

## Mission In-PEI-Possible Answer Guide

Thank you for taking the Centennial Challenge and interest in Cadets in PEI. This Answer Guide is intended to give the 'most suitable' answer to the questions posed on the Air Centennial Mess Dinner Placemat. While other answers may also have merit (and open for discussion), some are objectively 'black & white' and only one correct response. Some are subjective, open to interpretation, and therefore there may not be 'one correct answer' – of course, that is all part of the journey and fun!

Remember, you can't be wrong in your opinions ('I like the colour blue best'), but you can be wrong in your 'statement of facts as truth' – e.g. 'Water freezes at 100 degrees Celsius'! Knowing this distinction is as important as trying each day to do your best and always helping others! Please bear in mind the following quotes from history that helps frame what this Challenge is all about (in our humble opinion):

- A) 'The happiness of your life depends upon the quality of your thoughts: therefore, guard accordingly, and take care that you entertain no notions unsuitable to virtue and reasonable nature.' (Roman Emperor Marcus Aurelius);
- B) 'Everything we hear is an opinion, not a fact. Everything we see is a perspective, not the truth.' (Marcus Aurelius – the so called 'Philosopher King');
- C) 'Wine is strong. the King is stronger. Women are stronger still: but Truth Conquers All.' (1 Esdras 3:10);
- D) Finally, remember "There is No Red Port Wine Left" (therefore Starboard is Green)! (a 'mnemonic').

**Answers in Chronological Order** (as they appear on the Placemat Back. The underlining or =, denotes the 'suggested answer'):

1. "For What We are About to Receive, We Thank God, Whom We ask to Keep Our Land Glorious and Free! Amen. Your Mission, if You Choose to Accept It, is to 'Act Justly, Love Mercy, and Walk Humbly with Golf Oscar Delta' (Who am I?) God (which is spelled in the phonetic alphabet).
2. AC W5H 4U 2C N LRN SRV N ----- = Air Cadet Who, What, Where, Why, How, for you to see and Learn, Serve and Advance.
3. Who: All Cadet Minded Kanama'kians & Friends! (Canadians in the Mi'kmaq language = Mi'kmawi'simk, an Eastern Algonquian language spoken by nearly 11,000 Mi'kmaq in Canada and the United States).
4. What: RCAF Centennial & Treaty 300 Challenge! (The Royal Canadian Air Force was formed/founded on 01 April 1924. The Peace & Friendship Treaty between the British and Mi'kmaq was first signed in 1725 and renewed in 1752 et seq. 2024 is the Centennial of the RCAF, and 2025 is the Tri-Centennial of the Peace & Friendship Treaty! How cool is that!
5. When: Now till 23 Feb 25! (why this date chosen?) = Covers-off both the Air Centennial and Treaty Tri-Centennial years (2024 & 2025), and because 23 February 1909, was the date of the first heavier-than-air flight in the British Commonwealth – What Plane and Which Pilot? (see below for more details).
6. Where: Epekwitk and Other Parts of Mi'kma'ki! (?) = Epekwitk is one of 7 original pre-contact (with Europeans) Territories and refers to PEI. Mi'kma'ki is the ancestral lands of the Mi'kmaq First Nation, covering what we now call PEI, New Brunswick, Nova Scotia, and parts of the Gaspé Bay and Maine, USA.
7. Q: What am I? I first flew in NY but made history by traveling to an Island...? = the Aerial Experiment Association (A.E.A.) Aerodrome # 4 – The 'Silver Dart' (so named because the wings were covered with rubberized, silvery balloon cloth). It is the Plane first Plane shown on the back next to the Question.

8. Q. When did I first fly? December 8, 1908 in Hammondsport, NY, USA. It was dismantled and shipped to Cape Breton Island, and flown from the ice of Baddeck Bay, on 23 February 1909, making it the first controlled powered flight in Kanama'ki (Canada) and British Empire (now the British Commonwealth).
9. Who was My Designer/Pilot? Baddeck born engineering student J.A.D McCurdy (Sydney Airport's name).
10. Q: What was the colourfully fiendish name of the Plane he [Cecil "Bird Boy" Peoli] Piloted? = The 'Red Devil', a single engine biplane with two seats (same as the one shown which is in the Smithsonian).
11. Q: What A.E.A. Aerodrome had the same colour scheme? = The 'Red Wing' (or Aerodrome #1) was an early aircraft designed by Thomas Selfridge and built by the A.E.A. in 1908. *"Remembered solely for his ill-fated final flight as a passenger aboard the Wright Military Flyer, Lt. Selfridge held the distinction as the first military Airman to engage in the design, construction, and piloting of an aircraft. He collaborated with Glenn Curtiss and Alexander Graham Bell within the A.E.A., serving as a military liaison for the US Signal Corps (who were using Ballons at the time). He had initially approached the Wright Brothers before Curtiss, but was met with a firm rejection, as the Wrights were determined to secure the first patent and commercialize their aircraft. Selfridge, a West Point graduate and accomplished engineer, found a more receptive welcome within the A.E.A. which was funded by Mabel Bell. Tragically, Selfridge died while aboard the Wright Brothers' two-person aircraft. Ironically, his death was attributed to a lengthened propeller that fractured upon striking a bracing wire during a turn — a modification inadequately tested by the Wrights, ultimately claiming Selfridge's life, the first to die in an Airplane crash"* (edit version from <https://www.jbsa.mil/News/News/Article/3583380/>) – Lest We Forget!
12. Q. For the hat trick ... = The 'Red Baron' (Baron Manfred von Richthofen, was a fighter pilot with the German Air Force during World War I. He is considered the ace-of-aces of the war, being officially credited with 80 air combat victories. He painted his Fokker Tri-plane bright Red (to intimidate his foes), hence the 'monicker' – the Red Baron – A Badge of Honour he wore with Pride – Lest We Forget!
13. Q. Did you ever hear of 'The Daring Lady Flyer'? = Yes or No (depends on you). Among her legendary aviatrix status, she skied the Swiss Alps, rode camels across Egypt and, amid the hostilities of the First World War, had herself sent overseas as a nurse and ambulance driver.
14. Q: What Plane did the 'Daring Lady' Buy and Fly? = A brand new de Haviland DH.80A Puss Moth three-seater. Produced between 1929 and 1933, the Puss Moth was a popular choice for aviation enthusiasts.
15. Q. Who built the Largest Airplane to be Based at YSU [Summerside]? = Canadair CP-107 Argus, a maritime patrol aircraft designed and manufactured by Canadair for the Royal Canadian Air Force. The Argus served throughout the 'Cold War' in the RCAF's Maritime Air Command and later the Canadian Force's Maritime Air Group and Air Command. First flight: 27 March 1957, its last flight was in 1982. Engine type: Wright R-3350 Duplex-Cyclone. Range: 9,495 km. Top speed: 507 km/h. Wingspan: 43 m. Sadly, on 31 March 1977, a Canadair CP-107 Argus maritime patrol aircraft crashed at CFB Summerside, while attempting to land at the base. Of the 16 crew members, three were killed – Lest We Forget!
16. Q. What was the YSU Glider Crew Famous For? = Flying CF-ACH (later C-FACH), a Schweizer 2-22E with a 2-33A fiberglass nose making it heavier, so a smaller 'payload limit'. Parts from it were used to rebuild the historic CF-ACE (now C-FACE), also on Placemat Front, as is ACH & the rocking YSU Crew.
17. Q. Why are Drones the future for Air Cadets? = You Tell Us! A Flight in an historic 2-22E (C-FACE) and ACES Poster will be offered/provided (subject to weight limits, parental consent, and flying weather) to every Cadet who submits a 750 - 1,000 word essay by 23 February, 2025 to Kendra Stordy-Mellish, CD at [Volunteersaircadetleaguepei@gmail.com](mailto:Volunteersaircadetleaguepei@gmail.com) , making the case for using Drones in the Cadet Program. The Most Adventurous Essay (as determined by a panel of 3 judges) will also qualify for \$100 Credit for Aviation related use! All other Essay Writers will be entered into a draw for 2 additional \$100 prizes!

18. Q: Why did the owner of this “Puss Moth” want the ‘call-sign’ CF-PEI? = The Daring Lady was looking to use the aircraft to publicly promote the Island, so she petitioned to have its registration changed from CF-AGV to CF-PEI. Her request would ultimately be granted, but not before the case was taken to the Prime Minister’s Office itself (now that’s Pull, as well as Lift!). Note: “CARs 202.03 Aircraft marks are comprised of the nationality mark and the registration mark. The nationality of a Canadian aircraft is currently identified with the letter C. The four letters following the nationality mark are known as the registration mark. The first of those four letters is either F or G and, in the case of ultra-light or advanced ultra-light aeroplanes, the letter I. The nationality and registration mark are separated by a hyphen. Aircraft registered prior to January 1, 1974 were identified with the Nationality mark CF, followed by three letters for the registration mark. Aircraft manufactured prior to January 1, 1957, are known as “vintage aircraft” and may always retain a CF nationality mark if the owner so desires.”

19. Q: Who was the First Female WO1 in PEI? = WO1 Theresa Arsenault (53 Sqn). When? = 1980, the second Female WO1 was Kendra Stordy (53 Sqn) in 1987. **Further Fun, Fantastic, Female Facts!** Females were first officially allowed in the Program as of July 30, 1975, after several years of “unofficial” participation in Squadron-operated “Girl Flights”. The first females on the Glider Course (Atlantic Region) was in 1976 – note the ‘Green Unification Uniform’ in picture below of the August 1976 ‘Wings Parade’ (note: one of the two ‘Bookend’ Officers is Capt. Geoff Haylock (L), who flew ‘Spits’ for the RAF during the Battle of Britain, and the other is ‘Black Doug’, Major MacLeod (R), CO of RGS(A), and legendary Navigator, L-19/Glider Pilot, and one of the Cadets is the Co-Creator of this Centennial Placemat, along with Kendra Stordy):



Note: Cadet Wings are worn on the Right and Regular Force Wings on the Left. ‘Boys’ are in WW2 Wool with Wedges and ‘Girls’ in Green with Berets!

20. How about First Female Cadet Pilot [PEI]? = Major (retired) CIC Shiela Forestell (Glider) in 1985, the first Year the School moved from CFB Greenwood to CFS Debert (Her dad was a Col with 413 Sqn). Kendra Stordy was next in 1986 and did her training in BC as an Exchange Cadet (with a BC Instructor, Marci Bushings coming to Debert and Capt (Retired) Graham Sheppard was RGS(A) exchange officer to BC, later former Moncton Flying Club CFI. **Special Historical Note:** “Anne Morrow Lindbergh was the first North American woman to earn a glider pilot’s license. She was determined to help her husband Charles on his pioneer routes for the airline industry. In order to do so, she learned Morse code and earned a radio operator’s license. In 1933 she accompanied her husband on a 5-month 30,000-mile survey for Transcontinental Air Transport, through Greenland, Iceland, Russia, England, Spain, Africa and Brazil. During the trip, she established a world record for radio communication between aircraft and ground stations when she made contact with Sayville, Long Island, while flying off the coast of West Africa. She was the first woman to be awarded the National Geographic Society’s highest award, the

*Hubbard Gold Medal, for her achievements as copilot and navigator on that trip.” -*

<https://www.sullenbergeraviation.org>. “She was inducted into the National Aviation Hall of Fame (1979), the National Women’s Hall of Fame (1996), the Aviation Hall of Fame of New Jersey, and the International Women in Aviation Pioneer Hall of Fame (1999). Her first book, *North to the Orient* (1935) won one of the inaugural National Book Awards: the Most Distinguished General Nonfiction of 1935, voted by the American Booksellers Association. Her second book, *Listen! The Wind* (1938), won the same award in its fourth year after the Nonfiction category had subsumed Biography. She received the Christopher Award for *War Within and Without*, the last installment of her published diaries.” – Wikipedia. Her most popular Book, *Gift from the Sea*, published in 1955, earned international acclaim and is now in its 50<sup>th</sup> edition. Sadly, she and Charles were scared for life after the kidnapping/murder of their Son in 1932.

21. Q. How did YYG come to be and ‘Who’s on First?’ = The Daring Lady and her husband spearheaded PEI’s first airfield, carving out two turf runways on their Farm that became Upton Airport, in addition to the construction of a small Hangar and Admin. Building. “Who’s on first” is a famous ‘old time Baseball’ comedy skit by ‘Abbot & Costello’. Watch at: (<https://www.youtube.com/watch?v=sYOUFGfK4bU>).
22. Q. Was “Bud the Spud” an Air Cadet? = Yes, No, Maybe So? You tell us – make the case as you deem fit and tell us about it in a Poem, Song, or Cartoon to earn a ‘Cadet Spuddy Buddy T-Shirt (‘Bright Red Mud Colour’), with your original creation printed on the Front and your Name & Squadron # and Crest on the Back, Jack! All entrants will also be entered into the draw for 2 additional \$100 prizes. All Submissions by email to Kendra Stordy-Mellish, by 23 February 2025 (all draws, T-Shirts and Essay Judging noted herein will be completed and announced at your Squadron ACR 2025 and apply only to Cadets, but anyone may make a Submission and be recognized by the ‘Honour Roll Call of Entrants’ (ACR).
23. Q. Who wrote the Poem which first line appears on the Front? = Pilot Officer John Gillespie Magee Jr., who was born in Shanghai, China, his mother was British, and his Father was American Missionary).
24. Q. With what Air Force did he fly? = RCAF but was an American who volunteered to fight for Canada in 1940 as the USA was not yet in the War until the Japanese attacked Pearl Harbour, Hawaii, on December 7th, 1941 (‘The day that shall live in infamy!’), and he wanted to help his Mother’s homeland defeat the Nazis.
25. Q. How does he refer to his Airplane in the Poem? = ‘Eager Craft’ – ‘*Hov’ring there, I’ve chased the shouting wind along, and flung My eager craft through footless halls of air...*’ Listen to the full Poem recited by Canadian Astronaut Chris Hadfield on YouTube: (<https://www.youtube.com/watch?v=OzRmcjYfVvQ>).
26. Q. Why the Title? = ‘High Flight’ - so named because “*while piloting a Spitfire Mk I, Magee reached 33,000 feet (10,000 m) during a training flight over Wales sometime in August 1941. He was impressed by the speed and agility of his ‘eager craft’ and moved by the experience of flying at that altitude. He wrote to his parents that he completed the poem soon after finishing training that day. He was killed in a training accident on December 11th, 1941. It was originally published in the Pittsburgh Post-Gazette and was widely distributed when Magee became one of the first post-Pearl Harbor American casualties of the war on 11 December, after which it was exhibited at the American Library of Congress in 1942. Owing to its gleeful and ethereal portrayal of aviation, along with its allegorical interpretation of death and transcendence, the poem has been featured prominently in aviation memorials across the world, including that of the Space Shuttle Challenger disaster (January 28, 1986, when the Space Shuttle Challenger broke apart 73 seconds into its flight, killing all seven crew members aboard. The spacecraft disintegrated 46,000 feet (14 km) above the Atlantic Ocean, off the coast of Cape Canaveral, Florida, at 11:39 a.m. EST (16:39 UTC). It was the first fatal accident involving an American spacecraft while in flight*”. Before that, 3 Apollo 1 Astronauts (Grissom, Chaffee, and White) died on the Launch pad during capsule

testing on January 27<sup>th</sup>, 1967 leading to a total redesign of the hatch and interior to make sure it never happened again – Lest We Forget! (Ed. Note: forgoing a rework from several online Wiki sources).

27. Q. Who is the new CDS? = General M.A.J. Carignan, CMM, MSC, MSM, CD, the first female General and CDS. A graduate of the Royal Military College of Canada ('RMC') in Engineering, General Jennie Carignan was commissioned into the Canadian Military Engineers in 1990. She is married and is the mother of four children, two of whom proudly serve in the CAF (per CAF Bio on Web site).
28. Q. What years was Summerside home to the Atl. Summer Camp and Gliding School? = 1946 – 1968 for Camps and 1971 – 1972 for Gliding School (how cool is that!).
29. For our Sponsors: "Hip, Hip.. ? , Hip, Hip ... ?, Hip, Hip ... ?" = Hooray, Hooray, Hooray!
30. "Brick by Brick..." ? = "Brick by brick my citizens, brick by brick" - Emperor Hadrian (of Hadrian's Wall fame), his famous reply when asked 'how Rome was going to rebuild itself' after a catastrophic fire.
31. "Illuminate Viam"? = Latin meaning 'Light the Way' – the Motto of the CIC (Cadet Instructor Cadre) the largest Officer Corps in the Canadian Armed Forces (approx. 7,200), which was founded on May 1<sup>st</sup>, 1909.
32. "Pro Patria"? = Latin meaning 'For Country', the Motto of the Royal Canadian Regiment (RCR's).
33. Pro Bono Publico? = Latin meaning 'for the good of the public' and has become synonymous with Professionals (especially Lawyers) and Volunteers, making their services available in worthy cases or causes at no or reduced fee for the best interest of the Nation (like those who Volunteer to help us)!
34. Q: What 'near-miss' Aircraft takes the place of 'The Three Missing Mottos Words'= Schweitzer 2-22 (To Learn, To Serve, To Advance)! The one shown on the Front is hanging in the Smithsonian. *"Immediately after World War II ended, Earnest Schweizer designed the SGU 2-22. Earnest and his brothers, Paul and William, hoped to produce and sell an inexpensive, easy-to-fly, two-seat training glider built from aluminum that could operate from small airfields. The Schweizer Aircraft Corporation built 257 examples of the 2-22 from 1946 to 1967. Thousands of people acquired the skill to fly motorless aircraft at the controls of the 2-22 and many of these airplanes remain active in 2003. Byron G. "Scotty" McCray flew this Schweizer 2-22EK from 1966 to 1973 at airshows in the United States, Canada, and the Bahamas. His routine began at about 760-912 m (2,500-3,000 ft). After releasing from the tow airplane, McCray looped, rolled, and spun the 2-22 down to a silent landing. He synchronized his maneuvers to the theme music from the Hollywood film Born Free while audiences heard the melody booming through the airshow public address system."* - <https://airandspace.si.edu/collection-objects/schweizer-sgu-2-22ek/nasm>
35. Q: What is a "Silver Cross" and why are they 'considered bittersweet'? = The Memorial Cross (more often referred to as the Silver Cross) was first instituted by Order-in-Council 2374, dated December 1, 1919. It was awarded to mothers and widows (NOK - Next of Kin) of Canadian soldiers who died on active duty or whose death was consequently attributed to such duty. If ever you see one, thank them!
36. Q: What former PEI Air Cadet WO went on to served with the RCR's and died in the line of duty in Afghanistan and is Memorialized on an ACL L-19 "Bird Dog"? = WO Frank Robert Mellish, *"son of Barry and Sandra Lynne Mellish of Truro, Nova Scotia. Husband of Kendra Helen (née Stordy) Mellish. Father of Matthew and Koven Mellish. Warrant Officer Mellish served 18 years with the CAF, and was serving his seventh overseas deployment, the second to Afghanistan at the time of his untimely death on September 3, 2006, during Operation Medusa, the largest NATO Military Operation since WW2. Citation(s): Sacrifice Medal (posthumous), United Nations Force in Cyprus - (UNFICYP), United Nations Protection Force (UNPROFOR), NATO Operations in Somalia, Canadian Decoration (CD) Former Yugoslavia Bar, Canadian Peacekeeping Service Medal (CPSM), General Campaign Star (GCS), ISAF (International Security Assistance Force) bar.*

*Tours of Duty - Cyprus, Somalia, Croatia, Bosnia, Kosovo, Afghanistan (twice)”*

(<https://www.veterans.gc.ca/en/remembrance/memorials/>) – Lest We Forget!

37. Q: What type of Aircraft crashed into Malpeque Bay in 1986, killing its Pilot (hint same type as the ‘eject success’ depicted on the Front)? = On 24 May 1986, a CF-18 fighter jet attached to 425 Tactical Fighter Squadron at CFB Bagotville crashed into Malpeque Bay shortly after taking off from CFB Summerside, killing the pilot, Captain Tristan De Koninck. It was the third crash of a CF-18 - Lest We Forget
38. Q: Why is the Name “Costain” linked to Cadets, Greenwood & Gliding? = LCol. Keir Costain and wife, Carrie Costain, were regular fixtures at the Greenwood Cadet Camp for many years in the late 1970’s - 1980’s. He was the CO of the Summer Camp, and she was social convener and comforter for many. Their son Andrew was a Cadet Glider/Power Pilot and Instructor/Flight Commander and CFI at the Gliding School when it moved to Debert in 1985. He was also one of the original 5 Incorporating Officers/Directors of the Air Currency Enhancement Society (ACES) and part owner of 2 Schweizer 1-26 sailplanes, one being depicted on the Placemat Front. The Costains’ daughter Heather was also a Cadet (Band) and now works for Tourism PEI (big shoutout to one of our major Sponsors). Their Son Mark works with Andrew. Andrews's wife is Kerri, and have two daughters, both pilots, and both in University. Before all of that amazing aviation adventure, then Cadet Warrant Officer Keir Costain was chosen to attend the International Air Cadet Exchange (IACE – find logo on Front) in the UK and Europe. Then 2nd Lt. Keir Costain received his Queen’s Commission and was appointed to 60 Squadron as the Supply Officer and began ‘supplying’ the Program Cadet Pilots/Officers Children and Grandchildren ever since, with Great Grandchildren ‘waiting in the wings’ to join us and receive their Wings! RIP LCol Costain.
39. Q: Name 3 highly regarded PEI Cadet Pilots who Served with Distinction? = Major Duane Boosamra, CD (CF-18 Pilot/Instructor) 53 Sqn, WO Steve Doran, CD (Glider/Drone Pilot) 53 Sqn , Capt. Andrew Costain, CD (CFI RGS(A)) 60 Sqn, Capt. Dick Lubbersen, CD (see below for more details of his storied Cadet Career), Capt. James Harper, CD (Pilot/Glider Instructor) 641 Sqn; and, Capt. Kendra Stordy, CD (Glider, Power, Instructor) 53 Sqn, among others who you can identify from PEI League Website or Personal Knowledge or research – Bravo Zulu to All!
40. Q. Why are you Thankful for Freedom and Peace? = You tell Us! Q. Who do we thank? = You Tell Us! A Flight in an historic 2-22E (C-FACE) and ACES Poster will be offered/provided (subject to weight limits, parental consent, and flying weather) to every Cadet who submits a 750 - 1,000-word essay by 23 February 2025 to Kendra Stordy-Mellish, CD, by email in answer to these important personal reflections. The Most Reverent & Intriguing Essay (as determined by a panel of 3 judges) will be submitted to the Legion Magazine for their consideration and potential publication if deemed fitting – Lest We Forget. All Essay Writers will be entered into the above noted draw for the two additional \$100 prizes! Write-On!

**Now a wee reminder:** *"We are like dwarfs sitting on the shoulders of giants. We see more, and things that are more distant, than they did, not because our sight is superior or because we are taller than they, but because they raise us up, and by their great stature add to ours."* - 12th century theologian John of Salisbury in his treatise on logic, *Metalogicon* (1159), in which he references Philosopher Bernard of Chartres who said it first.

***“The Early Days – 1940’s.*** *To understand why and how the Air Cadet League of Canada came into being, it is necessary to recall the early days of World War II. France had fallen, the Low Countries had been invaded, and Britain was under heavy attack from the air. The critical need was for planes and more planes – and for trained young men to fly them in defense of freedom. Against this background there grew in Canada the idea of a select corps of teen-aged youths who would devote some of their spare time to*

*preparing for the day when they would take their places as aircrew in the ranks of the RCAF.' - <https://aircadetleague.com/about-us/history/>*

### **History of Air Cadets Beginning in PEI** (<https://wyattheritage.com/hospitality/main>)

*"The existence of RCAF Station Summerside was the determinant factor in the creation of a unit of the Canadian Air Cadet League in the town. The League became a charitable, non-profit corporation in Canada on April 9, 1941. The civilian controlled organization offered a three-year training program similar to the elementary flying course of the RCAF. It was found to work very successfully as a supplement to a high school curriculum.*

*In September of 1941, a group of citizens met in the Town Hall to discuss the formation of a local squadron. A.R. (Arthur) Brennan, as president of the Board of Trade, had attended a meeting in Halifax where details of the air cadet program were explained. It was moved by J.E. Dalton, seconded by Lloyd Gorrill, and carried unanimously that a local unit be established. At a meeting a week later, a Citizen's Committee of fifteen men was given the power to carry out the inaugural work.*

*A public meeting was held on October 11, 1941, with Flying Officer J. A. Guymmer, the Air Cadet Liaison Officer for Eastern Air Command, in attendance. He explained that the League's purpose was to create "a great body of uniformed, disciplined and instructed young men better equipped to become good and useful citizens in times of peace as well as in war." Mayor Campbell fully supported the idea and Wing Commander Fullerton of the No. 9 School offered complete cooperation on the part of the RCAF.*

*As a result of this meeting, the No. 53 Air Cadet Squadron was formed on December 3, 1941. It was reported at the annual Board of Trade meeting in January 1942 that two "public spirited" citizens had each donated \$500 towards uniforms and equipment. A. R. Brennan became the first commanding officer and by March 1942, 36 senior and 21 junior cadets had been enrolled and courses were underway. A lecture period was held every Monday evening and a drill and instruction period was held at the school after hours on Tuesday and Friday. With the cooperation of Flying Officer Williamson of No. 9 SFTS who became their Liaison Officer, the boys visited the airport on Saturday afternoons where they had lectures and practical instruction in aircraft construction. (It wasn't until July 1944 that cadets were allowed to take flights.) W. E. Smallman provided free bus transportation and Lt.-Col. E. H. Strong provided the use of a room in the Armoury.*

*The cooperation of the No. 9 School was very evident throughout the war years. Numerous newspaper articles praised the staff at the Station for being such an integral part of the cadet program. The local squadron solicited donations from civilians as well as airport personnel by holding its first tag day in June 1942. This fundraising effort was kicked off with a concert in aid of the cadets sponsored by Group Captain Fullerton. Mr. W. E. Darby, chairman of the local Cadet Squadron Committee expressed the Air Cadets' appreciation for the assistance and good will demonstrated by the No. 9 School. G/C Fullerton in his remarks said that, "the Air Cadets of today were destined to be the Air Force of tomorrow." The capacity audience enjoyed some local talent along with entertainment from No. 9 SFTS, which featured the RCAF Orchestra.*

*In the summer of 1943, a number of the cadets attended a camp at the Charlottetown airport. In August 1945, No. 1 R & NS held a two-week course for cadets around the Maritimes. The local unit held annual inspections, attended church parades as well as Remembrance Day parades and ceremonies, and continued to thrive. In September 1944 about 75 boys signed up for the program through the Summerside High School. By war's end, No. 53 Air Cadet Squadron was well established and in 2024 looks back on a history of 83 years." (Ed. Note: Material reformatted for space and readability.*

## Special Historical Mentions of Note & Honour:

**Charlie Monty DFC, CD** – “53 RCAC Sqn formally of CFB Summerside, PEI was later renamed after a great war hero. The squadron was renamed on 30 July 1997 to 53 C.E. Monty, DFC Sqn after Captain Charlie E Monty. Distinguish Flying Cross (DFC), CD. This war hero had spent 48 years in uniform. Starting out as an admin clerk – typist in 1940 and later commissioned from the ranks to pilot. After the compulsory age of 60, he then became the chair of the cadet sponsoring committee for the No. 200 Wing of the RCAF Association for 53 Sqn.”

<https://aircadetleaguepei.ca/> “The late Charles Eugene Monty, a 200 Wing Sponsor Committee member for 27 years as well as the Commanding Officer of the squadron from 1960 to 1975, is the namesake of the Squadron. RCAF Captain Charles Monty won the Distinguished Flying Cross in WW II as an air gunner, awarded July 1945 at Buckingham Palace by King George VI for Captain Monty’s completion of two operational bombing tours against the enemy.” – <https://wingpei.com/about/cades/> A big shout-out to our Wing Sponsors for years of support!



**Distinguished Three Photo Above:** “June 1986. On Left, LCol Keir Costain (RIP), on Right, then CWO Frank Mellish (KIA Afghanistan 2006, WO 1RCR), and center is Charlie Monty, DFC as Sponsoring Chairman (RIP)” – “At the going down of the sun, and in the morning, we shall remember them” (all repeat: ‘We Shall Remember Them’! – WW1 Poet, Laurence Binyon, “For the Fallen’. (Material reworked – Ed.)



**Major (Retired) Dick Lubbersen, CD** - Another distinguished PEI Cadet for 5 years, who went on to help build the Training/Gliding/Flying Program in PEI and the Atlantic Region with an amazing 48 dedicated years as an Officer He has flown thousands of Fami'l flights in both Glider and Power aircraft. Three tours as Squadron CO and 3 tours at Glider operations (one as Commander). His whole family was involved for several years, His spouse Carmella (2Lt Adm O) and both his Son and Daughter earned their Glider & Power wings. As he likes to point out (rightfully so) “We had the largest squadron in PEI at 128 cadets when I was promoted to Major”.

**Photo of two Distinguished Pilot/CO's:** then “Captain Dick Lubbersen, left, former commanding officer of 53 CE Monty DFC, Royal Canadian Air Cadet Squadron in Summerside, was presented a plaque to commemorate his retirement by Captain James Harper, commanding officer of 53 Squadron. Submitted Photo” - <https://www.saltwire.com/>

**Capt. (Retired) Russell Gallant, CD**- 2022 National Air Cadet League of Canada Honorary Member for Life. Over 60 years of service to the program. Russell Joined staff of 641 Tignish Sqn in 1969 and served until 1984. Jack of all trades, he served in Supply, Administration and Commanding Officer for 10 years. Starting in 1990, he served as Chairman of the Sponsoring Committee for 641 Sqn until 1997. During this period, he also served as a Director of the Air Cadet League of PEI, was elected VP and then President. While serving as Provincial Chair in 1995, PEI hosted its first ever AGM of the Air Cadet League of Canada. In January 2007, he returned as Chairman of the Sponsoring Committee for 641 Sqn, serving until 2010, as well as serving as a Director of the Air Cadet League of PEI, President in 2013, and VP 2014, while serving with 641. He received the Canadian Decoration (CD) from the Canadian Armed Forces in 1983. While serving with the ACLPEI, he received the Canada 125 Medal in 1992. Certificate of Honour and Certificate of Excellence from the Air Cadet League of Canada, 1995 and 1998 respectively. Impressively, he continues to be a league Advisor Provincially and Nationally. Chair Host Committee AGM of the Air Cadet League of Canada hosted by Air Cadet League of P.E.I. in



Charlottetown, June 2013. In 2010, as Zone Commander of the West Prince Zone (PEI) of the Royal Canadian Legion, in conjunction with Tignish Legion Executive and 641 Sponsoring Committee, he worked with 641 Sponsor in getting the name of 641 Tignish Royal Canadian Air Cadets changed to 641 West Prince, to broaden the Squadron's area for recruiting and partner with two more Legions as Sponsors (St. Anthony's and O'Leary – big shoutout to all Sponsors).

**Capt. (Retired) Guy Albert, CD** - has been an ACL Volunteer and CIL/CIC Officer Extraordinaire for over 56 years in NB, PEI, and for Cadets in the Atlantic Region, which started as a cadet with 313 Edmundston Squadron, NB, in 1968. In 1974 he joined the Cadet Instructor List and was on strength with many Squadrons in NB and PEI filling all leadership positions from Training Officer, Administration Officer, to Commanding Officer, while also active in the Summer Training Programs and filled various positions such as Control Room Clerk, Duty Officer, Junior Leadership Instructor, Officer in Command (OIC) of Junior Leadership course, Services Officer, Recreation Officer, Assistant Training Officer and Wing Officer in Greenwood, NS. He also spent two summers in Moncton as Flying Scholarship Supervisor. In 1987 he began work with the ACL as Chair of 60 Squadron Charlottetown Sponsoring Committee and PEI League. He was then on the Board of Governors of the Air Cadet League of Canada before becoming Vice-President in 2000. First-Vice President in 2003 and President in 2004. He has been a member of the Advisory Board since 2005, chairs the National Educational Scholarships and Awards, and assist as a Provincial Advisor and Sponsoring Committee Chair of 327 Southern Kings Squadron, Montaque.

*“The last shall be first, and the first last: for many be called, but few chosen.”* (Matthew 20:16)

**Mabel Hubbard Bell** (November 25, 1857 – January 3, 1923) - Arguably the Mother of Aviation, ‘Ma Bell’ was an American businesswoman, and the daughter of Boston lawyer Gardiner Green Hubbard. She was the wife of Alexander Graham Bell, inventor of the first practical telephone.

From the time of Mabel's courtship with Graham Bell in 1873, until his death in 1922, Mabel became and remained the most significant influence in his life. Folklore holds that Bell undertook telecommunication experiments in an attempt to restore her hearing which had been destroyed by disease close to her fifth birthday, leaving her completely deaf for the remainder of her life.

Mabel was one of the first deaf children in the nation to be taught to both lip-read and speak, which allowed her to integrate herself easily and almost completely within the hearing world, an event virtually unknown to those in the deaf community of that era.

Described as "strong and self-assured", Hubbard became one of Bell's pupils at his new school for the deaf, and later evolved into his confidant. They married on July 11, 1877, when she was 19, more than 10 years Bell's junior. Together they had four children, including two daughters: Elsie May Bell (1878–1964) who married Gilbert Hovey Grosvenor of National Geographic fame, and Marian Hubbard Bell (1880–1962), who was referred to as "Daisy", and who was nearly named Photophone by Bell after her birth.

Hubbard also bore two sons, Edward (1881) and Robert (1883), both of whom died shortly after birth leaving their parents bereft. From 1877, she and "Alec", as she preferred to call Bell, lived in Washington, D.C. at their home, the Brodhead-Bell Mansion, which they occupied for several years, and from 1888 onwards residing increasingly at their Beinn Bhreagh (Gaelic for "beautiful mountain") Estate, in Cape Breton, Nova Scotia, Canada.

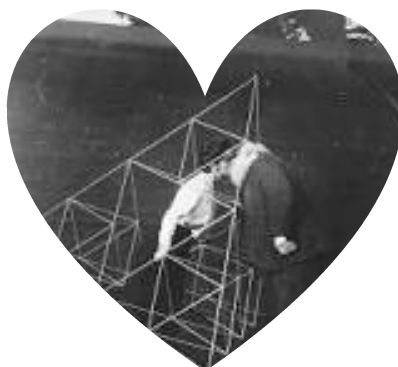
After her husband, Bell's death on August 2, 1922, Hubbard slowly lost her sight and died of pancreatic cancer five months later, on January 3, 1923, both of whom are buried near their home on "The Point" at Beinn Bhreagh, originally their summer residence. Her ashes were interred with Alec's grave exactly one year, to the hour, after his burial. Today, they rest together near the top of their "beautiful mountain" overlooking Bras d'Or Lake, under a simple boulder of granite.

Deaf to Bell's utterances - The Centennial Exhibition in Philadelphia, 1876, propelled the Bells to international fame. Hubbard was the indirect source of her husband's early commercial success after his creation of the telephone. The U.S. Centennial Exposition in Philadelphia in 1876 made Bell's newly invented telephone a featured headline worldwide. The Judges Emperor recommended his device to the Committee of Electrical Awards, which voted Bell the Gold Medal for Electrical Equipment. Bell also won a second Gold Medal for Visible Speech, for his additional display at the exposition, helping to propel him to international fame. Bell, who was then a full-time teacher, hadn't even planned on exhibiting at the fair due to his heavy teaching schedule and preparation for his students' examinations. He went there only at the stern insistence of his fiancée and future wife.

Hubbard understood Bell's reluctance to go to the exhibition and display his works. She secretly bought his train ticket to Philadelphia, packed his bag, and then took the unknowing Bell to Boston's train station where she told her shocked fiancé that he was going on a trip. When Bell started to argue, Hubbard turned her sight away from him, thus becoming literally deaf to his protests.

Support to aeronautical research - Hubbard was highly intelligent but usually preferred to remain in the background while Bell conducted scientific discussions and meetings among his peers—for many decades he held regular Wednesday evening intellectual salons in their home parlour, dutifully documented in the multiple volumes of his "homenotes". However, Hubbard strongly believed that a heavier-than-air vehicle could be designed to fly, and she provided the inspiration and financing of about \$20,000CAD to that end, a significant amount in 1907 (approximately \$450,000 in 2008 dollars).

At that time Hubbard sold some of her real estate and gave that amount of money to her husband and four others to establish the Aerial Experimental Association (AEA), for the purpose of constructing "a practical flying aerodrome", Canada's first heavier-than-air vehicle, the Silver Dart. Based on their scientific experiments [including Kites], the aircraft they designed and built incorporated several technical innovations not previously invented for flight, including lateral control by means of ailerons. [Their newsletter about the project was called 'Air Fax' – Ed.] Partly because of her founding of the AEA, but also for founding social and educational institutions [first Home & School Association in North America at Baddeck], she was named a National Historic Person in 2018. [Ed. Note: Material formatted and reworked from Wikipedia for space and readability]



1. The A.E.A [Glenn Curtis, J.A.D. McCurdy, Alexander Graham Bell, Casey Baldwin, Thomas Selfridge], 2. Alec & Mabel Bell kissing inside a Tetrahedral Kite Cell, and 3. Mabel helping Test a Kite's Lift Forces!

“Behind Every Great Man is an Even Greater Woman”! [The Editors]

## The Last Post – Plane Facts Mix ‘N Match

In addition to the Planes described above, the following Aircraft can be found on the Front of the Placemat (note: one is hovering very small so search well!). Using the process of elimination as to which is which, can you find the Planes Listed below (in no particular order), and then match them to their description in the right-hand column (note: they do not correspond to how they are set out below). Good luck with this final fun challenge:

<b>Voodoo</b>	Lockheed P-2 is a maritime patrol and anti-submarine warfare (ASW) aircraft. It was replaced in by the Argus. It was land based although some made carrier landings as tests.
<b>Tracker</b>	Schweizer SGS (#-##) is a two-seat, high-wing, strut-braced, training glider that designed to replace the Schweizer 2-22, from which it was derived. The aircraft first flew in 1965.
<b>Chipmunk</b>	Avro Canada CF-105 delta-winged interceptor aircraft designed and built by Avro Canada. Mach 2 speeds at altitudes exceeding 50,000 feet (15,000 m) as RCAF primary interceptor.
<b>Tutor</b>	Avro 504 is a single-engine biplane bomber made by the Avro Aircraft Company and others under licence. More than 10,000 were built from 1913 until production ended in 1932.
<b>Canso</b>	McDonnell Douglas CF-18 fighter aircraft that replaced CF-104 Starfighter, CF-101 Voodoo and the CF-116 Freedom Fighter. Deliveries began in 1982 and will be replaced by the F-35.
<b>Birddog</b>	McDonnell F-101 is a supersonic jet fighter designed/produced by the American McDonnell Aircraft Corporation during the late 1940s as a long-range bomber escort/fighter for SAC.
<b>SGS 2-33</b>	Bell UH-1 (nicknamed "Huey") is a utility military helicopter designed and produced by Bell Helicopter. It is the first Huey and the first turbine-powered helicopter in service with USAF.
<b>Arrow</b>	Consolidated Model 28 is a flying boat and amphibious aircraft designed by Consolidated Aircraft in the 1930s, and widely used in WW2. It is still flying today as a waterbomber.
<b>Hornet</b>	Schweizer SGS (#-##) is a United States One-Design, single-seat, mid-wing glider built by Schweizer Aircraft of Elmira, New York. First flight in 1954 and production ended in 1979.
<b>Reaper</b>	Cessna O-1 is a liaison/observation aircraft that first flew in 1949 and entered service as the L-19 in the Korean War and flew in the Vietnam War. It can pull 3 Glider at once!
<b>The 504</b>	de Havilland Canada DHC-1 is a tandem, two-seat, single-engine primary trainer aircraft designed/developed shortly after WW2, rated for aerobatics, and sold in large numbers.
<b>SWG 1-26</b>	Canadair CT-114 is a jet trainer that was designed/ produced by Canadair. It served as the standard jet trainer for the RCAF/CAF, between the early 1960's and 2000. Who still uses it?
<b>Neptune</b>	Grumman S-2 is the first purpose-built, single airframe anti-submarine warfare (ASW) aircraft. It has twin radial engines, a high wing that could be folded for storage on Carriers.
<b>Iroquois</b>	General Atomics MQ-9 (sometimes called Predator B) is an unmanned aerial vehicle (UAV), ground control by CAF Pilots, and considered the future for military air power.

**“Onwards & Upwards”!**

**- The End-**

