Bishop lost a great deal of money. He returned to Canada, eventually becoming Vice-President of McColl-Frontenac Oil Company of Montreal.

He rejoined the RCAF and was made an Air Vice-Marshal in 1935. He was made an Honorary Air Marshal, the highest rank in the country, in 1938.

Continued on Page 5 ➔



Reynolds-Alberta Museum, Wetaskiwin, Alberta
June 9th and 10th, 2001

History Road is a two kilometre chronological display of more than 350 cars, trucks and motorcycles representing every year from 1901 to 2002. Operating vehicles from each decade are featured in a daily parade with drivers and passengers dressed in the fashions of the time. Enjoy special vehicle-related exhibits and activities in this internationally recognized interactive museum of mechanization.

Pre-registration is required. To register your vehicle, contact Claudia 1-800-661-4726.



POSTER COURTESY OF REAL ESTATE WEEKLY.

Ninety-Nines gather for '01 AGM in Calgary

By Mary Oswald

In July the Ninety-Nines will gather in Calgary. They'll be exchanging their airplanes for cowboy boots and white stetsons as they get together from around the world to hold meetings, attend seminars and enjoy western Canada's hospitality.

This International Organization of Women Pilots (of whom the West and East Canada Sections were awarded the Belt of Orion Award for Excellence in 1995) are holding their 2001 annual conference in Calgary. The organizing committee, guided by Rosella Bjornson (Hall of Fame 1997) and Mary Oswald, is a small group of West Canada Section members, mostly from Alberta. They are very excited about hosting this event, which will be at the Calgary Westin from July 17 to 21. Over 300 delegates are expected, and registrations are already coming in from afar.

In addition to the usual business meetings, a full day of seminars is planned. A highlight will be a half-day session on Pilot Decision-making presented by Moe Baile, Transport Canada's Prairie & Northern Regional Safety Officer. This course has been approved by the FAA for U.S. pilots to up-date one requirement of their biennial flight reviews.

Other topics include globalization of the airline industry, women flying for the Air National Guard, long-range effects of cosmic radiation, women engaged in bush flying, a history of Canadian women pilots, recent brain research as it relates to pilots, women pilots and health issues. Nav Canada will be attending to present information about flying in Canada, and assist with planning flights to Alaska.

Social events will be a large part of the conference, and will be a major factor in boosting attendance. Many delegates will be coming early in order to attend the Calgary Stampede, which ends just before the conference begins.

To start things off, in keeping with our western hospitality theme, there will be a Stampede-style Welcome Breakfast with a White Hat Ceremony, awards, and a square dance group to entertain.

This will be followed in the evening by a reception with a difference: Wine and

Chocolate Delights featuring a large, warm chocolate fountain for dipping. We have warned the hotel to sideline the wine, but to have lots of chocolate ready to go!

Two banquet functions are eagerly anticipated. On the Friday evening, the Amelia Earhart Memorial Scholarship Banquet will introduce the year's scholarship winners. There will be over 20 scholarships given, totalling many thousands of dollars.

Then, on the Saturday evening, the 99s Awards Banquet will highlight women of the highest achievement in the aviation industry. The evening will conclude with our guest speaker Carl Hiebert, pilot and photographer, who will awe our guests with photographs of this great country, taken from his soaring ultralight. His book *A Gift of Wings* is a best-seller.

Tours of the Calgary area, the Tyrrell Museum of Palaeontology at Drumheller, Banff and Lake Louise, a western-style

barbeque at a Kananaskis ranch, and a day of golf in the mountains are all proving to be very popular.

A special five-day post-conference holiday tour is also being offered. This charter bus trip will include Banff, Lake Louise, the Columbia Icefields, Jasper and Edmonton with a stop at the Reynolds-Alberta Museum and Canada's Aviation Hall of Fame on the return trip to Calgary.

Women pilots or women involved in aviation may register and participate in any of the activities except the Business Meeting, for which only members of the Ninety-Nines are eligible. For more information contact Mary Oswald Ph. (780) 469-3547 or Fax (780) 461-9066.

Many delegates are bringing their whole families to enjoy Calgary and Alberta, and we can imagine them already humming Gordon Lightfoot's popular tune "Alberta Bound".

Denny May to speak at Heritage Dinner

By Mary Oswald

In June 1926, the city of Edmonton was granted a license to operate an airfield, the very first municipally-owned airport in Canada.

Most of the credit for this achievement goes to Wilfrid "Wop" May (Hall of Fame 1974), Edmonton's famed bush pilot and pioneer aviator. He was able to persuade Mayor Ken Blatchford to believe in the future of the airplane and its potential for the economic development of Alberta and the northern regions.

On this 75th anniversary year of Edmonton's Municipal Airport (now called City Centre Airport), we are fortunate to have Wop's son Denny May as a guest speaker at an Aviation Heritage Dinner on

Saturday May 12. Information and tickets are available from Monika at the Alberta Aviation Council office (780) 414-6191.

Aviation Heritage Committee

At its 1999 AGM the Alberta Aviation Council decided to ensure that its own history was not being lost, and formed a committee to look into and record this history. Mary Oswald was appointed committee chairman.

The three objectives of this committee:

1. to record the history of the AAC;
2. to provide an annotated bibliography of books containing history of aviation in Alberta;
3. to identify speakers and organize dinners at which these speakers can tell their stories to an interested public.

Bishop advocated Air Training Plan

Continued from Page 4

Bishop was made Director of Recruiting in January, 1940. Canada was to become the training centre for the Commonwealth under the British Commonwealth Air Training Plan, a program Bishop had long advocated.

When Bishop turned 50 in 1944, he asked to be relieved of his duties, and wrote his second book *Winged Peace*.

After the war Bishop returned to the oil business in Montreal. He applied for duty in

Korea, but was declined. He spent his winters in Palm Beach, Florida, and played a little golf. Bishop passed away September 11, 1956.

He was inducted as a Member of Canada's Aviation Hall of Fame in 1974 with the following citation: *His winning of the Victoria Cross in aerial combat must be regarded as one of the most outstanding contributions possible to the military aspect of Canadian aviation.*