

MARCH/APRIL 2021

FLIGHT LINES

CANADIAN WARPLANE HERITAGE MUSEUM



CF-101B VOODOO

Canada's One-O-One Wonder

C-47 DAKOTA FZ692

Hidden Messages Revealed

CANADIAN WARPLANE HERITAGE MUSEUM



A year ago, in my article for *Flightlines*, I wrote in part that “we will likely face several of the same challenges we have in the past and perhaps some new challenges... but I know that the same Canadian spirit, ingenuity, know-how, and determination, we have inherited from our founding fathers will enable us to meet and realize our goals as we continue to contribute to the Canadian aviation legacy.”

Well, of course I had no idea that one of those new challenges in 2020 would be the COVID-19 pandemic, and the museum would be closed for nearly four months and then be opened again but under stringent health and safety restrictions. Yet as I look back on 2020 and forward to our 49th year of operations in 2021, I find myself filled with a sense of gratitude and confidence in the future of the Canadian Warplane Heritage Museum.

My gratitude and confidence is not the result of simply a feeling of hope, but rather is a reality based on the dedication, talent, service, capability, and creativity of all those staff, volunteers, members, and supporters who over the last 48 years have made “Canada’s Flying Museum” the very special and unique organization that it is today.

While there are numerous examples of the outstanding efforts of our museum team, all worthy of recognition, today I want to thank the “Voices from the Past” project team. This dedicated group, under the direction of Clare Short for several years, conducted more than 400 video interviews with many veterans of World War II who now are sadly gone. However, thanks to the wisdom and dedication of this project team we have captured the first-hand accounts of these veterans and fortunately their stories of service, duty, and sacrifice which will now live on. I recently had the privilege of hosting a Cable 14 TV special “**Voices from the Past**” that you can watch on Cable 14 TV or online at www.cable14now.com/live-streams/ on March 3 (2:30 pm & 9:30 pm EST) and March 7 (10:30 pm EST).

So it is my belief that with the team we have at the Canadian Warplane Heritage Museum, we will have a great year in 2021. All those who have been part of our success will continue to be pleased with our current efforts to preserve, present, and continue to contribute to the rich Canadian aviation landscape – a task worthy and deserving of our very best collective efforts.

Per Ardua Ad Astra



A handwritten signature in black ink, which appears to read “D. Rohrer”.

David G. Rohrer, CD
President & Chief Executive Officer,
Canadian Warplane Heritage Museum



MARCH/APRIL 2021

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Welcome

When Chuck Yeager blasted through the sound barrier on 14 October 1947, it was the beginning of a technological revolution. Within 10 years, a whole new family of military aircraft were routinely flying supersonic missions.

One branch of that family was the so-called "Century Series" of fighters, which is popularly acknowledged to include the F-100 through to the F-106. In this issue of *Flightlines* we look at one of those fighters, the McDonnell CF-101 Voodoo. Although born in the 1950's the big Voodoo served Canada and NORAD as the principal deterrent to air attack over the North for more than two decades. As well as looking at a brief history of RCAF Voodoos, we discuss the Voodoo's connection to the museum.

When Dakota FZ692 arrived at the museum, graffiti as written by soldiers who were flying in this Dakota during World War II were revealed on the interior skin of the aircraft. About two years ago, CWH member Mike Tabone set out to investigate who may have written these fading messages. He provides a great story in this issue about one of those soldiers who flew in FZ692. The story provides a personal touch with FZ692, and how it has led Mike to make new friends from across the pond.

In this issue of *Flightlines* in From the Vault, we meet RCAF pilot Frank Kenwood, who was captured and interned by the Germans during WWII. He did not discuss his wartime experiences when he was alive, but after he passed away at the age of 82, his family discovered many well-preserved items relating to that time.

Although the COVID-19 pandemic continues, Canadians are now receiving the first waves of vaccinations against the virus. There is hope at the end of the tunnel that we will be able to return to some form of normalcy, and the Museum's aircraft will once again return to the air. It will be great to see everybody back!

Stay safe! Blue skies are ahead!

Bill Cumming
Volunteer Editor, *Flightlines*



SOMETHING TO LOOK FORWARD TO... 2022 – OUR 50TH ANNIVERSARY!

by Al Mickeloff

"COVID-19, lockdowns, social distancing, masks, stay at home" – these frequently used words will one day, be part of our past. But when? No one really knows for sure. While the vaccine is slowly being rolled out, it is hard to predict when our lives will return to normal. Will it be this summer? This fall? Early next year? Hopefully soon, time will tell!

If we gaze into our crystal ball, it looks like 2022 will be the year "life returns to normal". Fingers crossed! And what a year it will be as we also celebrate Canadian Warplane Heritage's 50th Anniversary.

In 1972, when Dennis Bradley and Alan Ness, along with John Weir and Peter Matthews, bought a Fairey Firefly and restored it to flying condition, no one knew Canadian Warplane Heritage would blossom into the world class museum that it has become. The collection would grow to almost 50 aircraft, thousands of volunteer members would passionately get involved, and a derelict Avro Lancaster would be restored and flown to the UK!

As we look back at the last 49 years, we are busy planning for our exciting 50th Anniversary celebrations in 2022. Details will be announced shortly but some of the proposed celebrations include:

- Member Reunion
- Father's Day Weekend Flying Event
- Gala Ball
- 50th Anniversary Book

We really anticipate recognizing this landmark in the distinguished history of our museum. All of our staff, volunteers, donors and sponsors should be very proud. If you have any stories or photos that you would like to share with us to be included in our 50th Anniversary, please be sure to contact us soon!



2021 COMMUNITY CHARITY AIRSHOW CANCELLED

The difficult decision has been made to cancel the 2021 Community Charity Airshow in Brantford. The Canadian Warplane Heritage Museum will not be able to participate as a Co-Chair of the 2021 Community Charity Airshow given the ongoing challenges of the COVID-19 pandemic. Mike Mears, President of the Rotary Club of Brantford, agrees that the challenges of COVID-19 makes a show this year not feasible and adds, "our partnership with the CWHM is vital to the Rotary Club of Brantford's ability to host the Community Charity Airshow".

As Co-Chairs of the Airshow starting in 2017, we have sincerely valued our relationship with the City of Brantford, County of Brant, Brantford Police Service and Ontario Provincial Police, Brant County Ambulance, Brantford and County of Brant Fire Departments, many community sponsors, Royal Canadian Air Force, airshow performers, airshow planning committee members, volunteers, and the great support of the local community who have faithfully attended and supported this event.

As we all look forward to the future containment of this virus and a time when we all can return to our normal way of life, we hope you all stay healthy and safe until we meet again.

David G. Rohrer
Canadian Warplane Heritage Museum
Co-Chair Community Charity Airshow

Sherry R. Kerr
Rotary Club of Brantford
Co-Chair Community Charity Airshow



2021 ANNUAL GENERAL MEETING POSTPONED

Under normal circumstances our AGM is usually held each year during the month of March. However, given the ongoing pandemic, similar to last year, the AGM will be delayed again until such time it can be held in person and be in compliance with all Provincial and Public Health restrictions.

David G. Rohrer
Chairman and CEO

MARCH/APRIL 2021

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CF-101B Voodoo, RCAF 17392, RCAF Station Namao, Alberta, still wearing the basic markings when it arrived in Canada, circa 1962. MIKE KAEHLER



Canada's One-O-One Wonder

by Bill Cumming

The last two operational McDonnell Voodoo jet fighters in the world were retired on 4 April 1987 at a brief ceremony held by 414 EW (Electronic Warfare) Squadron at CFB North Bay, Ontario. Since 1961, the CF-101B Voodoo had been the pride of the Royal Canadian Air Force's Air Defence Command and later the Canadian Armed Forces Fighter Group serving in the air defence role with the North American Air Defence Command (NORAD).

Had it not been for the cancellation of the Avro CF-105 Arrow by the Canadian Government on 20 February 1959, the Voodoo would in all probability not have seen any service in this country. The Air Force required a manned supersonic interceptor to defend the country from any potential threat from enemy bombers. The other fighters in service at this time, the Sabre and the CF-100, were both obsolete and could not adequately defend this country. The RCAF selected the McDonnell F-101B Voodoo to fill the gap in Canada's air-defence plans, keeping the requirement of twin-engine reliability and a two-man crew concept.

First flown on 29 September 1954, the Voodoo was produced for the United States Air Force as a tactical fighter-bomber, an air-defence interceptor and a reconnaissance aircraft. Production totaled 807 and service use in the United States continued until 1982.

SINCE 1961, THE CF-101B VOODOO HAD BEEN THE PRIDE OF THE ROYAL CANADIAN AIR FORCE'S AIR DEFENCE COMMAND AND LATER THE CANADIAN ARMED FORCES FIGHTER GROUP SERVING IN THE AIR DEFENCE ROLE WITH THE NORTH AMERICAN AIR DEFENCE COMMAND [NORAD]

The first Canadian Voodoo acquisition involved 66 second-hand machines. The Voodoos selected were from the final production lot of 93 aircraft manufactured by McDonnell Aircraft. In return for the United States to supply the 66 Voodoos, Canada would take over staffing and funding of 11 Pine Tree radar stations in Canada formerly operated by the USAF. The CF-101Bs carried two nuclear-tipped McDonnell Douglas AIR-2A Genie unguided missiles, in addition to two AIM-40 Falcon missiles in the weapons bay behind and below the cockpit. On the armament door, one side had fittings to take the Genies, while the other side accommodated the two Falcon launch rails that retracted into built-in recesses on the door. The nuclear-tipped Genies were kept in



CANADIAN WARPLANE HERITAGE MUSEUM



A 416 Squadron Voodoo 101038 accompanied by a USAF Voodoo from the 107th Fighter Interceptor Group, NYANG, Niagara Falls in flyby during the June 1978 Hamilton International Air Show. *BILL CUMMING*

the custody of the USAF with detachments of the 425th Munitions Support Squadron located at each CF-101 base. The CF-101's role was all-weather interception and sovereignty protection, integrated with NORAD through SAGE (Semi-Automatic Ground Environment).

The first of the Voodoos arrived in October 1961 at RCAF Station Namao, Alberta. The aircraft comprised 56 F-101Bs and ten TF-101Bs (trainer aircraft), which were redesignated as CF-101Bs and CF-101Fs, respectively, with the RCAF. The initial batch of nine RCAF aircrew underwent a Voodoo systems course at Otis AFB, Massachusetts, and then transition training at Hamilton Air Force Base, California, forming the CF-101 instructor core on their return to Canada.

The first Canadian unit to convert to the CF-101 was 425 "Alouette" Squadron. On 20 December 1961, it was declared combat ready and relocated to RCAF Uplands, where it undertook the training of 409, 414, and 416 Squadrons on the Voodoo. Moving to Bagotville, Québec, in July 1962, 425 Squadron ceased the training role and became a fully operational fighter/interceptor squadron.

Further deliveries continued to equip No. 409, 410, 414, and 416 Squadrons as well as No. 3 All Weather (Fighter) Operational Training Unit (3 AW (F) OTU). Both 410 and 414 Squadrons would only operate the Voodoo until early 1964, their aircraft being distributed among the other units.

In 1968, the RCAF, Royal Canadian Navy, and the Canadian Army were integrated to become the Canadian Armed Forces. At about this time, the USAF started to retire some of its Voodoos to

the storage depot at Davis-Monthan AFB, Arizona. Many of the retired Voodoos had considerably less airframe time than the CAF Voodoos, though they were in most cases two to three years older than the Canadian aircraft. The CAF decided to update its Voodoos, and in 1971, under operation "Peace Wings" the surviving 55 aircraft were returned to Davis-Monthan in exchange for 66 storage aircraft.

The "new" aircraft were flown to Bristol Aerospace at Winnipeg for overhaul and modifications to the engines, ejection seats, and avionics, under operation "Bold Journey". They were fitted with the improved Hughes MG13 fire-control system with Data Link to replace the MG11, and infrared (IR) detection equipment was installed to pinpoint heat sources and transmit to the radar screen



Two CF-101 B Voodoos from 410 Squadron, circa 1963. *RCAF/CF*



for the navigator. The provision for in-flight refuelling, a feature never used by the Canadian Forces at the time, was removed from the Voodoo to make room for the IR equipment. The IR sensor head was mounted externally on the nose just forward of the canopy, and was the most obvious distinguishing feature between the "old" and the "new" Canadian Voodoos.

The new Voodoos were distributed between No. 409, 410, 416, and 425 Squadrons. No. 3 AW (F) OTU had been dissolved, and the operational training responsible for transitioning aircrew on to the Voodoo was assumed by the reactivated 410 Squadron.

The unguided Genie missile was withdrawn from Canadian service early in the 1980s, and the Voodoos continued in service with the AIM-40 Falcon guided missile as the only source of weaponry. Canadian Voodoos holding Quick Reaction Alert were fully armed at all times with two of these missiles.

Fuelled and ready to go, the two Voodoos were always ready to scramble from the Q (Quick Reaction Area). The Q was a small group of buildings isolated from the rest of the base near the end of the main runway. It is constantly manned with at least two CF-101 crews and eight ground-crew members. Crews passed the

time resting in their bedrooms or reading, playing cards, watching television, or working out in the gym. Everyone was in a state of anticipation, for the scramble horn could sound at any moment. Voodoos in the Q were on a five-minute scramble. At the horn, crews would dash to their aircraft. The pilot fired up the aircraft as he strapped in. On a good day, a scrambled Voodoo could be airborne and at 35,000 feet in 6 minutes from the first blast of the horn.

For night intercepts, the Voodoo had a searchlight installed in the fuselage just below the navigator's cockpit on the port side. When intercepting and shadowing aircraft, usually Soviet Tu-95 "Bears," the light was used by the Voodoo crew to photograph the aircraft. The crews of the "Bears" often retaliated by pointing a searchlight directly at the cockpit of the Canadian Voodoo.

RCAF/CF Voodoos were tasked to intercept unknown aircraft entering Canadian airspace. Beginning in the 1960s, "unknowns" often turned out to be Soviet bombers testing NORAD readiness or electronic snooping. This was a cat-and-mouse game played throughout the Cold War. One such typical mission took place on 26 June 1968 by 416 Squadron as recalled by F/L Pat Pattison:



RCAF Weapons Techs Cpl V. MacFadyen, Cpl J.G. Adams, Cpl R. Leblanc, and Cpl J.L. Mathews with a McDonnell Douglas AIR-2A Genie unguided missile. RCAF/CF





Two 416 Squadron Voodoos at CFB Trenton, September 1980, in contrasting overall colour schemes. 101040 is shown in the aluminum lacquer overall colour scheme, and 101029 with the Alumigrip light grey enamel as applied after 1980. Also note the IR sensor head mounted externally on the nose just forward of the canopy.
BILL CUMMING

"We were scrambled to intercept three unidentified aircraft coming down between Iceland and Greenland, heading for Newfoundland. The CGI radar operators were certain they were Russian bombers. We rolled in two miles behind the lead bogie, so we could make a visual ident. To protect against possible retaliation (i.e. cannon fire from the bomber's tail turret), I had my missiles armed, ready to launch with the squeeze of the trigger. As we closed to minimum launch range, I noticed that the tail stinger was locked up in the caged position, so wasn't ready to track and fire. My heartbeat slowed. I let the missiles revert to passive mode and we continued with our vis-ident.

We had intercepted a Tu-95 Bear "D," a huge, swept-wing bomber with giant counter-rotating propellers. As we came abreast of its tail, we noted a large perspex bubble. Sitting there were three crewmen waving at us. Then they hauled out a copy of "Playboy" and showed us the centrefold! They gave us a thumbs-up and we returned the gesture. We now moved along to the cockpit, where the co-pilot was eyeing us. We signalled that they were in Canadian airspace and should follow our orders. We positioned ourselves at their one o'clock, waggled our wings and turned seaward. Lead followed, as did the other two Bears. Once they were over international waters, they headed south (probably to Cuba) and we set course for Gander."



A 425 Squadron CF-101B Voodoo on a routine intercept of a Soviet Tu-95 "Bear" bomber. CANADIAN FORCES

Every two years, Canada sent a representative team to the NORAD William Tell Competition at Tyndall Air Force Base in Florida. Competitions were held between the four Canadian Forces CF-101 units to see who would represent Canada at Tyndall. The selected Canadian team competed against USAF squadrons still operating the Voodoo. Not only did the competition give the crews an opportunity to complete some "live" firings, it also gave each team an opportunity to demonstrate their operational capability to the other visiting teams.

The retirement of the Voodoo from Canadian military service began with the disbandment of 410 Squadron in December 1982, and the reforming of the squadron at CFB Cold Lake to become the CF-18 training unit. During the next two years, 409, 416, and 425 Squadrons were all disbanded and their Voodoos retired. All three units would reform as CF-18 units.

In 1983, 414 Squadron returned to the Voodoo fold when the squadron took delivery of an ex-USAF aircraft converted to the ECM training role. 414 Squadron was one of the original users of the Voodoo, although the aircraft was only operated by the squadron for a brief two year period. Originally delivered to 414 Squadron in the light grey colouring, the aircraft, after considerable re-work, appeared in gloss black finish with low-



414 Squadron's striking all-black EW Voodoo, 101067 at CFB North Bay, circa 1985. CANADIAN FORCES

visibility markings. The EF-101B, jammed with electronic counter-measures equipment, was used as a high-speed interceptor to test NORAD's systems. A dual-control example of the Voodoo also joined 414 squadron. This aircraft retained its standard Canadian Forces' markings and was used as a crew proficiency trainer. The two aircraft were the final examples of airworthy Voodoos until their retirement on 3 April 1987.

The McDonnell CF-101B Voodoo was always a crowd pleaser and much in demand on the air-show circuit. It was particularly effective in grabbing the attention of the audience with the twin booms as its afterburners were lit. The big One-O-One Wonder gave Canada and NORAD lengthy and invaluable service for over two decades. 🇨🇦

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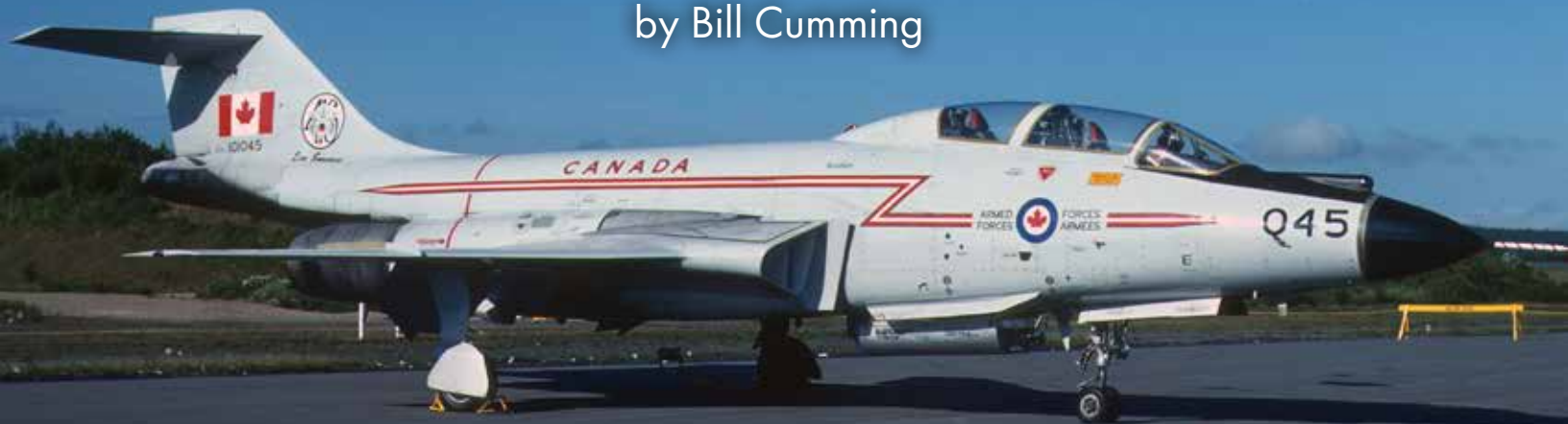
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The Museum's Voodoo Connection

by Bill Cumming



CAF 416 Squadron Voodoo 101045 at on display at the CFB Shearwater air show, September 1982. This Voodoo is currently part of the CWH Museum's collection of aircraft. RUDY LACIS

Included in the Canadian Warplane Heritage Museum's collection of aircraft is CF-101B Voodoo, CAF 101045. Manufactured by McDonnell Aircraft in 1957, it was assigned USAF s/n 57-0382, and served with the 49th and 60th Fighter Interceptor Squadrons (FIS) until it was placed in storage at the Military Aircraft Storage and Disposal Center (MASDC) on 19 July 1968.

On 4 May 1971, 57-0382 was Taken-On-Strength by the RCAF (*Operation Peace Wings*) and assigned RCAF s/n 101045. Initially, it was assigned to 409 Squadron based in Comox, B.C. Following Depot Level Maintenance at Bristol Aerospace in Winnipeg, Voodoo 101045 was eventually rotated out to 416 Squadron in CFB Chatham, New Brunswick.

The first public appearance of the Voodoo in Canada took place in the summer of 1961, shortly after the official turnover ceremony at RCAF Station Uplands. While there was never any question the primary responsibility of the squadrons was as combat-ready interceptor units, 416 Squadron was among the first of the Voodoo squadrons to establish a semi-official demonstration team, Lynx Formation, which formed in 1962. A demand for public

appearances enabled the squadron demonstration teams to show off their prowess and colours to appreciative audiences across Canada. With a change in team leader in 1978, the formation name changed to The Bobcats. The number of Voodoos in each demonstration team varied from year to year, from two to four aircraft, occasionally including a fifth spare Voodoo. Voodoo

101045 flew with the 1979 Bobcats demonstration team. The Bobcats presented their last show in 1984. On 25 September 1984, Voodoo 101045 was Struck-Off-Strength from the RCAF.

A NUMBER OF CURRENT MEMBERS OF CWHM HAVE HAD AN ASSOCIATION WITH THE VOODOO DURING THEIR MILITARY CAREERS

A number of current members of CWHM have had an association with the Voodoo during their military careers. Tour Guide Wes Allen flew the CF-101 for over an eight-year period during his days with the RCAF. During that time he accumulated 1,275 hours on the Voodoo. When attached to 409 Squadron, he logged 21 trips on Voodoo 101045 between 1974 and 1977, and then another trip in June 1979 with 101045 when it was assigned to 416 Lynx Squadron.

Andy Dobson, another active CWHM member and pilot, flew the Voodoo during his military career. In fact, Wes Allen checked out Andy on his first CF-101 check-out flight during September 1977, when he arrived on 409 Squadron. Another CWHM member who flew Voodoos with the Canadian forces was Gord Dunn. Gord was recently recognized for his contribution to the museum



Voodoo F-101B, 57-0383, a sister Voodoo to the CWH Museum's Voodoo ex-USA 57-0382 with the 60th Fighter Interceptor Squadron, Otis AFB, circa 1963. 60 FIS REUNION GROUP





Voodoo 101045 was part of the 1979 Bobcats demonstration team. The red-coloured wings were a unique feature introduced to assist crews in "enemy" recognition during air-combat maneuvering (ACM) work-ups in preparation for transition to the CF-18 Hornet. DEN PASCOE

and awarded the Douglas MacRitchie Memorial Award for outstanding skill and contribution to maintaining and preserving aviation heritage through restoration, maintenance, and care. Gord can be found refurbishing the T-33 and, after that, the Voodoo is next on this list.

Other members from the early days of the museum who were associated with the Voodoo include Henri (Hank) Dielwart and Harold Schultz.

Hank Dielwart was a navigator with 416 Squadron on the Voodoo during the late 1970's and the early 1980s, and was instrumental in arranging participation of 416's Voodoos at the

Hamilton International Air Show. In September 2003, Hank donated Chipmunk RCAF #18041 to the CWH Museum.

Harold Schultz was a USAF pilot with the 136 FIS, 107 FIG, New York Air National which operated the F-101B Voodoo. Based out of Niagara Falls AFB, the 107th FIG supported the Hamilton International Air Show during its early days. When CWH set up the American arm of the foundation, "Friends of the Canadian Warplane Heritage" based at Tonawanda, New York, in January 1980, Harold Schultz was the leader and driving force of this new group.

Voodoo 101045 was mounted on a pylon at the former military base CFB Uplands, which was located on property now part of the Ottawa International Airport. When the base was closed in 1996, the Voodoo was slated to be moved to the former military base in Carp, Ontario. However in June 2004, 101045 was retrieved by CWH personnel from the pylon and moved to the CWHM facility in Hamilton. Following a four-month restoration, the CF-101B was unveiled in a special ceremony on 4 October 2004.

Voodoo 10145 is next on the list to be restored by museum volunteers. Once it is restored to its former glory, it will be front and centre on static display for visitors and guests to marvel at its looming presence and impressive size. 🇨🇦



Voodoo 101045 as positioned for display in the CWH Museum's hangar. CWHM



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FZ692 & the Hidden Messages She Revealed

by Mike Tabone

It was 14 February 2019 when I first laid eyes on this iconic piece of World War Two history. On a day that is forever synonymous with falling in love, I knew Cupid's arrow hit its mark with me as I stood beside "her" for the very first time.

It was my first day as a tour guide at the Canadian Warplane Heritage Museum. For reasons I didn't yet realize, this C-47 Dakota, known as FZ692, would become my conduit to making a connection on the other side of the Atlantic with a family, who at that specific moment in time, I had no reason to know even existed.

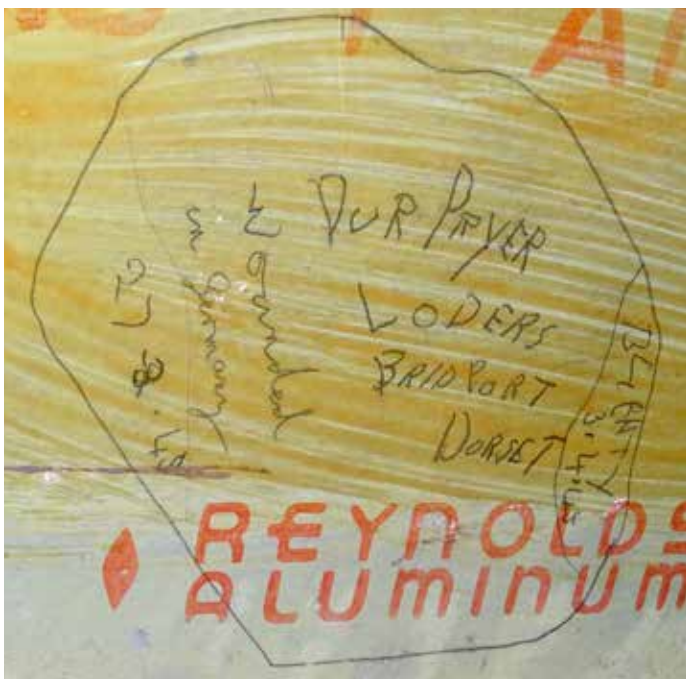
**A MAINTENANCE PROCEDURE IN 2015...
REVEAL(ED) GRAFFITI WRITTEN ON THE
INTERIOR SKIN BY SOLDIERS WHO WERE
EITHER FLYING TO THE FRONT LINES TO
ENGAGE THE ENEMY OR PERHAPS BEING
FLOWN BACK TO THE U.K. AS CASUALTIES**

After doing some investigating about FZ692, I discovered something. During a maintenance procedure in 2015, the interior cladding was removed, revealing graffiti written on the interior skin by soldiers who were either flying to the front lines to engage the enemy or perhaps being flown back to the U.K. as casualties. Up to eight separate "messages" were found inside the aircraft. But it would be just one that would capture my curiosity and send me on an investigation craving knowledge and, hopefully, give me an opportunity to trace back surviving family members associated with this fading message.

FZ692 has a storied history of service during WWII. This aircraft flew 224 missions and participated in two major air operations, Normandy and the Rhine crossing. It also is credited with carrying close to 300 casualties during medivac missions.

On 6 June 1944, D-Day, paratroopers jumped from FZ692 into enemy-occupied France along the Normandy coast. Serving with 233 Squadron Royal Air Force, it was one of 30 aircraft from 233 Sqn on the mission that night piloted by Warrant Officer J.S.R. McRae from Agassiz, British Columbia.





A photo from inside FZ692 revealing Driver Pryer's message. It said: "DVR. (Driver) Pryer, Loders, Bridport, Dorset. Wounded in Germany 27th Feb. 1945 - * Blighty Apr.4, 1945." MIKE TABONE

*Editor's note: *Blighty is an informal and typically affectionate term for Britain or England, chiefly as used by soldiers of World War I and World War II.*

That impressive history, coupled with names of real soldiers—sons, fathers, brothers or perhaps friends, scribbled on the interior wall—breathed LIFE into this airplane. Suddenly, in real time, present day became tied directly to the past. What stories did these names and written messages have to tell? Were any of these brave soldiers still alive? Did they have surviving family members who would love to know about these hidden messages? I was intrigued and decided to make it my mission to find out anything I could, even just one of the names. I chose the name PRYER and my mission was launched.

So, this is what I had to work with. Where would I even begin? Somehow, I had to find a way to get my message out if I wanted even a remote chance at a successful outcome.

Using the Internet, I began by searching information on the town of Loders. I discovered it is a very small village with a population of just over 500 people. I concentrated on finding a place in the village that had a website with the intent of sending someone, anyone in Loders, an email.

My search eventually took me to an establishment called Loders C.E. Primary Academy, located in Loders, Bridport, Dorset. When I read those three names on the webpage, they resonated with me because they were the exact three names Mr. Pryer recorded 76 years earlier inside FZ692.

On 16 December, 2019 I sent a letter to this primary school outlining the findings and my desire to make a connection with surviving family members of Driver Pryer. I included my contact information. Surprisingly, a woman named Kate at the Loders

C.E Primary Academy received my email and forwarded it to a gentleman named Chuck Willmott the same day. She suggested that Mr. Willmott was better placed to handle my request.

On 20 December, Chuck Willmott replied to my initial email informing me that "there was indeed a family of Pryers in Loders."

When I awoke to his reply, I was overjoyed as I never expected to see such progress made in such little time. What I accomplished with the help of our 21st-century technology in four short days would have taken months to do 76 years ago. Now, I at least had some verification that I was on the right track. Driver Pryer was coming back to life and it was very exciting!

The next day, another email arrived from Chuck Willmott with more details. He revealed the author's name was Charles Stanley Pryer and he was born in 1908 and he served as a driver in the Royal Army Service Corps. He said the Pryers lived at Myrtle Cottage, Uploders, Bridport, Dorset, and once had three children at Loders School.

I immediately replied, my hands trembling as I took aim at hitting the correct keys on the keyboard. I couldn't believe things were moving as quickly as they were. A connection with someone who called this soldier either dad, husband, brother or friend was getting closer to becoming a reality.

Even if nothing more came from this project, I felt that I gave this serviceman some new notoriety that was fitting and well worth my effort. I couldn't imagine what it would feel like to have my father resurrected through a message he left behind, written with his own hand, and discovered by accident over 70 years later in 2015. I know I would be overwhelmed and overjoyed seeing such a treasured find.

Chuck Willmott requested my permission to post my original letter on the Loders Parish Local History Group website hoping to get a "hit" from someone exploring the local history of the region. I agreed, as this was exactly what I was hoping for. A forum where many people could see my letter with the hope that they too would like to put on their Sherlock Holmes cap and help me, this amateur Canadian Mountie, find his man.

The year of 2019 ended with one of the best weeks being the final one. It was a fitting way to end the year, the year incidentally that my own mother passed away. Perhaps it was her recent death that inspired me to be diligent in this search. It was the elixir I needed to help me make a connection.

The entire month of January saw absolutely no correspondence. I didn't let it discourage me and I maintained hope that eventually I would hear from somebody who knew of Charles Stanley Pryer.

February, March and April were the same and by the end of May, I needed something to lift my spirits. On the 29th, I received an email from a woman introducing herself as Sue Curtis, the eldest granddaughter of Charles Stanley Pryer. Sue introduced me to her grandfather known commonly to the people of Bridport as "Whistling Stan, the man who rode his bike around town always



The family photo that was taken in Scotland where Stan Pryer was convalescing. *PRYER FAMILY COLLECTION*

whistling a happy tune" to quote Sue's email. She went on to tell me that "granddad and granny Pryer had six living children... Doreen who was about to turn eighty-seven, Pat, Keith (her dad), Eileen, Nevil and Jenny".

I was thrilled to have made a connection with the eldest granddaughter of Charles Stanley Pryer. FZ692 came to life when the written secrets were revealed and today one of those names gave me a glimmer of a personality.

Over the next few days, Sue and I continued to communicate. As

we got to know each other better, Sue became more and more excited about the find. I sent her a photo of what her granddad had written on the interior skin of the Dakota. Sue said that after seeing it, its importance both on a personal level and a historical one resonated within her.

On 30 May, I received a follow up e-mail from Sue that shared more information about Charles Stanley Pryer, including a great family photo. She also explained that Stan's wife, her grandma Helen, received two cards while Stan was away serving his country. The first informed the family that Stan was missing

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and presumed dead, while the second was at least hopeful announcing that he was wounded in action. Lastly, Sue explained "the family photo was taken in Scotland where Stan was convalescing. The family went to Scotland to be with him taking the train."

The image Sue was painting of her granddad Stan was starting to really take shape. I could feel my excitement build with each new e-mail that landed in my inbox and couldn't wait for the next one to arrive.

Just when I thought things couldn't get any better, they did. On 12 June, an email appeared in my mailbox from a Jenny Harrington, the youngest daughter of "Whistlin' Stan." In it Jenny explained that she lives in Dorchester, Dorset, with her husband Dave. She added that seeing her dad's handwriting from 76 years ago gave her "goose bumps and a few tears." Lastly, she committed to come to see her "dad's plane" in person in 2021.

It couldn't get any better than this. I was now connected to the youngest daughter of Charles Stanley Pryer, born in 1946, shortly after WWII had ended. And to think, only a year earlier, her dad was wounded in Germany, thankfully surviving his injuries. This is the closest blood relative I could have found and, with the help of both, "Kate" at the Loders Primary School and Chuck Willmott from the Local History Group in Loders, I was now acquainted with Jenny Harrington, one of two surviving children of Helen and Charles Stanley Pryer.

Over the next few weeks, Jenny and I reached out to each other regularly. We were becoming intertwined in each other's lives, learning about each other's families and interests. Although the connection was very enjoyable, it was more information about her dad that I truly yearned to uncover. Eventually, I respectfully asked her for a photo of her dad. I mentioned to her that if she felt uncomfortable about sending something as personal as a family photo, I would truly respect her decision. I already had the family photo that her niece Sue sent me but I longed for a photo of "Stan" in his uniform. Jenny replied, addressing my request. She was very pleased to send a photo of her dad arriving a few days later.

The photo was exactly what I had hoped for. My connection with this British Army veteran was now very real. I examined it over and over again, imagining what thoughts were running through his head as his image was being captured in this stained and grainy photograph. I now know that when he left his family to join his fellow soldiers in battle, he was leaving a wife and four children behind, never knowing whether they would ever be reunited. I only yearned for one more thing from Jenny but I wasn't sure if it was appropriate to ask.

On 22 June, I sent an email to her outlining my requests. I asked Jenny to write me a one-page biography describing her father. My desire was to learn as much as I could about him, to help me fulfill my goal of eventually having an information board located under FZ692 displaying a photo of his pencil-scrawled words found inside the airplane as well as a photo of Stan himself. And,



"Driver" Charles Stanley Pryer – "Whistlin' Stan. PRYER FAMILY COLLECTION

lastly, the bio that would hopefully be composed by his daughter describing a "personal" side of the man she called "Dad"; the Dad who 76 years earlier wanted to leave his mark inside an airplane.

Three short days after I made my most personal request of Jenny Harrington, she replied with the following email:

Our Dad - Stan Pryer

Dad was born 18/02/1908 in a small village on the edge of Bridport in the County of Dorset. He had a harsh start to life as his Mother died suddenly when he was just six years of age. It's thanks to kind neighbours that he survived at all. His Father, though working spent any money he earned in the local pub. (Public house)

Once he was of age he was not shy of work. Having quite a few jobs before starting work as a delivery boy peddling all over Bridport "up hill and down dale", said Dad. It was whilst delivering to a large house he met our Mum, she was working in the kitchen helping the Cook and would often give Dad a cake or a pie out of the window. Dad said "she always said that's why I married

her". When Mum told the Lady of the house she was soon to be married, the Lady said "Oh Helen !!!" You are not marrying that fool who rides his bicycle with his feet up on the handlebars." She did of course.

Sometime after, Dad started working for Bridport

Gundry, a large Net & Rope manufacturer who had been making them since the days of King John (1167 -1216). They supplied the fishing industry, the Royal Navy and Wimbledon tennis courts. Rope for the hangman's noose came from Bridport for the infamous Judge Jeffery's Bloody Assizes which followed The Monmouth Rebellion in 1885, hence the saying "hung by The Bridport Dagger".

Dad's years with Bridport Gundry were postponed when he was called up to do his duty in the Second World War with the Royal Army Service Corps, their role was mainly Supply and Transport. At some point he was working as a Driver / *Batman to a Captain Farley, which he said he thoroughly enjoyed. Like a lot of ex-servicemen, he didn't say much else about that time. I do remember as I sat on his lap he would sometimes yelp, "mind my bad leg" (his wounded leg). He showed it to me just once. It was not nice, the shrapnel tore his leg open from his knee to the top of his leg. Other than that he never complained.

* A soldier assigned to a commissioned officer.

Our memories of Dad are too many to mention. But to name a few, he was a very keen gardener; we always had vegetables of some sort on the dinner plate. He was very proud of that. He liked a pint or two with a game of darts at the local pub. He also followed the local football team. And finally, Dad whistled wherever he went, oh we must not forget he loved telling anyone who would listen the latest jokes doing the rounds. We miss him very much, but, can honestly say he was very happy with his lot.

bfn for now jenny

When I first read the well-crafted and descriptive letter Jenny sent me, I was overwhelmed. Her words of the man she called "DAD" painted a picture of a very happy person who knew the value of both family and life. Saying I was thrilled with Jenny's letter would be an understatement. I knew then there was nothing more to ask of this lovely English woman who I never knew existed until only a few months earlier.

I conveyed that message to her in my response and committed to her that I would do everything I possibly could to share with our guests at the Canadian Warplane Heritage Museum, the memory of a WWII veteran named Charles Stanley Pryer.

Jenny and I still communicate very regularly and she is still committed to come to Canada hopefully in May of 2021 to see what she still refers to as "Dad's Plane." I hope Jenny fulfills her desire to see "Dad's Plane" and I would be honoured to be with her when she first lays eyes on his hand-written message inside FZ692.

When Driver Pryer left his mark that day, not even he could have expected it would create an emotional journey that would eventually connect his daughter and a Canadian man who she now calls her friend. Thanks for taking me on such a great ride Stan, I'll never forget you. May you rest in peace for eternity.

The sixth of September 2020 gave us a bright sunny morning. I couldn't wait for this day to arrive, and so much of its outcome depended on the weather. On this day, at 10:30 a.m., I would be flying in FZ692. Our restored D-Day Veteran Dakota would be taking eight passengers for a one-hour flight, culminating with two right-handed rotations around the world famous Niagara Falls and I was fortunate to be one of the passengers.

It became obvious that the only thing left for me to do was to tie up the last loose end in my love affair with this iconic aircraft and actually take a flight in her but, I wouldn't be doing it alone. This flight would have a ninth passenger that only I and the flight crew would know about.

Before I left home, I printed a hard copy of the photo of Charles Stanley Pryer. The ninth passenger would be a stowaway boarding the aircraft hidden from view, in my pocket.



Pilot Bill Craig in the cockpit of FZ692 with Charles Stanley Pryer's photo. MIKE TABONE



I was first on-board the aircraft and made my way to the seat that I preferred. From that seat, I had a great view of the right side Pratt and Whitney R-1830 engine that would eventually deliver 1,200 horsepower on command. To the left and slightly upwards, I had a clear view of DVR Pryer's hand-written message on the interior skin. Lastly, I had an unobstructed view of the cockpit and the two experienced and highly professional pilots who would be flying us on this perfect morning.

As the other passengers settled into their seats, I made my way to the cockpit. I recognized one of the pilots as Bill Craig. Bill already knew about my connection with the daughter of Driver Pryer. Seated beside Bill was Steve Macintosh whom I'd never met prior to that morning. I reached into my pocket and carefully pulled out the photo of Stan. I introduced them to Charles Stanley Pryer and asked them to honour his memory by allowing him to ride in the cockpit with them. They obliged my request and before I left to take my seat, I asked them to pose for a photo with Stan so I could send it to his daughter Jenny as a keepsake from this special flight.

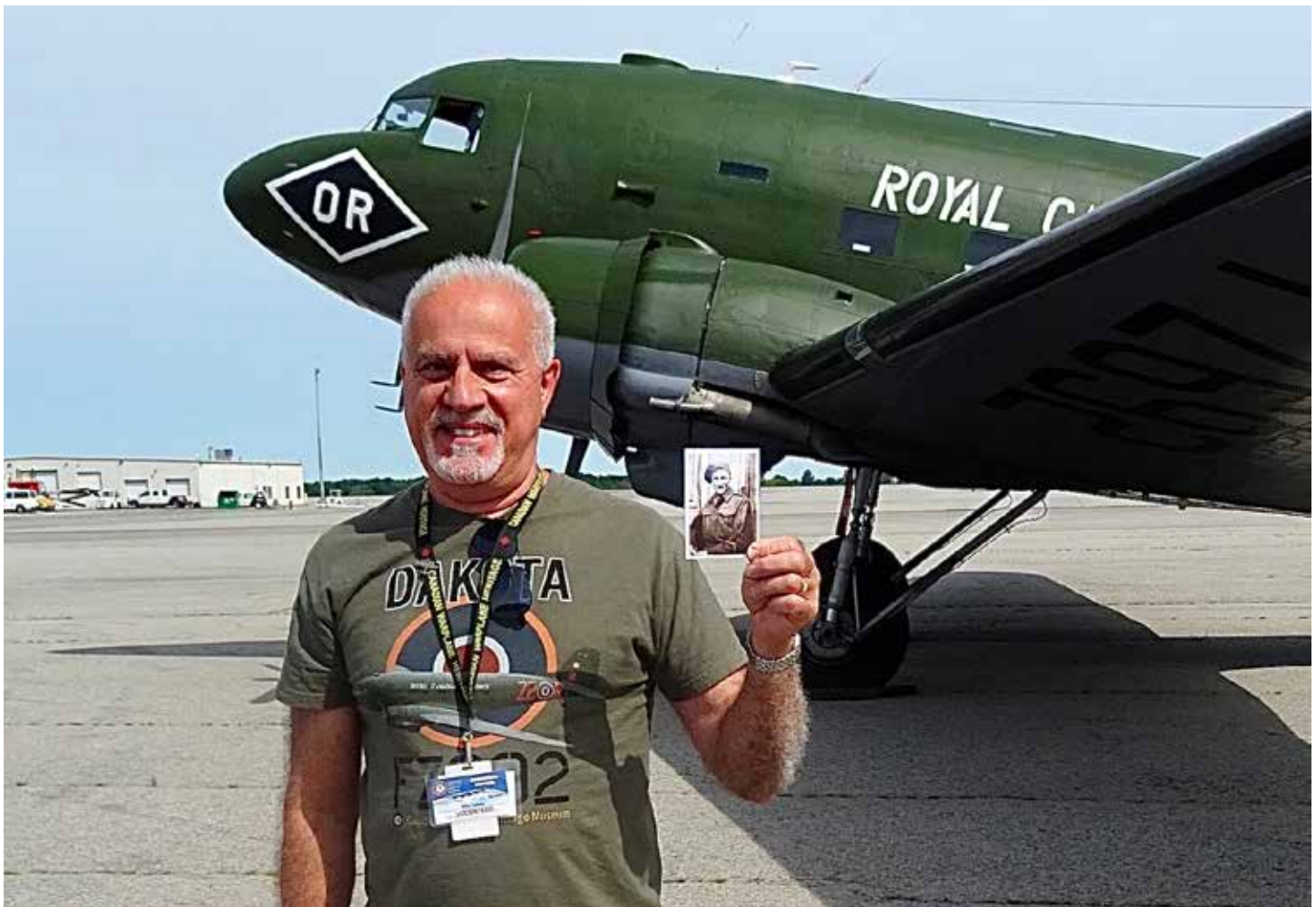
I buckled myself into my seat as the door was being closed. I could hear Bill and Steve going through the pre-start checklist. Moments later, I heard the words "right engine start" and with that, I watched the propeller start to rotate from my window. Immediately, the R-1830 engine roared to life. Seconds later, the

left engine joined it and shortly we would officially be on our way.

As I sat in my seat, listening to the purr of the engines, I looked around the cabin of the aircraft. With my imagination, I recreated what I believed the cabin looked like during that medical flight back to the U.K. those many, many years ago. It brought a smile to my face and it warmed my heart because all of the passengers aboard that day had survived being wounded in battle and were heading out of harm's way, some to reunite with people who loved them very much.

Lastly, as I looked forward, I could see into the cockpit where Stan was riding along in the very capable hands of Bill and Steve. A glance to the left and a little upward, my eyes connected with Stan's written message, in plain view above the head of the woman passenger sitting across from me. Reminiscing in my seat, I thought about the first time I laid eyes on this beautiful bird on that Valentine's Day in 2019. My task was completed.

I made new friends that I long to meet one day and, I made a connection with a man who I will never have the honour of meeting in this lifetime. He was the catalyst that connected me with these new friends and for that I will always remember him. Charles Stanley Pryer, I hope you enjoyed your ride in FZ692 and I thank you for taking me along with you... my friend! 🍁



CWHM Member Mike Tabone following his flight in FZ692 on 6 September 2020 with the photo of Driver Charles Pryer. MIKE TABONE

From the Vault



Frank Kenwood portrait while in training with the RCAF.



Flight Lieutenant Kenwood portrait before his Spitfire was shot down.

Frank Kenwood: A Spitfire Pilot turned Prisoner of War

by Erin Napier, Curator

In August 1940, on his 18th birthday, Frank Kenwood joined the Royal Canadian Air Force. After many months of training, he began flying Spitfires on sorties from England into enemy territory in Europe. He would usually return at night, guided back by a radio operator at the base. That voice in the darkness soon became the light of Kenwood's life. He married the operator, Winifred Woods, in England on 3 January, 1942. The newlyweds were separated after only six months when Kenwood was transferred to the North African Theatre of Operations.

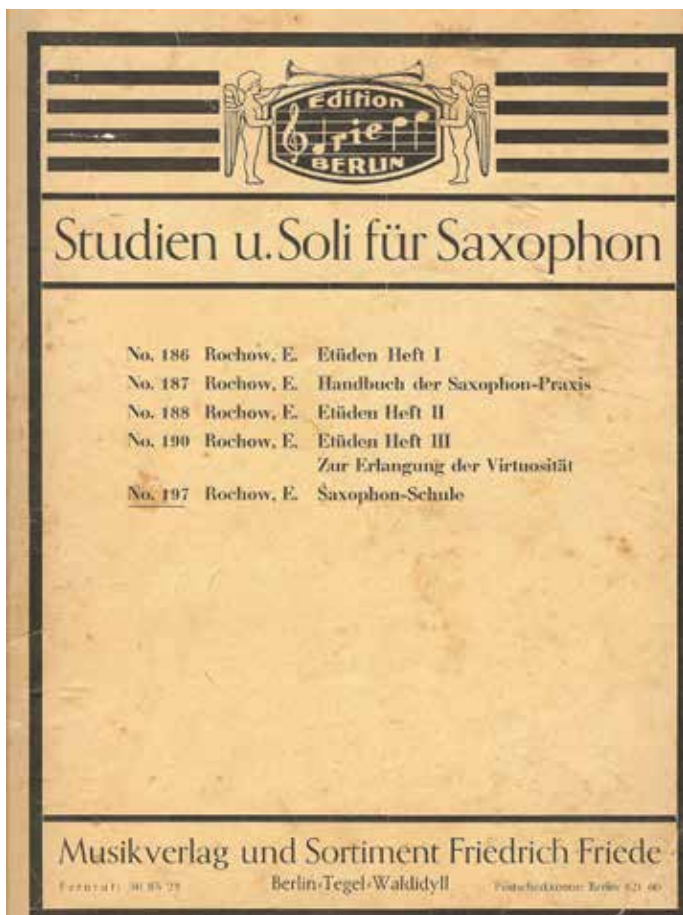
Shortly after his transfer, Kenwood's plane was shot down and he was captured and incarcerated by the Germans. Shipped to Prisoner of War camp *Stalag VIII-B*, near the Baltic coast, Kenwood spent the next 32 months taking up the saxophone in the prison band, studying mechanics in a prison class and trying his best to fill the passing time. The British army finally liberated Kenwood and the rest of the camp in 1945. After a brief reunion with his wife in England, the two returned to Kenwood's home in Westmount, Quebec to finally begin their lives together.

Kenwood would rarely speak in detail about his experiences as a POW. His family would witness a few extremely rare episodes when the mental scars of that time would reveal themselves, but otherwise that chapter of his history was kept secret. However, not long after his death at the age of 82, his children discovered a locked away cache of hundreds of well-preserved items relating to this pivotal part of their father's life. All of the photos, clippings, drawings, notebooks, documents and letters were donated to the Canadian Warplane Heritage Museum in 2005 and will soon be available to view via the *From the Vault* collection on our website. 🇨🇦



Frank Kenwood with Winifred Wood.





Saxophone practice book, written completely in German and belonging to Frank Kenwood while Prisoner of war.



Frank Kenwood with his fellow prisoners of war taken at Camp Stalag VIII-B Germany. The men are seen here in dress uniform posing in front of a wooden building. Frank Kenwood is the first person seated in the front row on the left.

Dulag-Luft. Kriegsgefangenenkartei.

Erkennungsmarke
Gefangener Name: _____
Nr. _____

Dulag-Luft
Eingeliefert am: 9.10.42.

NAME: **KENWOOD**

Vorname: **William Frank**

Matrikel-Nr. **R 77.007**

Geburtsort: **Montreal**

Religion: **Baptist**

Geburtsdatum: **27.6.22**

Staatsangehörigkeit: **Kanadier**

Beruf: **Geschäftsmann**

Heimort: **Westmount, Montreal, Canada**

Abgefangen am: **26.9.42.** bei: **Westl. El Alamein**

Gefangenname: **Spitfire**

Nähere Personalbeschreibung

Größe	Farbe	Haarfarbe	Augen	Statur	Größe
175 cm	hell	braun	blau	mittel	175 cm
oval	frisch	braun	gerade		
Fingerabdruck des rechten Zeigefingers					
2-3 Zähne fehlen					

Blutgruppe: _____

Frank Kenwood's Prisoner of War Identification and information card (Dulag-Luft. Kriegsgefangenenkartei). This brown card contains two photographs of Frank Kenwood, front and right side, his right fingerprint, and all his personal information. The information card states that Frank Kenwood was captured on September 26, 1942 in West El Alamein, and that he was flying a Spitfire.

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