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COVER: Robbie Bradley flying Douglas Invader C-GHLK near Batavia, New York, during August 1995.

Photograph by Michael O'Leary

Harold Carlaw's Memorial Military Museum is teaching young Canadians about their proud military tradition

## **BY ERIC DUMIGAN**

PHOTOGRAPHY BY ERIC DUMIGAN

hen I drove into the small town of Campbellford in Southern Ontario, I had no idea of where to search for the Harold Carlaw Museum, but I soon found out. All one has to do is ask anyone on the street, as everyone knows Harold. "Over the bridge and hang a left, it's a halfmile on your right, can't miss it." They were right. With a CF-100, T-33 and a yellow Beechcraft Musketeer sitting in the yard, it's sure to catch any passerby's attention!

Mr. Carlaw has lived in Campbellford for over 40 years, and his neighbors have become accustomed to seeing flatbeds traveling through their streets carrying dismantled aircraft, military vehicles, and other sur-



Harold Carlaw proudly stands beside his 1930s Armstrong Whitworth Siskin propeller.



plused artifacts of the Canadian Armed Forces. He recalls, at an early age, his uncle taking him to Mt. Hope to watch Tiger Moths and Fleet Flinches flying the circuit, and attributes his life-long passion with aircraft to these early trips to the airport. Although he made his living in the automotive industry, his passion for aviation led him to collect a vast amount of aeronautical memorabilia including several airframes, instruments, radios and propellers.

Clunk, Lead-sled, Aluminum Crow and CF-Zilch are just some of the unattractive names applied to the only jet fighter designed and built in Canada: the CF-100 Canuck. Avro Canada built 692 CF-100 allweather interceptors, powered by Canadiandesigned Orenda engines. For any Canadian collector a CF-100 would surely be a cherished prize, but Harold Carlaw was able to acquire one of the oldest airframes, s/n 18106, a Mk.2T from the Royal Canadian Legion at Lambeth, Ontario.

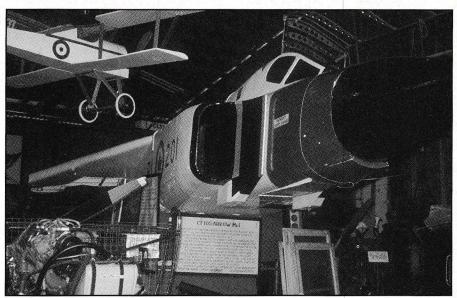
On 19 January 1950, Avro's test pilot Bill Waterson performed the first flight in the prototype CF-100 18101. Because of delays in the development of the Orenda engine the first two aircraft were powered by Rolls-Royce Avon RA 2 engines. Airframe 18103 was the first Orenda-powered CF-100 to fly on 20 June 1951. Airframes 18104-18107 were Mk.2Ts that featured Orenda 1 engines and dual controls. Only one other Mk.2T is reported to exist; 18104 at St. Jean, Quebec. Campbellford's association with the Canuck dates back to the 1950s when the Canadian Flight Company of Campbellford made components for the ejection seat in the CF-100. The deserted building still stands on the outskirts of town.

To keep the CF-100 company is T-33 Silver Star s/n 133303, painted in 414 "Black Knight" Squadron markings. Many ex-RCAF T-33s are displayed across Ontario, and a handful still soldier on in the Canadian Armed forces with no sign of retirement until the next century. Several years ago the CAF disposed of its fleet of Beechcraft Musketeers and Mr. Carlaw was able to purchase five airframes, four of which are at the museum, in various stages of assembly.

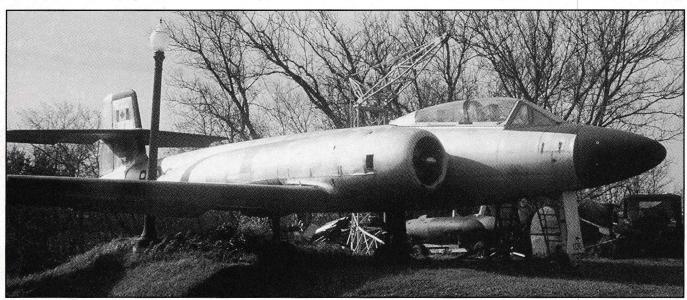
Two amphibians are also on display behind the museum — a Republic Seabee and PBY Canso RCAF No. 9825. Other aircraft include a Beech Expediter, a nose section from an Avro Anson and a stripped hulk of a Cessna Crane. Mr. Carlaw stated that he was able to purchase dozens of Anson propellers during the 1950s for \$1.50 a piece; with only one left in the museum they are worth over a \$1000 today! Other



Packard Merlin on display.



Sixty percent mock-up of the Avro Arrow dominating the inside of the museum building.



One of the oldest CF-100s in Canada 18106. It is easily identified by its smaller streamlined nose.

propellers in the collection include one from a Curtiss Jenny and an Armstrong Whitworth Siskin.

The Siskin prop has been to a 250 hp Continental 7-cylinder engine and mounted on a wall with wings to represent the front end of a Siskin. Powered by an Armstrong Siddeley Jaguar engine, the Siskins became the first fighter to operate in the RCAF — with No. 15 Squadron — in 1934. During the late 1930s the RCAF formed a display team with four Siskins that toured the country promoting the Air Force. They are officially regarded as the forerunner to the Snowbirds.

To accompany the propellers are several engines, the largest being a Wright Turbo-Compound R-3350 from a Canadian Argus maritime patrol aircraft. There is also an (continued on page 52)



The hulk of the ex-RCAF Canso.

### PRIDE

(continued from page 6)

example of the famous Packard-built Rolls-Royce Merlin engine. A special treat for vsistors is the running of a Ranger 200 hp inline engine from a Fairchild Cornell. With a protective cage built around the propeller arc, Mr. Carlaw will run up the engine for

The Canso still retains its side blisters which are stored inside the museum.

T-33 Silver Star in 414 "Black Knight" Squadron markings.





One of several ex-CAF Beechcraft Musketeers on display.



Beechcraft Musketeer 134220.



Beechcraft Expeditor fuselage is in excellent condition.



those who wish to see the engine operating. The latest engine to arrive at the museum is a Pratt & Whitney J57-P-55 jet engine, acquired from CFB Mountainview when the CAF scrapped the last of its Voodoo fleet.

Dominating the interior of the museum is a 60 percent mock-up of the famous Avro Arrow. The mock-up was built for a play based on the history of the Arrow, that ran at the St. Lawrence theatre in Toronto, during the

"Although he made his living in the automotive industry, his passion for aviation led him to collect a vast amount of aeronautical memorabilia including several airframes"

late 1980s. The model looks very convincing and is equipped with hydraulics for the landing gear. During the play, pulleys would lift the aircraft off the ground and the gear would be retracted to simulate the aircraft in flight. The mock-up was donated to the RCAF Museum at Trenton, but with limited space the museum sold the aircraft to Mr. Carlaw who has had a close association with that museum.

Four years ago, Mr. Carlaw opened his collection to the public and his love of aircraft is truly evident during his tours of the museum. His collection has been included in many local memorial ceremonies and Remembrance Day parades. For those who look for a change from the stuffy National Museums, The Memorial Military Museum is the place to visit.

Mr. Carlaw can be reached for inquiries by calling (705) 653-4848. Museum address is 230 Albert St., Campbellford, Ontario, Canada, K0L 1L0.

Memorials outside the museum celebrating the 50th anniversary of D-Day and V-E Day.