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CAHS
AVIATION CULTURES
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MK VIII CONFERENCE
CENTRE FOR
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TO CANADA
FROM AUSTRALIA
AVIATION & FLIGHT
KNOWLEDGE
CONNECTIONS
IDEAS
CAHS National Convention
17-20 June 2026
Aviation Cultures Mk VIII
aviationcultures.org

PROGRAMME

CAHS National Convention & Aviation Cultures Mk.VIII Conference

PROGRAMME

KF Centre for Excellence

Arrivals

WEDNESDAY 17 JUNE

19:00 - 21:30
Meet & Greet Reception

Times are
Pacific Daylight Time (PDT)
UTC/GMT -7hours

THURSDAY 18 JUNE	FRIDAY 19 JUNE	SATURDAY 20 JUNE
morning		
8:30 Arrivals & Welcome **9:15** **Richard de Boer** - Warbird Hunters **10:30** **Jacqueline A. Gibbons** - *George Cayley: Scholar, Polymath, Guru* **11:30** **Allan Snowie** - *Halifax Cenotaph, Nova Scotia*	**8:30** **Kelowna Flightcraft Facility Tour** **10:30** **Jim Bates** - *The Hawker Hurricane in Canada: Home War Establishment use and Canadian Car & Foundry production* **11:30** **Jerry Vernon** - *The Grumman Goose in RCAF Service*	**8:30** **CAHS AGM** **10:30** **Rénald Fortier** - *Game On! A brief look at the history of aviation-themed board games* **David Waechter** - *Aeronautical Engineering at the University of Toronto: The Early History* **11:30** **Mark Peapell** - *The Malton Lankys*
afternoon		
12:15 - Meet the Aircraft **12:30 - Lunch & Centre for Excellence Mosquito talk** **13:30** **Tim Cole** - *Prospectors Airways — "A Canadian First"* **14:30** **Aviation Cultures Panel 1** **Aviation Museums: Selecting What Stories to Tell** **Moderator: Edward Soye**	**12:15 - Meet the Aircraft** **12:30 - Lunch** **13:30** **Martin Keenan** - *The de Havilland Comet: The Canadian Story* **14:30** **Aviation Cultures Panel 2** **Aerodromes and Airlines** **Moderator: James Kightly**	**12:15 - Meet the Aircraft** **12:30 - Lunch** **13:30** **Bruce Sutherland** - *Hunting Russian Subs in the Cold War - Has Anything Changed?* **14:15** **Aviation Cultures Panel 3** **The Cold War and Beyond** **Moderator: Phil Vabre**
16:30 finish		
Free evening **Museum professionals networking**	**18:00 - 22:00** **Reception & Awards Banquet**	

Program details may change due to circumstances beyond our control.

Aviation Cultures
Canadian Aviation Historical Society
KF Centre for Excellence

Aviation Cultures Mk.VIII & Canadian Aviation Historical Society National Convention 2026

The event is immersed in the significant aircraft and artefacts of the KF Centre for Excellence, our hosts.

During the event, CFE staff will be presenting 'Meet the Aircraft' sessions:

- Andy Moore, CFE volunteer - *de Havilland Mosquito*
- Bob Garry, CFE volunteer - *CF-104 Starfighter*
- Luke Staber, CFE aircraft maintenance engineer - *CF-104 Starfighter and Sabre*
- D'Arcy Barker, CFE chief aircraft maintenance engineer - *Tempest and others*

Aviation Cultures is presenting three panel sessions:

Session 1: *Aviation Museums & Selecting What Stories to Tell. Moderator: Edward Soye*

- Erin Gregory & Valerie Wood - *Back(log) to the Future: Adventures in Uncatalogued Objects at the Canada Aviation and Space Museum*
- Jonathan Scotland - *The Dictionary of Canadian Biography/Dictionnaire Biographique du Canada (DCB/DBC) and Canada's Second World War in the Air*
- John Weatherseed – *Mannock's 3rd, The Fascinating Story Behind an Innocuous Museum Artefact*

Session 2: *Aerodromes & Airlines. Moderator: James Kightly*

- Jane Ferguson - *Plastic Passengers? Debating the Boundaries of the Human in Thai Aviation*
- Nik Zimmerman - *There's Something in the Air: RCAF Station Abbotsford, 1943-1945*
- Kimberly Fraser - *Wind Beneath their Wings: 100 Years of Flight at Canada's Oldest Operating Airport*
- Yasaman Lotfizadeh - *Airline Branding: Iran Airs's Mythical Homa Bird & Air Canada's Maple Leaf*

Session 3: *The Cold War and Beyond. Moderator: Phil Vabre*

- Richard Goette - *The RCAF and the Establishment of an Air Transport Unit for the 1960 United Nations Congo Peacekeeping Mission*
- James 'Ted 'Rolfe - *A Canadian Exchange Pilot in Op Desert Shield/Desert Storm*
- Jeff Schultz - *Forgotten Valour: Canadian Pilots and Aircraft in Korea*

Paper and speaker details in alphabetical order by speaker:

Jim Bates
The Hawker Hurricane in Canada: Home War Establishment use and Canadian Car & Foundry production
The basis for the presentation is a three-part article in IPMS Canada's RT magazine, and covers RCAF use of the Hawker Hurricane, RCAF procurement, Canadian Car & Foundry (CCF) production, and operations of the Hurricane with the Home War Establishment (HWE).

An expat Canadian now living in Tacoma, Washington, Jim is enjoying researching RCAF topics, and building scale models. He became obsessed with the Hurricane at a young age after seeing the type fly one day in June 1984, at Mount Hope, Ontario. In real life Jim is a practicing attorney.

Richard de Boer
Warbird Hunters
For ten years Jon Spinks and Richard de Boer scoured the prairie provinces for the barnyard airplanes sold to farmers after WWII. Its a rollicking tale of passion and adventure about recovering whole airplanes on a budget of just $50 a day. At times comical, poignant and adventurous, it is also a tale about living life with passion and doing what you most want to do until the day you die.

Richard de Boer has been the president of the Calgary chapter of the CAHS for 18 years and is also the founder and president of the Calgary Mosquito Society, restoring former Spartan Air Services Mosquito RS700 and Hurricane 5389 of 133 Squadron of the RCAF.

Tim Cole
Prospectors Airways — "A Canadian First"
Prospectors Airways (PA), established in 1928 and subsequently absorbed by The Noranda Group, was a pioneering aviation mineral exploration company that played a significant role in Canadian mining history. The company was formed to leverage aviation for mineral exploration, initially inspired by activities in Red Lake in 1926. It can claim the honour of being the first aviation company to exclusively utilize aircraft for this purpose. Notable pioneers involved in Prospectors Airways included Robert Cockeram and Lloyd Rochester. The discovery of the McWatters Gold Mine in the early 1930s marked a major success, producing millions of dollars in gold and substantial dividends, financed in part by Prospectors Airways' treasury. Throughout its operational years, Prospectors Airways flew over 300,000 miles, transported thousands of passengers, and moved hundreds of thousands of pounds of supplies, maintaining a strong safety record with few incidents. By the late 1930s, exploration activities scaled down due to economic conditions and the onset of war, leading to the sale of aircraft and cessation of field prospecting by 1939. Prospectors Airways continued to serve exploration needs within the Noranda group with its absorption by Kerr Addison in 1963, marking the end of its independent exploration operations.

W.T. (Tim) Cole holds a Fixed Wing Airline Transport Licence and a Rotary Wing Commercial Licence. He is an active pilot and owns a Cessna and a hangar at Langley B.C. His background in the aviation industry is as a pilot and chief pilot for Laurentian Air Services, operating about 20 float & ski equipped aircraft, primarily in Northern Quebec & Labrador; a Twin Otter commuter Captain between Ottawa and Montreal as part of the Federal Government's STOL demonstration project; a Twin Otter Captain for AirWest between Vancouver, Victoria & Nanaimo Harbours and other B.C. coastal communities; and a Boeing 707 Simulator Instructor for Pacific Western Airlines. He spent thirty-one years in British Columbia with Transport Canada as a Civil Aviation Inspector, Superintendent, Manager & Director in various Civil Aviation divisions. He took early retirement in 2008. After retiring he was the Canadian Owners and Pilots Association's director for BC & the Yukon for six years. He has also been a Director for the British Columbia Aviation Council.

Tim's one and only claim to fame is in the summer of '68 when he flew part of the summer on CF-FHB, the #1 Beaver, that now resides in the National Aviation Museum in Ottawa.

Jane M. Ferguson
Plastic Passengers? Debating the Boundaries of the Human in Thai Aviation
In 2015, a shop owner/ fortune teller, Mama Ning made a post on social media about the tremendous financial success facilitated by adopting and nurturing a luk thep (ลูกเทพ) "angel child" doll. Some celebrities adopted dolls, and they went viral. The practice, with continuity with the animistic belief in kuman thong "Golden Boy" or child ghosts, asserts that a child's spirit, or 'winyann' is present inside the plastic doll.

But the dolls were more than amulets to be worn or statues to be propitiated; luk thep are to be treated like human children. People took their dolls to cafes and restaurants, indulging them and posting photos on social media. Thai Smile Airlines issued a memo requiring that cabin crew serve luk thep dolls provided a separate seat had been purchased for them. This news created a media sensation and controversy.

Using ethnographic and interview material from a spoke station manager, flight attendants and press conference statements from the Civil Aviation Authority of Thailand, this presentation will explore the luk thep as a problem for aviation logistics, but leading to renewed examination of the composition of the passenger, and the varying logistical, legal and cultural edges of human and non-human.

Jane M. Ferguson is Associate Professor of Anthropology and Southeast Asian History at the Australian National University.

Rénald Fortier
Game On! A Brief Look at the History of Aviatio-Themed Board Games
Board games of all types have been entertaining people of all ages from all over the world for at least 4,500 years. Aviation as a theme originated far more recently, of course. Even so, the first aviation-themed board games hit store shelves in major cities before the onset of the Great War.

In this presentation, Rénald presents a brief look at the history of this type of board game, from the early days of powered flight to the final days of the Cold War. The board games presented along the way will cover many aspects of aviation, both civilian and military, from air mail flights to aerial bombing raids. They will come from many countries: from the United States of America to the Union of Soviet Socialist Republics.

Aviation board games offer a different way to look at aviation and its history. As such, their study can be linked to new aviation history, a way of thinking which challenged the technical, if not hagiographical approaches prevalent until the 1970s, if not the 1980s, in favour of a broader focus the impact of aviation on culture, politics and society.

Rénald Fortier began to work at the Canada Aviation and Space Museum in 1987. He was appointed Curator in 1995 and retired in 2021. He was awarded the title of Curator emeritus that very year. Over the years, Mr. Fortier was the curator responsible for twelve temporary exhibitions and displays, including Let There Be Flight – The Wright Brothers Centenary (2003), as well as Green Skies Ahead (2011) and Health in Space – Daring to Explore (2019). He also acted as researcher for the 1995 international exhibition The Balloon Age created in cooperation with the Paris-based *Musée de l'Air et de l'Espace*.

Mr. Fortier's curatorial functions included the writing of more than fifteen articles in Canadian and foreign magazines, and a presence at more than forty conferences, in Canada and abroad.

Over the years, Mr. Fortier also supervised the acquisition of many significant artefacts, from the Spirit of Canada, the first modern hot air balloon in Canada, and a McDonnell Douglas F/A-18 Hornet jet fighter of the Canadian Armed Forces, to a magnificent multinational collection of kites and a pair of ultralight aircraft piloted by the late William Lishman ("Father Goose") during the world's first guided bird migration trials.

Kimberley Fraser
Wind beneath their Wings: 100 Years of Flight at Canada's Oldest Operating Airport
Since the first floatplane landing of a Vickers Viking Mark IV in 1926, Cooking Lake Airport and Seaplane Base has served as a vital gateway to Canada's vast northern frontier. As Canada's oldest operating airport, this historic airfield remains a launchpad for daring pioneers and modern aviators alike. This presentation explores a century of adventures, weaving together stories of peril and triumph that helped shape the nation's aviation legacy at "Canada's Gateway to the North". From the legendary mercy flights of Wop May and Vic Horner in the 1920s, to the innovative drive of pilots like Leigh Brintnell, Lewis Leigh, and Max Ward, the airport's history is a testament to the grit of northern bush pilots. Cooking Lake played a pivotal role in major national infrastructure projects, including the construction of the Alaska Highway and early pipeline installations, while providing life-saving medical flights for remote communities. Today, the airport is the fifth busiest in Alberta, maintained by passionate pilots who took ownership in 2012 to preserve its legacy. Drawing from her forthcoming book, *Wind Beneath Their Wings*, Dr. Kimberly Fraser shares how the spirit of early risk-takers still echoes on the runways, bridging one hundred years of flight.

Dr. Kimberly Fraser, RN, PhD, MFA, is a gifted author, sought-after speaker, and recognized expert in her field. After retiring from her tenured faculty position, Kim launched a second act as a creative nonfiction writer. She is the author of *The Accidental Caregiver* and *The Care Book* (Sutherland House Publishers). With a flair for lived history, Kim speaks passionately about flight, community, and the unsung stories of Canadian aviation. As the author of *Wind Beneath Their Wings* (forthcoming Hancock House Publishers, 2026), she uncovers 100 years of aviation history in and around Canada's oldest operating airport. Her forthcoming memoir, *Pilots, Polar Bears and Patients*, captures her early career as a nurse in remote northern communities—where bush planes were lifelines. Not a pilot herself, Kim developed a love for aviation first as a young med-evac nurse, then over countless hours in the right seat as the family co-pilot. Kim spends countless hours volunteering at Canada's oldest operating airport at Cooking Lake, Alberta where she is a board member and Chair of the 100th Anniversary Steering Committee. She lives in rural Alberta with her husband and a rotating cast of well-loved pets. She has one grown son who is a commercial pilot.

Jacqueline A. Gibbons
George Cayley: Scholar, Polymath, Guru: His Global Influence Through the Twenty-first Century
Born in 1773, the British scientist George Cayley is considered by many as the father of aeronautics. He was also a global visionary: by 1799 he had laid out the scientific principles of how flight worked and in 1853 he flew a piloted glider aircraft across the Yorkshire dales, fifty years before the Wright brothers. The author and presenter explores his scientific strengths, his humanism and the influences of those around him. She points to his many inventions and his prescient visions for the planet. His ideas resound through the 21st Century.

Jacqueline A. Gibbons (Professor Emeritus, York University) is an ethnographer and cultural sociologist. She has published on the history of flight and currently writes on float- and ski-plane history. Her life-long research and publications address human creativity, imagination: challenges in particular contexts. Her father served in the Navy during the First World War as a seaplane pilot, and during the Second World War with R.N. Coastal Command.

Richard Goette
The RCAF and the Establishment of an Air Transport Unit for the 1960 United Nations Congo Peacekeeping Mission
This paper examines the role of the Royal Canadian Air Force (RCAF) in the Air Transport Unit (ATU) in the Congo in 1960 as part of the United Nations peacekeeping mission (ONUC – *Opération des Nations Unies au Congo*). It will do so by focusing on the role of Group Captain Bill Carr and his small staff of RCAF officers in setting up and running the ATU – known as "the first UN air force."

The multinational characteristics of the ONUC ATU will also be explored, as Carr and his staff brought together several contributing nations speaking multiple languages, and with varying experiences, aircraft and capabilities in air transport. Emphasis will also be on non-kinetic air power, and in particular the

importance of air transport and air traffic control as key Canadian “soft power” contributions to international peace and security.

Since very little has been written about RCAF non-kinetic contributions, even though they have consisted of the bulk of Canadian air operations in the last 75 years, it is hoped that this paper will make an important contribution to the literature on the subject. Plus, there will be pictures of airplanes.

Dr. Richard Goette is an air power academic and Canadian air force historian. He is an associate professor in the Department of Defence Studies at the Canadian Forces College (CFC) in Toronto. Richard is also part of the Associate Editor team for the CAHS Journal and one of the editors of the RCAF Association’s Airforce magazine. In addition to writing a biography on “the father of Canada’s modern air force,” Lieutenant-General Bill Carr, he is conducting research on air power issues related to the RCAF in the early Cold War period, professional military education, command and control, maritime air power, air mobility (airlift and Search-and-Rescue), the Arctic, and operations across the spectrum of conflict.

Erin Gregory & Valerie Wood
Back(log) to the Future: Adventures in Uncatalogued Objects at the Canada Aviation and Space Museum
In the late 1950s collecting for a national aviation museum in Canada began in earnest, with aviation enthusiasts collecting objects far and wide, big and small, that represented Canada’s aviation heritage. Since then, the collection has grown in number to approximately 8500 objects (over 130 of which are aircraft,) and are housed at Ingenium’s Canada Aviation and Space Museum (CASM) and Ingenium’s central storage facility. After over 65 years of collecting, a backlog of uncatalogued objects also grew, so in 2024 the curatorial team at CASM began the process of reviewing these uncatalogued objects, some of which hadn’t been touched in decades. This process led to unexpected discoveries as well as a re-evaluation of collecting strategies and practices leading to new directions for future collecting, research, and interpretation. In this presentation, CASM’s curator Erin Gregory and assistant curator Valerie Wood will outline the CASM Backlog Project, and share case studies of the weird, wonderful, and sometimes complicated objects that they came across.

Erin Gregory is the Curator at the Canada Aviation and Space Museum in Ottawa. She has a Master of Arts from Memorial University and a post-graduate diploma from the University of Victoria. Erin has curated six mid to large-sized exhibitions, a suite of historical video games, and published articles on topics ranging from gamification in museums to the first women serving as aircrew in the Royal Canadian Air Force.

Valerie Wood is the Assistant Curator at the Canada Aviation and Space Museum. She holds a Master of Arts in Public History and a Graduate Diploma in Curatorial Studies from Carleton University. Valerie works with the museum’s collections to develop exhibitions and undertake research that centres the

experiences of underrepresented groups, including the museum's 2024 Cold War exhibition. She is also a children's author, with her book *Vee in Between* published in 2023.

Martin Keenan
The de Havilland Comet: The Canadian Story
A historical presentation on the history of the pioneer de Havilland Comet airliner, with particular emphasis on the Comets of the RCAF and Canadian Pacific Airlines.

Martin Keenan obtained his BSc. from the University of Guelph in 1989, and has worked in the chemical industry for 40 years. After working in industrial water treatment and motion picture film processing, he joined Petro-Canada Research and Development in 1996. Since 2000, he has been a Research Associate with Petro-Canada Lubricants R & D, and is Petro-Canada's subject matter expert for all aspects of lubricating grease formulation, manufacture, development and applications. He is also involved in NLGI (trade association for the grease industry) as a member of NLGI's Board of Directors.

Martin is a second generation aviation enthusiast, having picked up the bug from his Father as a result of a family trip to the first Canadian Warplane Heritage Airshow at Hamilton airport in June 1975. He is a published aviation journalist, with pictures and articles published in U.S Aviator, Aeroplane, Flypast, Air Force, Maritime Patrol Aviation, Classic Wings and Le Fana de l'Aviation. He has been a member of the CAHS Toronto Chapter since 2003, and is a former Secretary-Treasurer of the chapter.

Yasaman Lotfizadeh
Airline Branding: Iran Airs's Mythical Homa Bird & Air Canada's Maple Leaf
Airlines are more than transportation companies; they are cultural ambassadors. This presentation compares how Iran Air and Air Canada use national symbolism to construct identity, heritage, and myth through their visual brands.

Iran Air's iconic Homa logo, introduced in 1961 and inspired by the mythological griffin motifs of Persepolis, communicates good fortune, nobility, and perpetual flight—an ancient symbol redesigned through a modernist lens to reflect Iran's mid 20th century aviation modernization. By contrast, Air Canada's evolving maple leaf represents national unity, natural landscape, and an approachable, globally recognizable Canadian identity.

Drawing on my background in graphic design and aviation instructional development, I analyze how visual identity shapes public perception, airline storytelling, and expressions of national pride. This talk positions airline logos within broader conversations about myth making, branding psychology, and cultural diplomacy. Attendees will gain insight into why aviation symbols resonate so powerfully, and how they quietly shape global understandings of national character.

With over a decade of experience, teaching, designing and facilitating learning across in person, online, and hybrid environments, I create inclusive, visually engaging, and learner centred materials grounded in Universal Design for Learning (UDL). As an instructional designer and instructor, I bring strong coordination, leadership, and project management skills to support complex educational and creative initiatives. With more than 15 years in multimedia and information design, I blend design thinking with pedagogical practice to craft clear, compelling visual narratives. My work is driven by a passion for branding, typography, information design, and creative data visualization. I am currently an Instructional Designer in the KF Aerospace Training Department, where I develop training materials, support curriculum enhancement, and contribute to innovative approaches in aviation education. As an Iranian Canadian, I am particularly interested in how design and storytelling shape public engagement with history, technology, and culture, approaching these themes through creative, interdisciplinary perspectives.

Mark Peapell
The Malton Lankys: A Little-Known Story that Embodies Canadian Tenacity, Politics, and Hockey
Four hundred and thirty Lancaster X and XPP aircraft were built at Victory Aircraft Limited at Malton, Ontario between 1943 and 1945. The Lancaster production at Malton was Canada's largest wartime aircraft production program in terms of size and capital outlay. Today, little has been told of the program

and the story appears as a mere footnote in most published histories on the Lancaster. Victory Aircraft would ultimate evolve into AVRO Canada with the production of the AVRO Arrow being its legacy. Victory Aircraft was the pinnacle of aircraft production in Canada during the Second World War, and that legacy continues today. This presentation tells the true story of the Canadian built Lancaster, which hasn't been fully unveiled before.

Mark Peapell is a life-long aviation historian, who has been involved in preserving Canada's aviation heritage for the past 45 years. He has been involved in all aspects of aviation heritage. From documenting and uncovering hidden stories and details, to recovering and restoring aircraft, he has been involved at all levels. He is currently president of the Atlantic Canada Aviation Museum, located in Halifax , Nova Scotia. A founding member of the museum, he has been involved continuously since its inception in 1978. He is often called upon to present and interpretive historical aviation themes for video productions and media outlets.

James 'Ted' Rolfe
A Canadian Exchange Pilot in Operation Desert Shield / Desert Storm
The Big Map, Little Hand perspective of a Canadian CH-47 pilot deployed with the U.S. Army's 101st Airborne Division during Operations Desert Shield & Desert Storm in 1990-1991. Stories of aircraft, missiles, random encounters, and a connection to Chinook Helicopters in Afghanistan. Captain (Retired) James 'Ted' Rolfe joined the Canadian Forces in 1979, graduating as a helicopter pilot in 1980. For the next 20 years he flew Tactical Helicopters with 408, 450, and 403 Squadrons, along with an exchange tour flying CH-47D helicopters with the U.S. Army. Deployments to the Sinai, Saudi Arabia, Iraq, Haiti and Uganda were included in the mix. Beginning in 2000, Ted instructed at the Basic Helicopter School in Southport, winding up his career as an Instrument Check Pilot instructor and Air Regulation specialist at Central Flying School Winnipeg.

Ted retired from the Air Force in 2013, flying commercially as an Air Ambulance pilot in the Dutch Caribbean, and Aerial Firefighting in Western Canada. Life these days revolves around grand children, camping, volunteering at the Royal Aviation Museum of Western Canada, and farm work in the spring and fall.

Jeff Schultz
Forgotten Valour: Canadian Pilots and Aircraft in Korea
While many know about aspects of the Cold War, few appreciate the role Canadians played in the Korean Conflict from 1950-1953. This brief presentation will discuss the little-known role of Royal Canadian Air Force (RCAF) pilots in the Korean War, not only in logistics roles but also as fighter pilots. The RCAF contributed 22 pilots that flew over 1,000 missions with the USAF, scoring multiple MiG kills while earning various medals and accolades. Not merely Canadian personnel contributed to the overall effort but some of the aircraft flown in the conflict were also Canadian manufactured DHC-2 Beavers plus Canadair Sabres and North Stars.

Professor Jeff Schultz has taught history and political science to community college undergraduates for over 20 years. He specializes in military history; in particular World War II and the Cold War-era. He has presented many conference papers such as at previous Aviation Cultures events, McMullen Naval History Symposium, Society for Military History Annual Meetings, etc. He is also the author of Chapter #12 "The Reich Strikes Back: German Victory in the Dodecanese, October-November 1943" in Timothy Heck and B.A. Friedman, eds. On Contested Shores: The Evolving Role of Amphibious Operations in the History of Warfare (Marine Corps University Press, November 2020).

Jonathan Scotland
The Dictionary of Canadian Biography/Dictionnaire biographique du Canada (DCB/DBC) and Canada's Second World War in the Air
How do you tell the story of the 250,000 Canadians who served in the RCAF and RAF during the Second World War, and in little more than 25,000 words? That's the challenge faced by the Dictionary of Canadian Biography/Dictionnaire biographique du Canada as it begins assigning, editing, and publishing biographies of Canadians who fought or died in the air war of 1939-45. Equally important: How do you ensure those entries are read and shared by the public, students, and researchers alike? It is a question

the DCB/DBC has faced before. In 1998, it published volume XIV, which included Canadian aviators who died during the Great War. But this was its second last volume to appear in print; the project moved online in 2002, where it remains, freely accessible, today. The digital world offers new ways to tell and share the history captured by the DCB/DBC's entries. This presentation describes how the project is tackling the 1939-45 air war, detailing how its approach differs from its print efforts, and how use of topic summaries and group assignments (combining biographies of those who died in the air war with those who survived it) can be used to better reach readers online.

Jonathan Scotland is an historian and manuscript editor with the Dictionary of Canadian Biography/Dictionnaire biographique du Canada.

Allan Snowie
Halifax Cenotaph, Nova Scotia
During the Second World War the Royal Canadian Navy lost 31 ships and suffered 1,990 fatalities. During the global conflict 260 Canadians flew with the Fleet Air Arm. Forty three died - a harsh ratio of one in every six. Eighteen are missing forever at sea. Here are their stories - centered around the loss of Lieutenant Robert Hampton Gray who was posthumously awarded the Victoria Cross.

Emigrating from Scotland with his family at age twelve, Allan found a future in aviation through the Air Cadet flying scholarship program. Joining the Royal Canadian Navy Air Branch in 1965, he flew out of Shearwater, Nova Scotia, and later with 412 RCAF Squadron, Ottawa. His aviation career next encompassed thirty-three years in Air Canada. During that time he also served with the Highland Fusiliers Army Reserves and wrote a history of the regiment. A book on Canada's last aircraft carrier, HMCS Bonaventure, as well as another on Canadian Naval Aviators 1914-1918 followed.

On retirement from the airline, a hobby of flying First World War replica aircraft culminated (with the help of many others) into a wee squadron of seven biplanes. The forty-two member Vimy Flight Team travelled to France and conducted an April 9th, 2017 flypast during the Centennial of Canada's Victory at Vimy.

Bruce Sutherland
Hunting Russian Submarines in the Cold War - Has Anything Changed?
This presentation is centred on a CP140 Aurora crew being overtop a Russian nuclear missile carrying submarine at 0200, Friday, 23 August, 1985.

Bruce (Suds) Sutherland, LCol, Ret'd, joined the Canadian Navy as an Ordinary Seaman and later, through a Naval Officers' Training Program, received his Commission and his Pilot's Wings. In the '60s Bruce flew off Canada's last aircraft carrier, HMCS Bonaventure: however, in this presentation he will speak to another unique aspect of his flying career - keeping track of Soviet submarines in the Cold War. During his career Bruce sailed on HMCS Qu'Appelle, HMCS Bonaventure, HMC Submarine Grilse, and flew with VU32, VS880, 415 MP Sqn, 412 Transport Sqn, 426 Training Sqn, and had the honour of Commanding MP 407 Sqn, 1986-88.

Jerry Vernon
The Procurement and RCAF Service of the Grumman Goose
The RCAF bought their first Goose in 1938, over objections from the beancounters who preferred the cheaper Beech 18. Then another one and then several obtained after declaration of WW II from U.S. millionaires in circumvention of the U.S. Neutrality Act. In the end they had 31, almost all of which went into civil ownership postwar. About 8 of them are still in active use or in museums.

J.E. (Jerry) Vernon, CD*, BASc, P. Eng., FEC is a retired Professional Engineer living in Burnaby, BC. He spent 12 years in the RCAF Auxiliary, rising from AC2 to Squadron Leader (SAEO for 442 Sqn.) and a further 10 years in the RCEME Militia. For the past 48 years he has researched and written on Canadian aviation historical topics, particularly the RCAF and warbirds. For many years his civilian job took him regularly to Ottawa, where he was able to research material at the National Archives and the DND Directorate of History.

In the past, Jerry has presented several papers to CAHS Conventions and Air Force Historical

Conferences. He has been published in the CAHS Journal and aviation magazines in Canada, the US, UK and New Zealand. He is a widely-recognized “go to” source for material on aviation topics of his interest.

Jerry served for 9 years on the Council of the Association of Professional Engineers & Geoscientists of BC and was their President in 1982-83. He was a Director of the Canadian Museum of Flight for 12 years and their President in 1992-94. He was President of the Air Force Officers’ Association in 1995-96, has been a Director since 1993 and Secretary since 1999. He is Secretary of 801(Vancouver) Squadron of the RCAF Association. He joined the CAHS in the late 1970s and has been President of the Vancouver Chapter since 1992. He is a Member of the CAHS Journal Editorial Review Board and is currently a CAHS National Director. He is a Fellow of Engineers Canada and in 2018 was awarded the Sovereign’s Volunteer Medal by the Governor General.

David Waechter
Aeronautical Engineering at the University of Toronto: The Early History
The University of Toronto was the first Canadian institution to offer instruction in aeronautical engineering. This presentation will outline the history of its instruction and research in the first half of the twentieth century. Topics discussed will include a lecture delivered by alumnus Casey Baldwin in 1909, as well as the university’s first wind tunnel and its use to study monoplane and biplane designs. These studies were conducted by Professor John Hamilton Parkin and students such as George Klein and Beverley Shenstone.

In 1928, undergraduate courses in aeronautical engineering were offered for the first time but ended after two years when Parkin joined the National Research Council. Undergraduate teaching resumed in 1936 under Professor Tommy Loudon. He was later joined by faculty members Bernard Etkin and Gordon Patterson, along with instructors from nearby companies. Patterson’s lectures included supersonic airfoils, and he oversaw the construction of a supersonic wind tunnel at the university’s new Institute of Aerophysics.

The presentation will also discuss Daisy Pon—the first woman to earn a bachelor’s degree in aeronautical engineering in Canada. Although the better-known Elsie MacGill preceded her as an aeronautical engineer, MacGill obtained her aeronautics education via graduate studies in the United States.

David Waechter is a retired electrical engineer who spent his career in research and development. He received bachelor’s and master’s degrees from the University of Toronto and a PhD from Carleton University. His work included semiconductor technologies used in solar energy, avionic displays, and medical imaging, as well as piezoelectric technologies applied to underwater acoustics and high-precision actuators. Although his professional work was in the private sector, it frequently involved collaboration with academic partners. One of these collaborations involved the University of Toronto’s Department of Mechanical and Industrial Engineering, whose legacy includes early research and instruction in aeronautical engineering.

After retiring, David Waechter turned to writing—a pursuit inspired by his late father’s career as an aeronautical engineer. His father passed away in 2012, leaving behind important papers from his time at A.V. Roe Canada Ltd. While David’s early writing focused on his father’s work, it soon expanded to include the contributions of his father’s former University of Toronto classmates, many of whom also worked at A.V. Roe.

John Weatherseed
Mannock’s 3rd, The Fascinating Story Behind an Innocuous Museum Artefact
A seemingly insignificant artefact, hidden for 55 years within a Museum collection, is a touchstone to a much larger story connecting a VC winning pilot, a Canadian officer and the Canadian Expeditionary Force in the front lines, July 1917. A story that took an international network of historians and enthusiasts to uncover.

John is a well-established researcher and builder/restorer of early aviation artefacts His focus has been early Canadian aviation with an emphasis on Canada’s Great War trophy aircraft. Founder and member

of the Vintage Aviation Team based in Caledon, Ontario, Canada, the Vintage Aviation Team's mandate is one of research, restoration, and, above all, the sharing of information. This presentation helps to fulfil that mandate by sharing research and promoting debate.

John is a prior presenter to the CAHS, has spoken at the NASM, US Air Force Museum and other venues, won an award from the League of WW1 Aviation Historians for an article on the ubiquitous Mercedes D III family of aero engines, has co-written and published some of TVAT's six (6) publications and written numerous on-line articles. His understanding of early aviation construction materials and techniques has been of value to notable research projects undertaken by the Canada Aviation and Space Museum, the National Air & Space Museum (Smithsonian) and the Museum of Flight, Seattle, as well as numerous collectors and builders. In his spare time John has been working on a full size Fokker D.VII re-creation patterned after Wm. Barker, VC's postwar mount, O.A.W. 8609/18.

Valerie Wood - see Erin Gregory & Valerie Wood

Nik Zimmerman
There's Something in the Air: RCAF Station Abbotsford, 1943-1945
When RCAF Station Abbotsford officially opened in July 1943 as a part of the British Commonwealth Air Training Plan (BCATP), it was the largest military airport built in the post-Pearl Harbour years on the west coast of North America. Throughout its relatively short lifespan (1943-1945), RCAF Station Abbotsford housed two flight training units and quickly became one of the most sought-after postings because of its beautiful scenery and temperate climate, and earned itself the nickname of "the country club". The local community quickly embraced the men and women of RCAF Station Abbotsford and its existence became a resounding source of pride for the burgeoning town; any occurrences, good or bad, were celebrated or mourned by Abbotsford residents and on the closing of No. 5 Operational Training Unit (OTU) in late 1945, the community was heartbroken to see the airmen leave. An additional note for airshow enthusiasts, perhaps the first variant of the "Abbotsford Airshow" occurred during this RCAF Airfield's operation in August 1945!

Nik Zimmerman grew up in Abbotsford, BC and obtained his Fixed Wing Private Pilot License in 2007 through the Air Cadet Program; he graduated from the University of the Fraser Valley in 2012 as a History Major with a focus on WW2, and after working for WestJet for three years he finally joined the CAF in 2013. He earned his RCAF Pilot's wings in 2016 and was selected to fly the CH146 Griffon in Valcartier, QC; he was subsequently posted to Edmonton, AB, and then Gagetown, NB, where he currently lives with his wife, two daughters, and Golden Retriever, and is still flying the Griffon as an instructor pilot. Nik has amassed some 2000 hours of civilian and military flying experience and has completed numerous domestic and international deployments and intends to "fly until he dies". Unlike most pilots, Nik does not golf.