



WINGS & TAILS

THE NEWSLETTER OF THE NO. 6 RCAF DUNNVILLE MUSEUM

Telling the stories of the British Commonwealth Air Training Plan, the No. 6 Service Flying Training School, and the RCAF Veterans, to the Communities of Canada.



Annual Christmas Meeting & Social

Saturday, December 8

10:00 a.m.

Spouses Welcome!

BEEF ON A BUN WILL BE PROVIDED.

Finger foods & desserts appreciated!

Please bring non-perishable food items for a donation to the Dunnville Food Bank.

A Letter from the President

We had another great year with more than 930 visitors to the Museum to date. Our Annual Yard Sale and our Annual Open House and Car Show (with thanks to the Dunnville Cruisers Car Club) continue to draw the most visitors during the year. An increasing number of visitors come by on Tuesday mornings year round. We hosted several private tours for visitors from home and abroad.

We were pleasantly surprised by unexpected publicity. *The HUB* magazine featured a dramatic black and white photo of a Harvard on the cover of its June issue. The *Hamilton Spectator* highlighted the Museum in a feature article on touring southern Ontario topped by a color photo of a Harvard in flight.

Thank you all for your continued financial and volunteer support of our mission—to preserve the story of a unique historical site for the future.

My best wishes for an enjoyable holiday season and a happy, healthy and peaceful New Year.

Your President, Don Oatman

Thank You..

To our members for their financial support.

To the dedicated volunteers who donate so much time and talent running and maintaining the Museum--the Tuesday Work Crew who maintain the building and grounds and take on special projects, and those who manage the Museum's artifacts and create Museum displays, organize and staff fundraisers, staff the Museum during public hours and give private tours, handle membership, merchandise, and publicity, provide lunch for the monthly meetings, and serve on the Executive Committee.

We couldn't do it without you!

How an Airman Spent His Time at the No. 6 Service Flying Training School



From the April 1943 issue of the base newspaper, the "Skywriter"

An airman spends 20.3% of his time sleeping.

Next comes polishing brass, windows and floors, which takes 20%.

On parades, 29.6% and during that time he's thinking plenty.

He spends only 2% in going out with W.D.'s or other ladies.

He stands in front of clothing stores 8.2% of the time.

Spends 5.14% in eating.

Sociability takes up 4.5%, which time is devoted mostly to grumbling.

He writes one letter per week, which takes up 1.2% of his time.

Looking at funny papers uses 0.003%.

Shaving takes 0.0014%.

Drinking beer .00005%.

The remaining .005% he sews on buttons and washes underwear.

Swears 144 times a day--is sworn at 288 times a day.

Stamps his feet 200 times daily, wearing out 4.7 inches of leather a year.

Laughs 50 times a day, and salutes 85 times a day.

Editorial Note: Presumably, the remaining time is spent in the air!?!



2019 MEMBERSHIP RENEWAL DUE IN JANUARY

Your membership counts!

Help us save postage costs by sending in your renewal (\$50/person) as soon as possible. Thank you.

Mail your cheque today to:
No. 6 RCAF Dunnville Museum
P.O. Box 232, Dunnville, ON N1A 2X5

2018 Draw Winners

50/50 Draws

April 14 - Janet Culp won \$425.50.

July 7 - Gerry McKenzie won \$864.50



Elimination Draw

\$100 prize winners - Adrian Verburg, Glenda Toll, Carolyn & Derek Burrage, Tom Murphy, Lynne King, Rena Culp, Bruce Nevills, Tim Murphy, Veronica Head.

\$1,000 Grand Prize winner - Michelle & Frank Winkle.

Holiday Shopping Could Be as Easy as a Stop at the Museum!

Gift Cards



Perfect for family, friends, service providers and charities. Gift Cards are available for Sobeys, Food Basics, Giant Tiger, Canadian Tire, and Home Hardware. For every one you buy, the Museum gets a rebate. Call Rick at 905-701-4833.

RCAF Shoulder Bags



At 14" long, 11" high, and 3.5" wide, these heavy cotton twill bags with appliqué patches are a great value at \$40 and a unique gift.

Sportswear

Women and men's golf shirts and unisex t-shirts are available in a variety of colors and sizes. Warm and cozy sweatshirts are on sale for \$20!

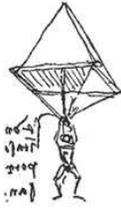


Chutes Away!

Abridged excerpts from the December 1942 issue of the "Skywriter".

The Life Saver of the Air

The idea of a parachute was originated by Leonardo DaVinci around 1500. Among his notes was a drawing illustrating the aerodynamic principles of the parachute, but we have no indication that he carried out any experiments. The first man to demonstrate its possibilities was Sebastien Lenormand who descended from a tower in Paris in 1783. At that time it was regarded as a means of escape from fire.



Ten years later J. P. Blanchard descended from a balloon by parachute, but due to some defect he fell too fast and broke a leg. His parachute was attached to a basket which the wearer rode during the descent.

In 1797 Jacques Garnerin made a jump in Paris from 2236 ft. and landed safely, although he descended quite rapidly and oscillated severely. He repeated the experiments in England in 1802, using a dome-shaped parachute resembling a large umbrella. The dome was made of white linen and was 23 ft. in diameter. The vent was made of a round piece of wood 10 in. in diameter, with a hole in its centre, fastened to the linen dome by 32 short pieces of tape. The parachute was suspended from a hoop attached to the netting of the balloon. Below was placed a basket 4 ft. high by 2-1/2 ft. in diameter where the user rode during descent. This time he jumped from 8000 ft. and landed safely, although the oscillation was still prevalent.



Many other men made experimental descents by parachute, some successful and others fatal. To Captain Berry, however, goes the credit for the first jump from a heavier-than-air craft. He used a medium-sized parachute stuffed in a conical cylinder, and tied to the front end of the aeroplane skid. This was in 1912 at St. Louis, Mo.

Towards the end of World War I, German and British aviators began using parachutes with varying degrees of success. The British used a parachute called "The Guardian Angel," which was rather a misnomer as it frequently became entangled and failed to function. The parachute pack was attached to the bottom of the aircraft, and was connected to the pilot by a heavy rope, which was brought up over the side and into the cockpit. In this type of parachute the rope was very liable to become entangled and break, or drag the pilot to his death. In 1919 Lt. Cladwell, a British Flying Officer, was killed in the U.S.A. when his attachment rope became entangled and snapped during a demonstration jump.



After the war, very little was done about parachutes until 1921, when British and American aviators began working on a parachute which could be worn by the pilot, and "pulled" when necessary. This allowed the pilot to get away from his aircraft before opening the chute, and also overcame the danger of an attachment rope becoming entangled. More than 1500 jumps were made to bring about a parachute that was practically foolproof. The parachutes in use today are the direct outcome of the experiments carried out by these brave men, who often lost their lives to give us the "Life Saver of the Air."

Girls of the Parachute Section –

We wander from hangar to hangar seeking parachutes due for packing. Our usual welcome as we paw through a pile of chutes: "My shattered nerves!—are you taking my chute again! I just got it a week ago." Or someone taps you on the shoulder: "Say, have you seen chute No. __, I haven't seen it for a week?" And you reply: "For Pete's sake, have you lost that thing again! Why don't you look after it!" And you hear: "Well—gee—it WAS here, but it was gone one morning after I'd been night flying"—or some other feeble excuse. Then some new P.O., full of importance, may say: "Your service is terrible, why don't you bring back my chute when it's been packed?" He knows we never bring them back, but I suppose it makes him feel better to pop off as he does. How to lose friends—be a parachute rigger.

We make several staggering trips back to the Section loaded down with chutes. Our compatriots hoot with glee as they watch us gasp and heave. Then we proceed to air-inspect and pack our daily quota, and our chutes do open. We can truthfully say we've never pulled a rip cord that didn't work. They'd better!

We're interrupted periodically by boys coming in for chutes. They then stare dubiously at it and say: "You guarantee this, of course?" And you reply: "Of course, old boy, if it doesn't work bring it back and we'll give you another." Reassured, away they go.



Editorial Note: The illustrations and photos are not part of the articles.

Some Moments To Remember in 2018



Floyd Smelser and family at the 7th Annual Veteran's Dinner honoring our members who are or were veterans of WW II. Charlie King piped the 31 guests in to the dinner held at the Dunnville Golf & Country Club on November 10.



Canadian Fiddle Champion Scott Woods and Company presented "Fiddling Up a Storm" on June 24. An enthusiastic audience enjoyed amazing fiddle music, country and gospel singing, sensational step dancing, and inspirational stories.



Elimination Draw Night entertainment included an exercise class for the geriatric set! Names and embarrassing photos withheld, but we know who you are...

This year's visitors included a wide variety of people and ages, mostly from southern Ontario, with some from England and Holland. Our open hours on Tuesday mornings are proving a popular time to visit. Visitors find us various ways —driving by, the website, advertising for our events, word of mouth, friends and relatives. In August, Model T Club members from across Ontario took a road trip in their classic cars for a private tour of the Museum.



Our fourth Annual Yard Sale on May 19-21 netted the Museum \$4,000. Thanks to the many volunteers who set up the sale, cashiered, and packed remainders. In addition to funds, the Yard Sale brought more than 130 visitors to the Museum! Donations have already started coming in for 2019.

2018-2020 EXECUTIVE

Officers

Don Oatman, President
John VanLuttikhuisen, 1st Vice Pres.
Frank Phillips, 2nd Vice Pres.

Tim Logan, Secretary
Joanne Villeneuve, Treasurer

Directors: Lynda Bain, April Cormaci, Ian Durand, Don Hart, Jack Murphy, Lori Lymburner, Paul Segui

COMMITTEE CHAIRS

Building/Grounds - Jack Murphy
Fundscrip - Rick Pleasance
Lottery - Sandy Murphy
Membership - Joanne Villeneuve

Merchandise - Lynne King
Museum - John VanLuttikhuisen
Newsletter - April Cormaci
Website - Tim Logan

VISIT THE NO. 6 RCAF DUNNVILLE MUSEUM

Location: 536 Port Maitland Rd., Dunnville
(Former Dunnville Airport, Hangar 1)
Mailing Address: P.O. Box 232, Dunnville, ON N1A 2X5
Phone: 905-701-7223
Website: www.rcafmuseum.org
Facebook: www.facebook.com/rcafdunnvillemuseum/

Hours: Victoria Day weekend through Labour Day weekend: Sat. & Holidays, noon-5 p.m., and Sun. 1-5 p.m. Tues. year round, 9 a.m.-1 p.m. Remembrance Day, noon-4 p.m. To arrange for a tour, send email through the website or call 905-701-7223.