

Vintage Wings of Canada
The Discovery Air Hawk One



Historical Report 2011

“When Sabres Ruled the Skies”

The Discovery Air Hawk One

2011 HISTORICAL REPORT

GENERAL

Hawk One is a former RCAF F-86 Sabre fighter bearing the Canadian civilian registration C-GSBR. Originally manufactured by Canadair Ltd in 1954 as a Sabre 5, it served for 16 years in the RCAF under the serial number 23314 prior to being demilitarized and sold to private civilian interests in the United States. It was purchased and repatriated to Canada in September 2007 by Vintage Wings of Canada for the express purpose of restoring the aircraft in the colours of the RCAF Golden Hawks aerobatic team in order to help celebrate the 100th anniversary of powered flight in Canada in 2009. Prior to its purchase, the aircraft had been retrofitted by its civilian owners with F-86F wings with leading edge slats and an Orenda 14 engine, thus giving it all the appearance and performance of a Canadair Sabre 6. A detailed history of the aircraft along with background information about the Canadair Sabre in RCAF service is at Annex A.

In its first year of operation, the 2009 Hawk One team operated under a military conveyance authorized by the Department of National Defence/Chief of the Air Staff in conjunction with a Special Certificate of Airworthiness issued by Transport Canada. In 2010, and again in 2011, the team has operated entirely as a civilian entity under the operational control of Vintage Wings of Canada and in accordance with Transport Canada and International Council of Air Shows guidelines. A total of 16 personnel under the operational command of team leader Dan Dempsey served on the Hawk One team in a part-time capacity up until the end of the 2011 airshow season. Of these, nine were unpaid volunteers, two were RCAF volunteer technicians and five were full time employees of Vintage Wings of Canada, primarily Aircraft Maintenance Engineers (AME's). A list of team members and key support personnel is at Annex B.

This ongoing tribute to Canada's rich aviation history continues to be possible through a unique partnership between Vintage Wings and corporate partners led by Discovery Air, Magellan Aerospace and Westjet Airlines. A complete list of Hawk One sponsors and financial supporters for 2011 is at Annex C.

MAINTENANCE

Maintenance on the Hawk One Sabre, and all major inspections, are normally carried out at the Vintage Wings of Canada hangar at the Gatineau airport under the direction of Vice President Maintenance Andrej Janik and Director of Maintenance Guy Richard. The maintenance team now has four year's experience on the aircraft and a total of four AME's presently have signing authority on the jet. One of them is routinely deployed to all Hawk One showsites throughout the summer which involve a flying display. For cross-country flights and static displays, routine daily inspections are carried out by the pilot and an AME is on call for deployment if a technical issue develops with the aircraft. Responsibility for test flights rests with Chief Pilot and Aircraft Manager Paul Kissmann supported by VWC President Rob Fleck.

The team also has its disposal, on a limited basis, two RCAF technicians who have also been involved with the aircraft from the outset, including the restoration phase in 2007/2008. One of the technicians is the Aircraft Life Support Equipment (ALSE) manager responsible for the Tutor ejection seat

components and parachute on loan from the RCAF.

From January to March 2011, an avionics upgrade was completed on the aircraft by Kitchener Aero Avionics Ltd in Kitchener-Waterloo. The installations of a Garmin 430/500 navigation suite, new radios and transponder have significantly improved the IFR capability of the aircraft.

A synopsis of the maintenance activities carried out on the aircraft in 2011 is at Annex D. At the time of this report, Hawk One has 3,424 airframe hours and 489 hours on the refurbished engine installed.

OPERATIONS

As in previous years, in addition to the highly experienced maintenance team, the Hawk One project brought together four pilots with a wide range of expertise in high performance, test flight, or demonstration flying in addition to public relations roles. All four had significant military flying experience. Of these, two were former commanding officers/team leaders of the Snowbirds with two tours each on the team (Dan Dempsey and Rob Mitchell), one is a current astronaut/test pilot (Chris Hadfield) and all four (including VWC President Rob Fleck) had fighter experience ranging from the CF-5 Freedom Fighter to CF-104 Starfighter and CF-18 Hornet. Rob Mitchell also served as the Canadian Forces' CF-18 demo pilot in 1999.

For the first time, an F-86 ground school open to the general public was run in partnership with the Canada Aviation and Space Museum in Ottawa on April 16-17. The ground school comprised lectures on aircraft systems, flight planning, general aircraft handling, formation flying and aerobatic flight. All lectures were held at the CASM with the last afternoon devoted to a hands-on look at the aircraft at Vintage Wings. An additional special feature of the ground school was the attendance of three RCAF Sabre veterans: Eric Smith (WW II & Korean War vet; former Sabre OTU commander), Fern Villeneuve (team lead of three Sabre aerobatic teams including first team leader of the Golden Hawks) and Paul Hayes (eight years flying the Sabre). Each of these gentlemen presented an overview of their experience flying the Sabre in operational service which proved to be a very entertaining and popular addition to the classroom lectures. So too was a special "Sabre vs Soyuz" presentation by Chris Hadfield highlighting the training he is undergoing in preparation for his launch to the International Space Station aboard Soyuz in November 2012.

Initial flying training for the 2011 season took place from April 19-22, with aerobatic work-ups for Dan Dempsey and Rob Mitchell then being flown from May 6-12 inclusive. This training culminated with a full aerobatic demonstration being assessed by ICAS ACE (Aerobatic Competency Evaluator) Bud Granley. Based on his recommendation, the two demo pilots for 2011 were issued a SAC Card (Statement of Aerobatic Competency) by Transport Canada authorizing them to conduct aerobatic performances to a minimum altitude of 250 ft AGL in Hawk One. Several new manoeuvres were introduced to the show for 2011, including a loop, four-point roll, multiple rolls and vertical roll. The approved high and low shows are attached as Annex E.

Another first for the Hawk One team was participation in the first formal formation training camp ever conducted in Canada. Hosted by Vintage Wings at their Gatineau facility, the camp ran from May 12-14 and comprised an impressive contingent of aircraft ranging from Pitts Specials to the Vintage Wings' collection of Warbirds to the CF-18 Hornet. In addition to the Hornet, 1 Canadian Air Division provided two staff officers and a Central Flying School standards' pilot to assist with the camp. Dan Dempsey, Rob Mitchell and Chris Hadfield were each checked out in formation with the FG-1D

Corsair and CF-18 Hornet and ultimately cleared to fly formation with the Hornet by the Commander 1 Canadian Air Division. All three pilots subsequently flew Heritage Flight formation demonstrations in 2011 that included the CF-18 Hornet, P-51 Mustang, P-40 Kittyhawk, Spitfire, T-6 Texan or Snowbird Tutor. Under special arrangement with Nav Canada, Hawk One now flies under the call sign “Golden Hawk 1” for all flights.

Coincident with the training of team pilots, a coordination plan was developed to ensure the exposure of Hawk One to as many Canadians as possible during the 2011 airshow season. Two former Snowbird team coordinators and original Hawk One team members (Jeff Hill and Réal Turgeon) formulated an ambitious plan to fly the aircraft from coast-to-coast across Canada to perform at several airshows and provide the aircraft for static display at as many locations as possible. As in previous years, each show was set to music and narrated by one of the team coordinators. As an on-going tribute to the RCAF and the Golden Hawks, the team retained uniforms modelled after those worn by the Hawks, including RCAF rank and wings where applicable. This tribute took on special significance with the announcement of the reinstatement of the RCAF on August 16th by the Chief of the Air Staff (and newly anointed Commander of the RCAF), LGen André Deschamps. A schematic of the final iteration of the planned 2011 schedule is at Annex F followed by a chronological listing of flying and static events at Annex G.

Several unforeseen factors affected the planned schedule during the course of the airshow season. A fuel leak discovered just prior to departure from 4 Wing Cold Lake in June resulted in a two day delay in arrival in Edmonton for participation in the Alberta Aviation Museum’s “Airfest” at City Centre Airport. Fortunately, a strong cast of volunteer Canadian Forces technicians assisted the team engineer in removing the engine and replacing the Sabre’s fuel control unit after the spare part arrived from Toronto. This was accomplished in minimum possible time, a tribute to their dedication.

Similarly, a snag with the aircraft’s avionics system delayed departure from Waterloo in August, regrettably necessitating the cancellation of static displays in Saint John and Miramichi, New Brunswick the following week. These will be rescheduled in the future. Weather also proved to be a challenge throughout the season with several planned transits delayed. Two airshow performances were also cancelled due to weather, one each in Summerside, PEI (approaching Hurricane Irene) and Windsor, Ont (low cloud). A synopsis of the 94 sorties flown by Hawk One between January 12 and September 17, 2011 is at Annex H followed by a sortie/ hours summary by pilot at Annex I.

In total, Hawk One personnel participated in 28 public events in 2011 and flew 18 of 20 scheduled airshow performances. It is also noteworthy that, with the culmination of the 2011 season, Hawk One has now visited or flown over 68 Canadian towns and cities (30 in 2011) in addition to three cities in the United States as follows:

Abbotsford, BC
Airdrie, AB
Baddeck, NS
Bagotville, QC
Bath, ON
Beloeil, QC
Brantford, ON
Brockville, ON
Calgary, AB

Camrose, AB
Cold Lake, AB
Comox, BC
Courtenay, BC
Drummondville, QC
Duluth, MN
Edmonton, AB
Fort Saskatchewan, AB
Fredericton, NB

Gibbons, AB
Gatineau, QC
Hamilton, ON
Kelowna, BC
Kenora, ON
Kingston, ON
Kitchener, ON
Lancaster Park, AB
Lethbridge, AB

Lévis, QC
London, ON
Medicine Hat, AB
Minot, ND
Moncton, NB
Moose Jaw, SK
Nanaimo, BC
Nanton, AB
North Bay, ON
Oshkosh, WI
Ottawa, ON
Peace River, AB
Peachland, BC
Penticton, BC
Portage la Prairie, MB

Quebec City, QC
Regina, SK
Saint-Isidore, QC
Saint John, NB
Sarnia, ON
Saskatoon, SK
Sault Ste Marie, ON
Sidney, BC
Sherwood Park, AB
Ste-Hyacinthe, QC
St Albert, AB
St-Hubert, QC
St-Georges de Beauce, QC
St-Marie de Beauce, QC
St Thomas, ON

Summerside, PEI
Sydney, NS
Thetford Mines, QC
Thunder Bay, ON
Toronto, ON
Trenton, ON
Vancouver, BC
Val D'Or, QC
Victoria, BC
Victoriaville, QC
Waterloo, ON
Windsor, ON
Winnipeg, MB
Yarmouth, NS

Bold - denotes 2011 appearances

PUBLIC AFFAIRS

A comprehensive public affairs strategy was developed in 2011 which revolved around two themes: “When Sabres Ruled the Skies” was introduced to pay tribute to the RCAF veterans who flew and maintained the F-86 in operational service from 1950 to 1968. The Heritage Flight flown by the CF-18 Hornet and Hawk One at major airshows across Canada paid tribute to both RCAF veterans and Canada’s returning troops from Afghanistan using backdrop music of the “RCAF March Past” and “Band of Brothers” respectively.

The second theme was dedicated to the youth of the nation through a “Pursue Your Dreams” campaign. Team members spent considerable time throughout the season meeting and encouraging young people to set a goal for themselves early in life and follow through on their passions, whatever they might be. This was certainly a popular theme with the parents of children who had the opportunity to meet team personnel, hundreds of whom also had the opportunity to sit in Hawk One and have their photograph taken. Autograph sessions were conducted at virtually every event that Hawk One participated in, supplemented by an attractive brochure that was made available to the general public at each event.

The continued participation of astronaut Chris Hadfield as a member of the team remained as popular as ever and helped achieve national exposure for the team on two levels. A special four-part series on the team for Postmedia News entitled “Living the Dream” highlighted Chris’ involvement flying Hawk One in conjunction with our goal to reach out to the youth of the nation. Originally written for the Edmonton Journal, both Parts 1 and 2 (three full pages) were subsequently also picked up by the Montreal Gazette, Windsor Star, Ottawa Sun, Calgary Herald, Vancouver Sun and Vancouver Province. Portions of videotaped interviews with team personnel also appeared on the internet. Parts 1 and 2 are appended to the end of this report; Parts 3 and 4 are forthcoming in future Postmedia chain newspapers. The second item of national exposure came courtesy CBC’s “The Rick Mercer Report” and the Windsor International Air Show where Chris was one of the featured guests. The comedic interlude was shown coast-to-coast in Canada in October 2011.

A synopsis of the Hawk One Media and Public Affairs activities for 2011 is at Annex J.

SUMMARY

The Hawk One 2011 season was once again a resounding success due to the dedication and professionalism of a wide range of personnel, both civilian and military. Sponsors and donors who contributed to the campaign can take great pride in the major role they played in helping the team achieve its mandate of educating and inspiring Canadians across the country. The unique partnerships developed over the course of what has now been a four year project have been most rewarding. Hawk One remains a popular and most fitting contribution to Canada's proud aviation heritage and team members look forward to continuing to promote this legacy in the future.



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ANNEXES

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Vintage Wings of Canada

Hawk One

The Return of a Legend

By LCol (Ret'd) Dan Dempsey, Team Leader 2011



Design by Dave O'Malley

Millions of Canadians witnessed an historic event in 2009 as one of the most famous aircraft to have served in the Royal Canadian Air Force toured Canada as the mainstay of the Centennial Heritage Flight celebrating 100 years of powered flight in Canada. Due to popular demand, the Discovery Air Hawk One toured Canada again in 2010 to help celebrate the 100th anniversary of the Canadian Navy and in 2011 celebrated the rebirth of the RCAF as the team continued to salute our veterans and motivate young Canadians from coast-to-coast.

Chosen by the RCAF as its frontline fighter in August 1949, the Canadair F-86 Sabre served in Western Europe as a deterrent to the Warsaw Pact from the early days of the Cold War until it was replaced by the CF-104 Starfighter beginning in 1962. All told, some 300 RCAF Sabres were based in Europe at the height of the fighter's operational service as part of Canada's collective defence contribution to the North Atlantic Treaty Organization (NATO). Spread throughout 12 Squadrons on 4 Wings, the aircraft saw service in three countries in the interceptor day fighter role – 1 (F) Wing North Luffenham, England, latterly Marville, France; 2 (F) Wing Grostenquin, France; 3 (F) Wing Zweibrücken, West Germany, latterly Lahr, West Germany; and 4 (F) Wing Baden-Soellingen, West Germany.

RCAF Sabre Squadrons

No. 1 Air Division

By September 1953 Canada had 12 F-86 Sabre squadrons operational in Europe with the RCAF's No.1 Air Division. In 1956, four of the Sabre squadrons were disbanded to give way to the Avro CF-100 All Weather Interceptor. Ultimately, all were replaced by the CF-104 Starfighter as the RCAF switched its NATO role to low level nuclear strike and reconnaissance.

The following Canadian squadrons saw service in Europe between 1951 and 1963 equipped with the F-86 Sabre: 410, 439, 441, 416, 421, 430, 413, 427, 434, 414, 422 and 444. A total of 107 RCAF Sabre pilots gave their lives in service of their country during this period.

In Canada

RCAF pilots destined to fly the Sabre in Europe trained at No.1 (F) Operational Training Unit (OTU) based at RCAF Station Chatham, New Brunswick. In 1959, the station also became home to the RCAF's famous aerobatic team, the Golden Hawks. When the Sabre was phased out of service in Europe in 1963, it continued to serve as a lead-in fighter trainer for the CF-104, the training unit being renamed the Sabre Transition Unit (STU). The last Sabre training flight took place in December 1968 at CFB Chatham.

For a brief period in 1954, 431 (F) Sqn was equipped with the Canadair Sabre 2 and participated in Operation Prairie Pacific, a program designed to introduce Canadians to the jet age. Although disbanded in October 1954, the squadron was re-formed on 1 April 1978 when the Canadian Forces Snowbirds received squadron status, being officially renamed 431 Air Demonstration Squadron. A number of Auxiliary Squadrons across Canada were also equipped with the Sabre in RCAF service. These included 400 & 411 Sqns at RCAF Station Downsview, Ontario, 401 & 438 Sqns at RCAF Station St. Hubert, Quebec and 442 & 443 Sqns at RCAF Station Sea Island, British Columbia.

Canadair Sabre History

Built under license from aircraft manufacturer North American of the United States, all Canadian Sabres were built by Canadair Ltd at its Cartierville, Quebec plant near Montreal. Modelled after North American's F-86A, the prototype Canadair Sabre 1 (19101) made its first test flight at RCAF Station Dorval on August 9, 1950 piloted by Canadair's chief test pilot, Al Lilly. He subsequently became the first Canadian to break the sound barrier in an F-86 Sabre.

Original production models of the Sabre were thereafter designated the Canadair CL-13 Sabre 2 and closely matched the North American F-86E-1 in design and performance. The first Sabre 2 (19102) made its maiden flight on January 31, 1951. By August 1952, Canadair had built 350 Sabre 2s for the RCAF.

Ultimately, Canadair built six variants of the Sabre, the most famous and capable being the CL-13B Sabre 6. Powered by the Canadian-built Orenda 14 engine which produced 7,275 pounds of thrust, the aircraft had a top speed of 710 mph and a service ceiling of 55,000 feet. The first Sabre 6 bore the serial number 23371 and took flight on October 19, 1954. When the last F-86 Sabre (23752) rolled off the assembly line at Canadair on October 9, 1958, the company had manufactured a total of 1,815 Sabres, including 655 Sabre 6s.



The Golden Hawks brought great fame to the RCAF from March 1, 1959 until their sudden disbandment on February 7, 1964. Their legacy lives on with the Snowbirds and Hawk One.



Hawk One Lineage – Going for Gold

The F-86 Sabre that formed the backbone of the Centennial Heritage Flight is a Canadair Sabre 5 that originally bore the RCAF serial number 23314. Manufactured in 1954, it was the 1,104th Sabre to come off the Canadair assembly line. It has been retrofitted with wings equipped with leading edge slats and an Orenda 14 engine, thus bearing all the resemblance of a Sabre 6. Purchased by Vintage Wings of Canada in October 2007, it was refurbished in the colours of the RCAF's most famous aerobatic team, the Golden Hawks. Hence the moniker, "Hawk One."



Illustration by Jim Belliveau

Known Aircraft Service Record

Canadair Constructor Number – 1104

First Flight – August 13, 1954

RCAF Serial Number – 23314

Royal Canadian Air Force / Canadian Armed Forces Service

Taken-on-Strength by the RCAF – September 14, 1954

RCAF Squadrons/Units & Stations:

- 441 (F) Sqn, No.1 Air Division, RCAF Station Marville, France
- AFHQ Jet Practice Flight, RCAF Station Uplands (Ottawa), Ontario
- RCAF Golden Hawks, RCAF Station Trenton, Ontario
- Sabre Transition Unit, RCAF Station Chatham, New Brunswick (latterly Canadian Forces Base Chatham)



Canadair Sabre 5 - 23314

DND/RCAF Photo



Don Syms

RCAF pilot Don Syms of 441 (F) Sqn took this candid photo of squadron technicians on the flightline at Rabat, Morocco preparing Sabre 23314 (right) for another air-to-air gunnery sortie circa 1955.

Special historical notes involving Sabre 23314:

1. While flying 23314 with 441 (F) Sqn during a thirty minute “trophy shoot” sortie on November 25, 1955 at French Air Force Base Rabat Sale, Morocco, F/O Jerry Westphal scored 94 hits air-to-air with his six 0.50 Colt-Browning machine guns. This was at the time, and may well have remained, an all-time record.
2. Although 23314 was never painted in Golden Hawk colours, it was assigned to the team at RCAF Stn Trenton for the team tryouts in the fall of 1962 through the 1963 workups. This was a common practice each season. Log book records reveal the aircraft was flown by both lead solo F/L Ed McKeogh and opposing solo F/L Dave Barker for formation, solo and co-solo aerobatics during this period, as well as slot pilot F/L C.B. Lang and right wingman F/L Al Young for formation and solo aerobatics.
3. The Sabre featured with the Centennial Heritage Flight in 2009 finished its RCAF/CAF service at the Sabre Transition Unit at RCAF Stn/CFB Chatham, NB. Of significant coincidence, it was the aircraft flown by F/L Terry Elphick in 1967 as a member of the STU’s Centennial Sabre Team that toured Canada. He recalls those magical days:

“F-86 23314 was ‘my’ aircraft. My uncle, Maxwell Elphick, worked for Canadair and sent my father a series of pictures of 23314 in the 1950’s. At that time I was drawing pictures of F-86s in my school books and when I saw these pictures I swore I would fly 314 some day. Later my dream was to fly 23314 with the Golden Hawks. When I arrived at RCAF Stn Chatham and saw 23314, I flew it at every opportunity. By 1967 it was known as ‘Terry’s aircraft,’ and it is the aircraft I flew with Bernie Reid, Mark Constantine and Reg Kendrick when we toured Canada in 1967. I often wondered what happened to it and was delighted to see it in ‘Going for Gold’ in the Fall issue of Airforce Magazine.”



Bill Turnbull



Bill Turnbull

Two historical photos of 23314 taken by RCAF Sabre pilot Bill Turnbull, one airborne near RCAF Station Chatham and the other on the STU flightline, January 1966.

4. Included among the dozens of RCAF pilots who flew Sabre 23314 are the following:

Name	Sqn/Unit	Aircraft flown between
F/O Norm Bigg	441 (F) Sqn Marville	21 Jan 55 - 22 Jan 56
F/O Bill Abbott	441 (F) Sqn	14 Feb 55 - 27 Apr 56
F/O Harry Klein	441 (F) Sqn	3 Mar 55 - 14 Mar 55
F/O Don Myles	441 (F) Sqn	15 Mar 55 - 4 Jul 56
W/C Don Laidler	441 (F) Sqn	26 May 55
F/O Ed Rozdeba*	439 (F) Sqn	30 May 55 - 31 May 55
F/O Don Syms	441 (F) Sqn	Jun 55 - Jun 58
F/O Jerry Westphal	441 (F) Sqn	8 Jul 55 - 27 Jun 56
F/L Archie Debenham	AFHQ Jet Prac Flt Uplands	3 Jul 59 - 4 Sep 62
F/L Don Walker	AFHQ Jet Prac Flt	22 Jul 59 - 29 Jul 59
F/L B.R. Campbell*	AFHQ Jet Prac Flt	7 Aug 59 - 13 Jul 60
F/L Norm Smith	No. 1 (F) OTU Chatham	4 Sep 59 - 28 Sep 62
F/L Ed McKeogh*	Golden Hawks Trenton	22 Nov 62 - 30 Nov 62
F/L Al Young*	Golden Hawks	28 Nov 62 - 11 Apr 63
F/L Bill Grip*	Golden Hawks	4 Dec 62 - 21 Mar 63
F/L Dave Steeves	GH Trials Trenton	4 Dec 62
F/L Dave Barker*	Golden Hawks	5 Dec 62 - 19 Mar 63
F/L C.B. Lang*	Golden Hawks	11 Dec 62 - 1 Apr 63
F/L Mick Scromeda	STU Chatham	13 Feb 64 - 17 Jul 64
F/L E. "Gene" Lukan	STU	18 Feb 64
F/O Dave Thom	STU	24 Feb 64 - 27 Feb 64
F/O Grant MacDonald	STU	24 Feb 64 - 27 Apr 64
F/O Romeo Lalonde	STU	13 Apr 64
F/L Larry Hill	STU	20 Apr 64 - 6 Oct 65
F/L Chet Randall	STU	17 Jun 64 - 9 Mar 67
F/L George Miller*	STU	23 Jul 64 - 7 Aug 64
F/L Bob Hallworth	STU	26 Oct 64 - 12 Jul 65

F/O Jack Partington	STU	27 Oct 64
F/L Bert Davis	STU	28 Oct 64
F/L Dave Steeves	STU	23 Nov 64 - 25 Feb 65
F/L Bernie Reid	STU/Sabre Team	Nov 64 - Sep 67
F/L A.W. "Sask" Wilford	STU	12 Feb 65 - 22 Sep 65
F/O Garry Sanderson	STU	24 Feb 65 - 26 Mar 65
F/O Duffy McCallum	STU	4 May 65 - 16 Jul 65
F/O Charley Paul	STU	15 Jun 65 - 28 Jun 65
F/O Mike Morin	STU	16 Jun 65
F/L Mark Constantine	STU/Sabre Team	27 Jul 65 - 3 Apr 67
F/O Glenn Anderson	STU	27 Sep 65
F/O Al Robertson	STU	12 Nov 65 - 13 Jan 66
F/L Bill Turnbull	STU	25 Nov 65 - 30 Nov 65
F/O Willy Anderson	STU	10 Dec 65 - 11 Jan 66
F/O Lyle Gainsford	STU	25 Feb 66 - 4 Apr 66
F/L Art Cameron	STU	24 May 66 - 2 Jun 66
F/O Ron Chercoe	STU	22 Jun 66
F/O John Dunlop	STU	28 Jul 66 - 22 Aug 66
F/O Vic Gerden	STU	5 Aug 66 - 20 Sep 66
F/O Bob Reid	STU	8 Aug 66 - 26 Aug 66
F/O Brian McKenzie	STU	22 Aug 66
F/O Ron Pennock	STU	23 Aug 66
F/O Ed Andrichuk	STU	16 Sep 66 - 19 Sep 66
F/L Don Gregory	STU	27 Sep 66 - 30 Oct 68
F/L Murray Lee	STU	4 Nov 66 - 14 Dec 66
F/L Terry Hallett	STU	22 Nov 66
F/O Stan Moores	STU	30 Jan 67 - 15 Mar 67
F/O Dave Trotman	STU	25 Apr 67 - 19 May 67
F/O Carl Stef	STU	1 Jun 67
F/O Gerry Morrison	STU	13 Jul 67 - 23 Aug 67
F/O Al Currie	STU	19 Jul 67
F/O Ken Ohrn	STU	26 Jul 67
F/O Jim Pfaff	STU	12 Oct 67 - 22 Nov 67
S/L Mike Rudderham	STU	17 Oct 67 - 20 Nov 67
Capt Rod Ellis	STU	15 Mar 68 - 9 May 68
Lt Dave Leier	STU	4 Apr 68 - 8 May 68
Lt Chris Tuck	STU	8 Apr 68 - 13 May 68
Lt Walt Luedemann	STU	10 Apr 68
Lt Craig Furlong	STU	10 Apr 68 - 15 May 68
Lt Harry Wray	STU	26 Apr 67 - 18 May 67
Lt John Turner	STU	17 May 68 - 8 Jul 68
Lt George Kirbyson	STU	11 Jun 68
Lt Serge Lemire	STU	24 Jun 68
Lt Dan Windeatt	STU	26 Jun - 3 Jul 68
Lt Eric Thurston	STU	21 Aug 68
LCol Dave Wightman	STU	21 Aug 68 - 3 Sep 68
Maj Walt Niemy	STU	23 Aug 68 - 29 Aug 68
Maj Bruce Burgess	STU	18 Oct 68 - 15 Nov 68
Lt Brian Dallyn	STU	21 Nov 68
Capt Terry Elphick	STU/Sabre Team	3 Mar 66 - 31 Dec 68
Capt Lachlan Van Vliet	STU/129 Ferry Flight	29 Sep 66 - 23 Jan 69

* Denotes former Golden Hawk demo pilots



Via Terry Elphick

Capt Terry Elphick, the last RCAF/CF pilot to do a full tour on the F-86 in Canada, guides 23314 in for a landing at CFB Chatham. He was one of the last air force pilots to fly the aircraft, doing so for the last time on Dec 31, 1968. The aircraft was then flown to Mountain View, Ontario by Capt Rocky Van Vliet of 129 Ferry Flight and placed in storage on January 23, 1969. Sabre 23314 was struck-off-strength from the Canadian Armed Forces on September 9, 1970, having been sold to Maritime Aircraft Repair & Overhaul of Moncton, New Brunswick.

Civil History (Registrations CF-BKH, N8687D, C-GSBR)

- | | |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| September 1970 | Purchased by Maritime Aircraft Repair & Overhaul, Moncton, NB but remained in outdoor storage at Mountain View, Ontario until at least June 1971. Canadian civilian registration became CF-BKH. |
| 1973 | Leroy Penhall/Fighter Imports Inc., Chino, CA (N8687D) |
| 1976-78 | Whittington Brothers/Air Sabre Inc., West Palm Beach, FL |
| 1980-86 | David C. Tallichet/MARC, Chino, CA |
| October 1987 | Jim Robinson/Combat Jets Flying Museum, Houston, TX |
| May 1992 | EAA Aviation Foundation, Oshkosh, WI
(flown in USAF colours as 12897/"The Huff"/FU-897) |
| December 1996 | John J. Mark/MA Inc., Oshkosh, WI |
| September 2007 | Vintage Wings of Canada, Gatineau, QC
(New Canadian registration C-GSBR, "Hawk One") |
| 23 Sep 2008 | A fully refurbished Hawk One in its interim Centennial paint scheme rolled out of the Vintage Wings of Canada hangar in Gatineau, Quebec |
| 14 Jan 2009 | Hawk One returned to Vintage Wings from 4 Wing Cold Lake sporting its new Golden Hawk/ 100 th anniversary livery. |
| 22 Feb 2009 | Canadian Space Agency astronaut Col (Ret'd) Chris Hadfield flew Hawk One over Baddeck, Nova Scotia as former astronaut Bjarni Tryggvason flew the replica Silver Dart aircraft in front of over one thousand cheering spectators. |
| 20 May 2011 | Hawk One commences its third airshow season with a new call sign, Golden Hawk 1. |



Peter Handley

Hawk One streaks over Vintage Wings of Canada on 14 January 2009 upon her return from the paint shop at 1 Air Maintenance Sqn, 4 Wing Cold Lake, Alberta.



Via Barrie MacLeod

History revisited – Sabre 23314 at CFB Shearwater during Centennial Year in 1967.



4 Wing Photo

Two views of the Centennial Heritage Flight: the first taken near Portage La Prairie on 7 Jun 09 just prior to opening their air show and the second during the Windsor Air Show on 30 Aug 09.



Eric Dumigan Photography



Ruth Dempsey

The originals – the 2009 Hawk One team that helped celebrate the 100th anniversary of powered flight in Canada. L to R, Front Row – Bob Granley, Dom Taillon, Réal Turgeon, Rafe Tomsett, Mary Lee, Shirley Greenwood, Janet Lacroix. Second Row – Bill Coyle, Dan Dempsey, Paul Kissmann, Steve Will, Jeff Hill, Tim Leslie, Chris Hadfield. Third Row – Chris Adams, Tony Forster, Joe Maillet, Andrej Janik. Fourth Row – Bob Schwindt, Marc Gauvin, Mike Underwood, Dave Scharf, Roy Rader.

Below – The Discovery Air Hawk One taxis for takeoff at Vintage Wings on the 4th of July, 2010 with 2010 demo pilot Mike Underwood at the controls.



Peter Handley



Peter Handley

The 2011 Hawk One team. L to R, Front Row – Chris Hadfield, Rob Mitchell, Dan Dempsey, Pierre Clément, Rob Fleck. Back Row – Andrej Janik, Sgt Mike Underwood, Chris Adams, Réal Turgeon, Jeff Hill. Missing from photo – Guy Richard, MWO Dave Scharf, Angela Gagnon, André Laviolette, Dave O'Malley, Peter Handley.



Peter Handley

Heritage Flight 2011 pilots. L to R – Rob Mitchell (Hawk One F-86 Sabre), Capt Erick O'Connor (CF-18 Hornet Demo Pilot), Paul Kissmann (FG1-D Corsair), Dan Dempsey (Hawk One F-86 Sabre).



Martin Stratholt

The Heritage Flight flown at the 49th annual Abbotsford International Airshow, Aug 12-14, 2011.
Pilots: CF-18 Hornet - Capt Erick O'Connor; Hawk One F-86 Sabre - Dan Dempsey/Rob Mitchell;
Snowbird Tutor – Capt Andrew McKay/Capt Derek Mosher.

Researched and compiled by Dan Dempsey – Team leader/Historian, Hawk One 2011.

Acknowledgements: Jerry Vernon, Jeff Rankin-Low, Larry Milberry, Andy Cline, Syd Burrows, Don Myles, Dave Rozdeba, Don Syms, Jerry Westphal, Archie Debenham, B.R. Campbell, Ed McKeogh, Dave Barker Jr, George Miller, Larry Hill, Ron Chercoe, Gerry Morrison, Terry Elphick, Ron Pickler, Bill Turnbull, Mike Lang, Al Young, Ed Drader, Vic Gerden, Elizabeth Constantine, Bernie Reid, Mike Henniger, Janet Trost, Tom Sime, Peter Handley, Barrie MacLeod, Martin Stratholt.

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Inspiring Canadians From Coast-to-Coast



The Triple Roll

Ken Mist



*The Golden Hawks
Spring League 2011*

Medicine Hat, Alberta

Via Dave Rozdeba



Canadian Air and Space Museum – Toronto, Ontario

Eric Dumigan



St Hubert's School – North Bay, Ontario



North Bay, Ontario



Western Canada Aviation Museum – Winnipeg, Manitoba



Western Canada Aviation Museum – Winnipeg, Manitoba



Atlantic Canada International Air Show – Summerside, PEI

Eric Dumigan



4 Wing Cold Lake, Alberta

DND Photos





Alberta International Air Show – Lethbridge, Alberta

Gary Watson



Victoria Flying Club – Victoria, BC

Dan Dempsey



Abbotsford International Air Show

Peter Handley Photos





Wings Over Gatineau Air Show

Bill Upton



Wings Over Gatineau, Quebec

Dan Dempsey



Waterloo International Air Show, Ontario

DND - MCpl Marinier



Windsor International Air Show, Ontario

Eric Dumigan



4 Wing Cold Lake Air Show – Cold Lake, Alberta

DND Photo



Abbotsford International Airshow – Abbotsford, BC

Peter Handley

ANNEX B
 TO HAWK ONE 2011
 HISTORICAL REPORT

Hawk One Team Personnel 2011

The following personnel deployed with the Hawk One team on a part-time basis during the 2011 airshow season.

Name	Position	Employer
Pilots		
Dan Dempsey	Team Leader/Demo Pilot/Historian	Top Aces Inc.
Rob Mitchell	Deputy Team Leader/Operations Officer/ Demo Pilot/UFSO	WestJet Airlines
Chris Hadfield	Team Pilot/Training Officer	Cdn Space Agency
Rob Fleck	Team Pilot/President VWC	Vintage Wings
Coordinating Staff		
Jeff Hill	Lead Coordinator/Narrator	American Airlines
Réal Turgeon	Coordinator/Narrator	Québec Government Air Services
Aircraft Maintenance Engineers		
Guy Richard	Aircraft Maintenance Engineer/Director of Maintenance VWC	
Chris Adams	Aircraft Maintenance Engineer VWC	
Angela Gagnon	Aircraft Maintenance Engineer VWC	
André Laviolette	Aircraft Maintenance Engineer VWC	
MWO Dave Scharf*	Cdn Forces Technical Representative (DND)	
Sgt Mike Underwood*	ALSE Manager/Safety Systems Technician (DND)	
<p>*During a major unserviceability at 4 Wing Cold Lake, additional technical support was volunteered by MCpl Bob Schwindt and Sgt (Ret'd) Tony Forster, both of whom had served with the inaugural 2009 Hawk One team.</p>		
<p>The following additional Vintage Wings of Canada staff provided important administrative and/or technical support throughout 2011.</p>		
Michael Potter	Vintage Wings Founder/Heritage Flight Pilot (Spitfire/Mustang)	
Paul Kissmann	Chief Pilot/Aircraft Mgr/Heritage Flight Pilot (Corsair, P40)	
Dave O'Malley	Graphic Design/PR Material (Aerographics Creative Services)	
Peter Handley	Web Site Webmaster/Photographer (PHD Creative)	
Pierre Clément	Team Pilot Designate/Wings Over Gatineau Air Show liaison (Transport Canada)	
Carolyn Leslie	Hawk One Contract Support Manager VWC	
Mary Lee	Public Affairs Officer VWC	

Andrej Janik	Vice President Maintenance VWC
Oscar Verdugo	Structures Manager VWC
Paul Tremblay	Aircraft Maintenance Engineer VWC
Xavier Simard	Aircraft Maintenance Engineer/Welder VWC
Ken Wood	Aircraft Maintenance Engineer/Structures VWC
Vanessa Saumier	Aircraft Maintenance Engineer Apprentice VWC
Anna Ragogna	Specialist Aircraft Groomer VWC
Sarah Church	Parts Shipping and Receiving VWC
Alison Slack	Director of Administration VWC

In addition to the team personnel above, key contributions to the Hawk One project were made by the following DND personnel during 2011:

LGen André Deschamps	Commander of the RCAF/Chief of the Air Staff
Mr. Dave Peart	Special Assistant to the Commander RCAF
S/L Alan James (RAF)	Director Technical Airworthiness and Engineering Support (DTAES) 2-2-5, NDHQ
Mr. Joe Maillet	DAEPM (FT) 5-4-3A (C) J85 LCMM, FSR - ORENDA Aerospace
Maj Steve Thompson	Special Events Plans, 1 Canadian Air Division
Capt Bruce Ehmann	Special Events Plans, 1 Canadian Air Division
Capt Erick O'Connor	RCAF 2011 Hornet Demonstration Pilot/Heritage Flight Pilot

ANNEX C
TO HAWK ONE 2011
HISTORICAL REPORT

Hawk One 2011 Sponsors & Donors

Hawk One is a non-profit project organized and manned primarily by unpaid volunteers. It is funded largely through financial or in-kind sponsorship and donations through Vintage Wings of Canada, a charitable organization.

In partnership with Vintage Wings and the Department of National Defence, which provides limited in-kind support, the following corporations made a substantial contribution to the success of the Hawk One project in 2011:

<u>Name of Corporation</u>	<u>Type of Contribution</u>
----------------------------	-----------------------------

Sponsors

Discovery Air	Financial
Magellan Aerospace/Orenda Engines	In-kind
WestJet Airlines	In-kind
Inter Pipeline Fund	Financial
Mark's Work Wearhouse	In-kind

Donors

Acadia Broadcasting	Financial
Province of Saskatchewan	Financial
Skyservice Business Aviation	In-kind
Skyplan	In-kind
Nav Canada	In-kind
Garmin	In-kind
Slip One Digital	In-kind

A number of financial contributions from private individuals were also gratefully accepted by the team.

2011 Maintenance Report for Sabre C-GSBR/Hawk One

Aircraft flew 63.0 hours in 2011

1. Work accomplished during the off season (September 2011 to January 2011):
 - 50 hour, 100 hour and annual inspections
 - Repair engine oil pressure snag; oil pump gauge transmitter recalibration
 - Fuel quantity snag; replacement of fuel probes and calibration
 - Wing slats' bumpers replacement; each slat was removed
 - Nose landing gear lower strut replacement and overhaul of steering system; trunnion bearing replacement
 - Prepare instrument panel for new avionics package
 - Repair oxygen leak; replaced an aluminum tubing that was chaffing
 - LH speed brake actuator replaced
 - Rewire tail section for fire warning system and pitch trim system
 - Rewire navigation light system for new avionics
 - Replaced several smoking rivets on aircraft
 - Replaced second stage turbine nozzle on engine
 - 200 hour engine inspection
 - Starter replacement twice; starter failed on first run up. Need to remove engine to change starter
 - Repaired taxi light
 - Replaced canopy seal
 - Repaired Radom

2. Installation of new avionics:
 - Removal of old King radios and Collins equipment
 - Installation of new instrument panel
 - Installation of new navigation equipment; AHARS, GPS sensor, Davtron clock, Garmin GNS 430, new display Garmin 500, new Standby Horizon.
 - Installation of a new 406 MHZ ELT
 - Carried out a 2 year altimeter, transponder & pitot static recertification

3. Ongoing line maintenance during flying season April 2011 to Sept 2011:
 - Complied with DND Special Service instruction for Ejection seat
 - Fuel drop tanks not feeding fuel; rectified
 - Inverter, bleed air supply tubing, wheels and brakes replacement
 - Four 15 hour inspections and a 50 hour inspection carried out

- Primary fuel control unit replaced due to a fuel leak in Cold Lake, AB; engine needed to be removed. Assistance provided by four air force techs after hours in AETE hangar
 - Ongoing troubleshooting for the AHARS system
 - Replaced LH down lock assist actuator
 - LH drop tank leaking fuel from feed line hose connection; rectified in Calgary at Skyservice
4. Spare engine S/N 5205 repaired by Magellan Aerospace, April 2011- September 2011:
- Compressor section was inspected, cleaned and reassembled; top cover removed
 - Centre bearing/seal replaced
 - Turbine section, first and second stage nozzle segments replaced; first stage turbine blades replaced
 - Starter overhauled
 - Bench tested oil pump and flow divider
 - Engine was tested in test cell with VWC Director of Maintenance in attendance
5. Planned work for 2011 winter season:
- 15, 50, 100 hour/annual inspections plus all servicing
 - Replace all hydraulic quick disconnect fittings
 - Replace any hydraulic flexible hoses with new ones
 - Install new brakes and new tire(s) as required.
 - Investigate the RH compensator constant servicing requirements
 - Install a portable hydraulic pump for on the road servicing
 - Install trays/structure support in LH avionics bay (aft of cockpit and above engine area) for additional storage area.
 - Engine and tail will be removed for inspection
 - Find solution for AHARS problem
6. The following is a list of people that worked on and will be working on the jet in the future:
- | | |
|--------------------|--------------------------|
| - Chris Adams | - Eden Peruzovic |
| - Andrej Janik | - Ian Mckenzie |
| - Angela Gagnon | - Korrey Foisy |
| - Vanessa Saumier | - Sarah Church |
| - André Laviolette | - Anna Ragogna |
| - Paul Tremblay | - Guy Richard |
| - Xavier Simard | - MWO Dave Scharf (RCAF) |
| - Oscar Verdugo | - Sgt Mike Underwood |
| - Ken Wood | (RCAF) |

ANNEX E
TO HAWK ONE 2011
HISTORICAL REPORT

Show Manoeuvres 2011

HIGH SHOW

<u>Direction</u>	<u>Speed</u>	<u>Manoeuvre</u>	<u>Turnaround</u>	<u>Notes</u>
Stage L to R	250 kts	Top side silhouette photo pass		Non-aerobatic from deadside on 500 ft showline
			30/45/225 Rev	To reposition onto 1500 ft showline
R to L	320 kts	Lob Four-point Roll to Aileron Roll		
			Half-Cuban reversal	
L to R	340 kts	Loop		
			Derry Turn reversal liveside	
R to L	150 kts	Slow Speed Pass		Landing config, canopy open on 500 ft showline
			45/225 rev liveside	Clean up & accelerate
L to R	280 kts	Slow Roll to Barrel Roll left		On 1500 ft showline
			45/225 rev liveside	
R to L	340 kts	Lob Multiple Rolls (20 deg pitch)		
			Half-Cuban reversal	
L to R	420 kts	Vertical Roll & a Half		4 G pull to the vertical
			Descending dive to stage right	
R to L	450 kts	High Speed "Banana" Pass		Non-aerobatic, curving on 500 ft showline to deadside
Stage centre	280 kts	Overhead Pass to "Victory Roll" (1,000 ft AGL over crowd descending)		Turn left or right - from deadside, configure to land

High Show Notes:

1. Show designed to be on stage for 12 minutes.
2. All manoeuvres subject to visibility and demo pilot comfort level. Minimum altitude 250 ft AGL.

3. Minimum weather for High Show - 10,000 ft and 3 SM (5,000 ft if vertical roll not included)

LOW SHOW

<u>Direction</u>	<u>Speed</u>	<u>Manoeuvre</u>	<u>Turnaround</u>	<u>Notes</u>
Stage L to R	250 kts	Top side silhouette photo pass		Non-aerobatic from deadside on 500 ft showline
			30/45/225 Rev	To reposition onto 1500 ft showline
R to L	320 kts	Lob Four-point Roll to Aileron Roll		
			45/225 Rev liveside	
L to R	275 kts	Oblique Lazy Eight		Non-aerobatic to 500 foot showline edges
			Derry Turn reversal liveside	
R to L	150 kts	Slow Speed Pass		Landing config, canopy open on 500 foot showline
			45/225 rev liveside	Clean up & accelerate
L to R	280 kts	Slow Roll to Barrel Roll left		On 1500 ft showline
			45/225 rev liveside	
R to L	340 kts	Lob Multiple Rolls (20 deg pitch)		
			45/225 Rev deadside	
L to R	450 kts	High Speed “Banana” Pass		Non-aerobatic, curving on 500 ft showline
			Deadside Turnaround	
Stage centre	280 kts	Overhead Pass to “Victory Roll” (1,000 ft AGL over crowd descending)		Turn left or right - from deadside, configure to land

Low Show Notes:

1. Show designed to be on stage for 12 minutes.
2. All manoeuvres subject to visibility and demo pilot comfort level. Minimum altitude 250 ft AGL.
3. Oblique Lazy Eight / reversals flown to within 500 ft of cloud base.
4. Minimum weather for Low Show – 1500 ft and 3 SM visibility.

JANUARY		FEBRUARY		MARCH		APRIL		MAY		JUNE		JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
1		1		1		1		1		1	North Bay	1	Canada Day FP	1		1	MAINT YND	1		1		1	
2		2	VWC Spring G/S	2		2		2	Scratch Aeros	2	Transit	1	(Edm Garrison on 1st)	2	VFC Hangar	2		2		2		2	
3		3		3		3		3	Scratch Aeros	3	MAINT YND	2	Trans/YYC Hangar	3		3		3		3		3	
4		4		4		4		4	Scratch Aeros	4		3	Skyservice hangar	4		4		4		4		4	
5		5		5		5		5	Scratch Aeros	5		5		5	CAS FLP YOW	5		5		5		5	ICAS Annual Convention
6		6		6		6		6	Scratch Aeros	6		6		6	BC Avn Museum	6	MAINT YND	6		6		6	
7		7		7		7		7	Scratch Aeros	7		7	YYC CBAA	7	VFC Hangar	7	MAINT YND	7		7		7	
8		8		8		8		8	Scratch Aeros	8		8	Skyservice hangar	8		8	Transit	8		8		8	
9		9		9		9		9	Dan Aeros	9	Transit	9		9		9	Practice	9		9		9	
10		10		10		10		10	Dan Aeros	10	Practice	10		10	Trans/Prac YXX	10	Windsor	10		10		10	
11		11		11		11		11	Scratch SAC Chk	11	Bagotville	11		11	Practice	11	Windsor	11		11		11	
12		12		12		12		12	Dan Form/SAC	12	Bagotville/Transit	12		12	Abbotsford	12	Transit CYND	12		12		12	
13		13		13		13		13	Scratch Form	13	MAINT/TranQT	13		13	Abbotsford	13	MAINT YND	13		13		13	
14		14		14		14		14	Chris Form Chk	14	Trans/WG/Static	14	Prac/WestJet Day	14	Abbotsford	14	MAINT	14		14		14	
15		15		15		15		15	Refrresher Flt x 2	15	YWG Static	15	Practice	15	Tran YQR/Static	15	HF/Practice	15		15		15	
16		16		16		16		16	Groundschool	16	Transit YXE	16	Airdrie	16	Transit YKF	16	Sunset Show	16		16		16	
17		17		17		17		17	Groundschool	17	Trans/Practice	17	Airdrie	17	Kitchener Avionic	17	Gatineau	17		17		17	
18		18	NECAS	18		18		18		18	Cold Lake	18	WestJet Hangar	18		18		18		18		18	
19		19	NECAS	19		19		19	Transit Downview	19	O/N Cold Lake	19	WestJet Hangar	19	Practice	19		19		19		19	
20		20		20		20		20	Bombardier Hangar	20	Jet U/S YOD	20	Women in Avn Static	20	Waterloo	20		20		20		20	
21		21		21		21		21		21		21	Transit YQL	21	Waterloo / Transit	21		21		21		21	
22		22		22		22		22		22		22	Practice	22	MAINT YND	22		22		22		22	
23		23		23		23		23		23	REPAIR YOD	23	Lethbridge	23	Tran Saint John	23		23		23		23	
24		24		24		24		24		24	REPAIR YOD	24	Lethbridge	24	Saint John	24		24		24		24	
25		25		25		25		25		25	REPAIR YOD	25	Trans/Stat Med Hat	25	Tran/Miramichi	25		25		25		25	
26		26	NWCAS	26		26		26		26	Trans/AIRFEST	26	Transit ABB/YYJ	26	Transit / Practice	26		26		26		26	
27		27	NWCAS	27		27		27	Media CASM	27	YXD Hangar	27	VFC Hangar	27	Summerside PEI	27		27		27		27	
28		28		28		28		28	Wings/Wheels Static	28	Esso Hangar	28		28	Summerside PEI	28		28		28		28	
29		29		29		29		29	W n W Static	29		29		29	Transit CYND	29		29		29		29	
30		30		30		30		30	O/N Downview	30	Practice YXD	30		30	MAINT YND	30		30		30		30	
31		31		31		31		31	Trans /Static/Pract	31		31		31	MAINT YND	31		31		31		31	

ANNEX F TO HAWK ONE 2011

HAWK ONE 2011 SCHEDULE

- Maint
- Weekends
- Dan Dempsey
- Rob Mitchell
- Rob Fleck
- Chris Hadfield
- Training

2011 Team Event Schedule

DATE	TEAM MEMBERS	EVENT
2010		
Dec 4-8	Dempsey, Mitchell, Hill	Annual ICAS Convention
2011		
Feb 25-27	Mitchell	NWCAS Convention
Apr 2	Mitchell, Clément	VWC Spring Ground School
Apr 16-17	Dempsey, Mitchell, Clément, Fleck Hadfield, Underwood, Adams	Sabre Ground School (open to general public)
May 12-14	Dempsey, Mitchell, Hadfield	VWC Formation Camp
May 27-29	Dempsey	Canadian Air and Space Museum Toronto Wings and Wheels Heritage Festival
June 1	Mitchell, Hill, Richard, Gagnon	North Bay Air Show
June 11-12	Mitchell, Turgeon, Richard	3 Wing Bagotville Air Show
June 14-15	Dempsey	Western Canada Aviation Museum Winnipeg – Open House
June 18	Dempsey, Adams, Scharf, Underwood	4 Wing Cold Lake Air Show
June 26	Dempsey	Alberta Aviation Museum Airfest
July 1	Dempsey, Hadfield, Hill, Adams	Alberta Aviation Museum Static Hadfield Canada Day Flypasts
July 1	Dempsey, Hill	Edmonton Garrison Canada Day Air Show (former CFB Namao Air Base)
July 6-7	Dempsey	Canadian Business Aviation Association Annual Convention-Calgary (Skyservice)
July 14	Mitchell, Richard	Westjet Family Day Calgary

July 16-17	Mitchell, Turgeon, Richard, Scharf	Airdrie Regional Air Show
July 20	Dempsey	Women in Aviation Static Display Calgary – Art Smith Centre (SAIT)
July 21	Dempsey	Flyover – Calgary Military Museum's Annual Golf Tournament
July 23-24	Dempsey, Hill, Adams, Underwood	Alberta International Air Show - Lethbridge
July 25	Dempsey	Family Fun Days Medicine Hat
August 6	Dempsey	British Columbia Aviation Museum Open House – Victoria
August 11-14	Dempsey, Mitchell, Hill, Adams, Handley	Abbotsford International Airshow
August 15	Fleck	Regina Flying Club Open House
August 20-21	Mitchell, Hill, Gagnon	Waterloo International Air Show
August 24	Dempsey	Saint John Airport Open House (Hawk One u/s – did not arrive)
August 25	Dempsey	Miramichi Airport Golden Hawk static (event cancelled due a/c unavailable)
August 27-28	Dempsey, Hill, Adams	Atlantic Canada International Air Show Summerside
September 5	Fleck	Flypast for Chiefs of the Air Staff - Ottawa
September 10-11	Dempsey, Hadfield, Turgeon, Laviolette	Windsor International Air Show
September 16-17	Dempsey, Janik, Richard, Gagnon, Laviolette, Clément, Fleck	Wings Over Gatineau Sunset Show and Air Show

ANNEX H
TO HAWK ONE 2011
HISTORICAL REPORT

2011 Off-Season Maintenance Flights

The following maintenance related flights were conducted on the F-86 Sabre during 2011:

DATE	PILOT	AIR TIME	FLT TIME	FROM	TO	MISSION
12-01-11	FLECK	0.7	1.0	CYND	CYKF	Transit to Kitchener-Waterloo
22-03-11	FLECK	0.8	1.2	CYKF	CYKF	Post avionics upgrade test flight
22-03-11	FLECK	1.1	1.4	CYKF	CYND	Transit to Gatineau
06-04-11	<u>KISSMANN</u>	<u>1.1</u>	1.3	CYND	CYND	Aircraft Manager test flight
Total Maint	4 Sorties		3.7 hrs			

2011 Training and Airshow Season Flights

High Show and Low Show denote solo aerobatic displays as determined by weather conditions at the time of the show.

HF Airshow denotes Heritage Flight formation display (Hawk One with CF-18 Hornet, Corsair, Mustang, Spitfire or Kittyhawk).

SAC Card denotes ICAS Statement of Aerobatic Competency Card (issued by an ICAS Aerobatic Competency Evaluator).

Public airshows and official flypasts are denoted in **red**; city overflights and static displays are in **blue**.

DATE	PILOT	AIR TIME	FLT TIME	FROM	TO	MISSION
15-04-11	HADFIELD	1.0	1.2	CYND	CYOW	Prof
15-04-11	HADFIELD	0.5	0.7	CYOW	CYND	Prof Flyover VWC Media Day
19-04-11	DEMPSEY	1.0	1.3	CYND	CYOW	Prof
19-04-11	MITCHELL	1.2	1.5	CYOW	CYOW	First Flight

19-04-11	DEMPSEY	1.0	1.3	CYOW	CYOW	Prof
21-04-11	MITCHELL	0.9	1.2	CYOW	CYND	Prof
22-04-11	DEMPSEY	1.0	1.3	CYND	CYND	Aeros
06-05-11	MITCHELL	1.0	1.3	CYND	CYND	Aeros
07-05-11	MITCHELL	1.1	1.4	CYND	CYND	Aeros
08-05-11	MITCHELL	0.8	1.1	CYND	CYND	Aeros
09-05-11	MITCHELL	0.6	0.9	CYND	CYND	Aeros
09-05-11	DEMPSEY	1.0	1.2	CYND	CYND	Aeros
10-05-11	DEMPSEY	0.9	1.1	CYND	CYND	Aeros
10-05-11	MITCHELL	0.3	0.6	CYND	CYND	Aeros
10-05-11	DEMPSEY	0.6	0.8	CYND	CYND	Aeros
11-05-11	MITCHELL	0.3	0.6	CYND	CYND	ICAS SAC CARD (Granley)
11-05-11	DEMPSEY	0.7	0.9	CYND	CYND	ICAS SAC CARD (Granley)
12-05-11	DEMPSEY	0.8	1.0	CYND	CYND	HF Form Check/Corsair/CF-18
13-05-11	MITCHELL	0.8	1.0	CYND	CYND	HF Form Check/Corsair/CF-18
13-05-11	HADFIELD	0.8	1.0	CYND	CYND	HF Form Check/Corsair/CF-18
20-05-11	FLECK	0.8	1.0	CYND	CYZD	Transit Downview/CASM
27-05-11	DEMPSEY	-	-	TORONTO		Wings & Wheels Media Day
28-05-11	DEMPSEY	-	-	TORONTO		Wings & Wheels Static (2 days)
31-05-11	MITCHELL	0.6	0.9	CYZD	CYYB	Transit North Bay
31-05-11	MITCHELL	0.5	0.8	CYYB	CYYB	High Show Practice North Bay
01-06-11	MITCHELL	0.4	0.7	NORTH BAY		High Show North Bay
02-06-11	MITCHELL	0.8	1.1	CYYB	CYND	Transit Gatineau

09-06-11	MITCHELL	1.0	1.3	CYND	CYBG	Transit Bagotville
10-06-11	MITCHELL	0.5	1.1	CYBG	CYBG	High Show/Heritage Fit Practice
11-06-11	MITCHELL	0.5	0.9	BAGOTVILLE		High Show/HF Airshow
12-06-11	MITCHELL	0.5	0.9	BAGOTVILLE		Low Show/HF Airshow
13-06-11	MITCHELL	0.8	1.2	CYBG	CYND	Transit Gatineau
13-06-11	FLECK	1.1	1.3	CYND	CYAM	Transit Sault Ste Marie
13-06-11	FLECK	0.8	1.0	CYAM	CYQT	Transit Thunder Bay
14-06-11	FLECK	1.0	1.2	CYQT	CYWG	Transit Winnipeg (Wx delay)
14-06-11	DEMPSEY	0.3	0.5	WINNIPEG		City Overflight/Media/Static
15-06-11	DEMPSEY	-	-	WINNIPEG		WCAM Open House Static
16-06-11	DEMPSEY	0.5	0.8	CYWG	CYWG	Low Show Practice Portage
16-06-11	DEMPSEY	1.0	1.3	CYWG	CYXE	Transit Saskatoon
17-06-11	DEMPSEY	0.7	0.9	CYXE	CYOD	Transit Cold Lake (Wx delay)
17-06-11	DEMPSEY	0.5	0.8	CYOD	CYOD	HF/Low Show Prac Cold Lake
18-06-11	DEMPSEY	0.5	0.8	4 WING	COLD LAKE	HF Airshow/Low Show
26-06-11	DEMPSEY	0.6	0.8	CYOD	CYXD	Transit Edmonton (A/C delay)
26-06-11	DEMPSEY	-	-	EDMONTON		Alta Avn Museum Static
30-06-11	DEMPSEY	0.6	0.8	CYXD	CYXD	High Show practice CFB Edm
01-07-11	HADFIELD	0.5	0.7	EDMONTON		Canada Day Static/ Flypasts
01-07-11	DEMPSEY	0.4	0.6	EDMONTON	GARRISON	Canada Day Airshow Edm
02-07-11	DEMPSEY	0.7	1.0	CYXD	CYXC	Transit Calgary
07-07-11	DEMPSEY	-	-	CALGARY		CBAA Convention Static
14-07-11	MITCHELL	0.7	1.4	CYXC	CYXC	High Show Practice/Photo Fit

14-07-11	MITCHELL	-	-	CALGARY	Westjet Family Day
15-07-11	MITCHELL	0.5	1.2	CYYC	High Show Practice Airdrie
16-07-11	MITCHELL	0.5	0.9	AIRDRIE	High Show/HF Airshow
17-07-11	MITCHELL	0.5	0.9	AIRDRIE	High Show/Pyro
20-07-11	DEMPSEY	-	-	CALGARY	Women in Aviation Static
21-07-11	DEMPSEY	0.6	0.9	CYYC	Transit Lethbridge/Practice
22-07-11	DEMPSEY	0.4	0.7	CYQL	HF/Low Show Practice
23-07-11	DEMPSEY	0.5	0.7	LETHBRIDGE	HF Airshow/High Show/Static
24-07-11	DEMPSEY	0.5	0.7	LETHBRIDGE	HF Airshow/High Show/Static
25-07-11	DEMPSEY	0.7	1.0	CYQL	Transit Medicine Hat/CF-18
25-07-11	DEMPSEY	-	-	MEDICINE	Family Fun Days Static
27-07-11	DEMPSEY	1.4	1.7	CYXH	Transit Abbotsford
27-07-11	DEMPSEY	-	-	ABBOTSFORD	Abbotsford Media Static
27-07-11	DEMPSEY	0.3	0.5	CYXX	Transit Victoria
06-08-11	DEMPSEY	0.2	0.4	CYYJ	Aero Practice
06-08-11	DEMPSEY	-	-	VICTORIA	BC Avn Museum Open House
10-08-11	MITCHELL	0.4	0.7	CYYJ	Transit Abbotsford/Practice
11-08-11	MITCHELL	0.4	0.7	CYXX	Low Show Practice Abbotsford
11-08-11	DEMPSEY	0.2	0.5	CYXX	High Show Practice Abbotsford
12-08-11	DEMPSEY	0.2	0.5	ABBOTSFORD	High Show
12-08-11	DEMPSEY	0.3	0.6	ABBOTSFORD	HF Airshow (CF-18/SB Tutor)
12-08-11	MITCHELL	0.2	0.5	CYXX	Partial High Show Practice
13-08-11	MITCHELL	0.3	0.6	ABBOTSFORD	High Show

13-08-11	MITCHELL	0.2	0.5	ABBOTSFORD	HF Airshow (CF-18/SB Tutor)
14-08-11	DEMPSEY	0.3	0.6	ABBOTSFORD	Low Show
14-08-11	DEMPSEY	0.2	0.5	ABBOTSFORD	HF Airshow (CF-18/SB Tutor)
14-08-11	MITCHELL	1.0	1.3	CYXX	Transit Calgary
15-08-11	FLECK	1.0	1.4	CYYC	Transit Regina
15-08-11	FLECK	-	-	REGINA	Regina Flying Club Static
16-08-11	FLECK	1.0	1.3	CYQR	Transit Winnipeg
17-08-11	FLECK	0.9	1.3	CYWG	Transit Thunder Bay
17-08-11	FLECK	1.3	1.5	CYQT	Transit Waterloo
19-08-11	MITCHELL	0.3	0.7	CYKF	High Show/HF Prac Waterloo
20-08-11	MITCHELL	0.4	0.8	WATERLOO	High Show/HF (P40/CF-18)
21-08-11	MITCHELL	0.4	0.8	WATERLOO	High Show/HF (P40/CF-18)
25-08-11	FLECK	0.6	0.8	CYKF	Transit Gatineau
27-08-11	FLECK	1.3	1.5	CYND	Transit Summerside
27-08-11	DEMPSEY	0.5	0.8	SUMMERSIDE	Practice/High Show
28-08-11	DEMPSEY	-	-	SUMMERSIDE	Static Display (Airshow CNX)
30-08-11	DEMPSEY	0.5	0.7	CYSU	Transit Saint John
30-08-11	DEMPSEY	1.3	1.6	CYSJ	Transit Gatineau
05-09-11	FLECK	0.6	0.8	OTTAWA	CAS Flypast - NWM Cenotaph
09-09-11	DEMPSEY	1.2	1.5	CYND	Transit Windsor
09-09-11	HADFIELD	0.5	0.8	CYQW	Heritage Flight Practice (CF-18)
09-09-11	DEMPSEY	0.6	0.9	CYQW	HF Prac/Low Show (Wx Abort)
10-09-11	HADFIELD	0.0	0.3	WINDSOR	HF Airshow (Wx Abort)/ Static

10-09-11	DEMPSEY	-	-	WINDSOR	Low Show (Wx Abort)/Static
11-09-11	DEMPSEY	0.6	0.9	WINDSOR	High Show
11-09-11	DEMPSEY	0.3	0.6	WINDSOR	HF Airshow/CF-18/Static
12-09-11	DEMPSEY	1.3	1.5	CYQW	Transit Gatineau/Flyover/Media
15-09-11	DEMPSEY	0.6	0.8	CYND	High Show/HF Practice(Spitfire)
16-09-11	DEMPSEY	0.7	0.9	CYND	Fighter Photo Flt (6 ship)
16-09-11	DEMPSEY	0.5	0.7	GATINEAU	Sunset High Show/HF (Corsair)
17-09-11	<u>DEMPSEY</u>	<u>0.5</u>	0.8	GATINEAU	High Show/HF (Spitfire)/Static
Total Ops	90 Sorties	59.3 hrs			

2011

Grand Total 94 Sorties
(Maint/Ops) 63.0 hrs

ANNEX I
TO HAWK ONE 2011
HISTORICAL REPORT

Hawk One Pilot Flying Summary 2011

The following flying hours were logged between January 12th and September 17th by the five pilots who flew Hawk One during 2011:

Pilot	2011 Sorties	2011 Flt Time	Total Sorties (2009 - 2011)	Total Sabre Flt Time (2009 - 2011)
Dan Dempsey	43	38.2 hrs	83	85.4 hrs
Rob Mitchell	31	29.5	31	29.5
Chris Hadfield	5	4.7	25	24.5
Rob Fleck*	14	13.0	31	38.8
Paul Kissmann*	1	1.3	58	53.7

* Includes maintenance test flights

2011 Media and Public Affairs

DATE	MEDIA or PUBLIC AFFAIRS EVENT
Jan 12	Interview with Brent Davis of “The Record” newspaper in Kitchener-Waterloo (Fleck).
Apr 15	Vintage Wings’ flyover during media day to advertise “Wings Over Gatineau” Air Show in September (Hadfield). Extensive local press during Press Conference interviews (Hadfield, Clément).
Apr 16-17	Videotaped interviews by Edmonton Journal Postmedia reporter Karl Wilberg during ground school for four-part newspaper series on Hawk One. (Hadfield, Dempsey plus Sabre vets – Smith, Villeneuve & Hayes). Course presentations included aircraft systems (Dempsey, Mitchell, Clément, Underwood, Fleck, Kissmann) plus a special briefing on the NASA Shuttle and Russian Soyuz space programs (Hadfield).
May 12	Formation flying presentation at VWC/DND formation camp (Mitchell).
May 27	Live news interview from the cockpit of Hawk One by Anwar Knight of CTV Toronto at the Canadian Air and Space Museum during media day. Presentation to group of school children and tour of Hawk One. (Dempsey)
May 28-29	Static display at the Wings and Wheels Heritage Festival (Dempsey - eight hours each day assisted by RCAF Sabre vet Paul Hayes and 2009 team member Bill Coyle). Radio interview with Christopher Anderson of the Canadian Reload Radio Network (Dempsey).
May 31	St Hubert’s Elementary School North Bay presentation to entire school body (Mitchell)
June 1	North Bay Air Show (Mitchell, Hill)
June 11-12	3 Wing Bagotville Air Show (Mitchell, Turgeon). Presentation of Hawk One Plaque to Wing Commander Colonel Paul Prévost and Staff (Mitchell, Turgeon, Richard).
June 14-15	City of Winnipeg over flight and arrival filmed by two local TV stations. Western Canada Aviation Museum Hawk One static display (five hours on June 14; seven hours on June 15; Dempsey, assisted by former Golden Centennaire technician Bill Ewing and RCAF Sabre/Starfighter pilot Harry Wray). Taped cockpit interview with Joanne Kelly of Shaw Cable for program on Hawk One. Reception dinner with WCAM Board of Directors. Presentation of Hawk One plaque to Exec Director Shirley Render.

- June 16 Low show practice at CFB Portage for benefit of 3 CFFTS staff and students (Dempsey).
- June 18 4 Wing Cold Lake Air Show (Dempsey, Adams, Scharf & Underwood assisted by 2009 team member Bob Schwindt). Presentation of Hawk One plaque to 4 Wing Commander Col Dave Wheeler during Officers' Mess reception. Photo in Cold Lake Sun newspaper (Dempsey).
- June 25-26 Publication of two major articles on Hawk One by the Edmonton Journal entitled "Aces of the Air" and "Living the Dream" (three full pages). Features written by Karl Wilberg later picked up by Postmedia newspaper chain across Canada (Dempsey, Hadfield).
- June 26 Hawk One arrival filmed by two local TV stations. Alberta Aviation Museum "Airfest" static display (Dempsey – five hours).
- June 28 Live Global TV Edmonton Morning Show studio interview with Mike Sobel to advertise Canada Day events (Dempsey with Exec Director of Alta Aviation Museum Tom Hinderks).
- July 1 Special presentation "Pursue Your Dreams" at Alberta Aviation Museum attended by Federal MP Laurie Hawn plus City Councillor Kim Krushell of Edmonton City Council (Hadfield). Static display & photo session with local sponsors (Dempsey, Hadfield, Hill, Adams, Scharf). Presentation of Hawk One plaques to President of Alberta Heritage Association and City of Edmonton. Live, province wide interview of Chris Hadfield by Peter Watson of CHQR Radio followed by Canada Day Flypasts over Edmonton, St Albert, Edmonton Garrison, Gibbons (Music Festival) and Fort Saskatchewan (Hadfield). Event covered by three local TV stations and Peter Mah of the Edmonton Sun newspaper.
- July 1 Edmonton Garrison Canada Day Air Show (Dempsey, Hill). Covered by CFRN (CTV), Global TV and City TV. Meeting of VIPS during the show followed by performance with local band on stage (Hadfield). Show filmed by Postmedia News film crew.
- July 6-7 Canadian Business Aviation Association Annual Convention - Calgary (Skyservice Hangar). Static display (Dempsey - seven hours). Interview with Canadian Skies magazine for feature in November edition. Presentation of Hawk One plaques to President of the CBAA, Sam Barone, during annual AGM plus sponsors Skyservice (VP Western Region Jill Timmins) and Skyplan (VP Sales Craig Mariacci).
- July 14 WestJet Family Day static display (Mitchell, Richard – four hours). Presentation of Hawk One plaque to WestJet CEO Gregg Saretsky.
- July 15 Calgary Global TV morning show interview in studio (Mitchell).
- July 16-17 Airdrie Regional Air Show (Mitchell, Turgeon). Presentation of Hawk One plaque to Executive Director Doug Francoeur and Mayor of Airdrie.

- July 20 “Women in Aviation” static display Calgary - Art Smith Centre (Dempsey – four hours).
- July 21 Flyover – Calgary Military Museum’s annual golf tournament at Silverwind Golf Course en route to Lethbridge (Dempsey).
- July 22 CTV local news special on Hawk One with Alesia Fieldberg (Hill, Dempsey, Adams, Underwood).
- July 23-24 Alberta International Air Show. Static display each day following Hawk One performance (Dempsey, Hill, Adams, Underwood – three hours). Public presentation of Hawk One plaque to President Brent Botfield and staff of the airshow following Hawk One display (Dempsey).
- July 25 Heritage Flight arrival with CF-18 Hornet filmed by two local TV stations. Family Fun Days Medicine Hat static display (Dempsey – eight hours). Photo session with “Golden Hawks” girls’ baseball team. Presentation of Hawk One plaque to Dave Rozdeba, Chairman of Family Fun Days.
- July 28 Media stopover in Abbotsford to advertise upcoming airshow. Six media organizations represented, including Ashley Wray of “The News, Abbotsford”, Bart Hildebrand of Hildebrand Entertainment, Paul Dixon of “Wings and Helicopters” Magazine and John Morrow of the Aldergrove Star (Dempsey).
- August 4 Hand delivery of Hawk One plaque to Michelle Dawson of Interpipeline Fund Calgary by Gary Watson on behalf of Hawk One team.
- August 6 British Columbia Aviation Museum Open House highlighting Hawk One. Covered by Times Colonist newspaper. Static display (Dempsey – seven hours). Public presentation of Hawk One plaque to BCAM President Steve Gordon & volunteer staff of the museum.
- Publication of “Dreams Take Flight” article by Karl Wilberg in Vancouver Sun (two full pages; Dempsey and Hadfield).
- August 10 Tour of jet for student pilots at Victoria Flying Club (Dempsey, Mitchell – 40 minutes).
- August 11-14 Abbotsford International Airshow (Dempsey, Mitchell, Hill, Adams). Internet interview for Abbotsford Airshow website and CBC Radio live interview (Mitchell). Chinese, Russian, Vancouver Cable TV station taped interviews (Dempsey). Follow-on Postmedia News video interviews (Adams, Mitchell, Hill, Dempsey). Presentation of Hawk One plaques to President Ron Price and hosts at dinner reception.
- August 15 Regina Flying Club Open House featuring Hawk One static display (Fleck - four hours). Presentation of Hawk One plaque to Hon Bill Hutchison, Minister for Tourism, Parks & Culture for the Province of Saskatchewan. (Fleck)

- August 20-21 Waterloo International Air Show (Mitchell, Hill). Local radio interview and internet video interview (Mitchell). Presentation of Hawk One plaque to Executive Director Diana Brownlee (Mitchell).
- August 23 Hawk One/Airshow Heritage presentation to Saint John chapter of the Canadian Aviation Heritage Society (Dempsey)
- August 24 Saint John Airport Open House (Hawk One u/s – did not arrive). Local newspaper interview (Dempsey). Presentation of Hawk One plaque to sponsor John Irving of Acadia Broadcasting (Dempsey).
- August 27-28 Atlantic Canada International Air Show Summerside (Dempsey, Hill). Static display on second day of the show when airshow cancelled due approaching Hurricane (Dempsey, Hill, Adams – three hours). Presentation of Hawk One plaque to Executive Director Colin Stephenson (Dempsey).
- September 2 TV Interview Sun News Network’s “Newswire” with Jacqui Delaney (Hadfield).
- September 5 Flypast for Chiefs of the Air Staff at the National War Memorial in Ottawa. (Commanders of the RCAF, USAF, RAF, RAAF and NZAF – Fleck).
- September 9 Windsor International Air Show Media Day (Hadfield, Dempsey, Turgeon). Extensive TV coverage – Rick Mercer Report and CTV interviews as well as Radio Canada interview with Andréanne Baribeau (Hadfield). Presentation of Hawk One plaque to Keith Baxter, chairman of the show, during public reception (Dempsey, Turgeon).
- September 10-11 Windsor International Air Show (Hadfield, Dempsey, Turgeon). Extended autograph session following cancellation of Heritage Flight and Hawk One performance due to low cloud (Hadfield – three hours). Facebook and Twitter updates by Chris Hadfield. Static display on both days (Dempsey, Laviolette, Turgeon – four hours each day). Late invitation of Hawk One team to meet Elton John and attend his concert in team flying suits on Saturday evening brought widespread recognition from the capacity crowd due to the attendance of Chris Hadfield and Rick Mercer. (Hadfield, Dempsey, Turgeon, Laviolette).
- September 12 Flyover of Vintage Wings for CTV News promotion of “Wings Over Gatineau” Air Show (Dempsey).
- September 15 Vintage Wings’ fighter six-ship flyover of Ottawa to advertise airshow (Dempsey). Ottawa Radio interview with Wendy Daniels (Hadfield).
- September 16-17 “Wings Over Gatineau” Sunset Show and Air Show followed by static display (Dempsey – four hours). Show filmed by Postmedia News film crew.
- September 18 Presentation of Hawk One plaques to Michael Potter, Founder of Vintage Wings, Jim Killin of Mark’s Work Warehouse (sponsor) and LCol Maryse Carmichael, CO of the Snowbirds, at the Canada Aviation and Space Museum in Ottawa (Dempsey).

- September 19-20 Media guest expert commentary relating to Reno Air Races accident and flight safety of aviation spectator events. Nine radio and TV interviews (Mitchell, who witnessed the accident and is also a member of the Patriots civilian jet aerobatic team).
- September 21 Delivery of Hawk One plaques for DND (MND Peter McKay) and the Royal Canadian Air Force (Commander of the RCAF LGen André Deschamps) at NDHQ Ottawa. (Dempsey)
- October 21 Hawk One team representative at Snowbirds' year-end show and change of team leader ceremony. (Dempsey)
- November 1 Article in Canadian Skies magazine (Dempsey)
- November 6 Part 3 of four-part series on Hawk One published on full page in the Edmonton Journal's "Sunday Reader" section – Postmedia newspapers (Dempsey, Mitchell, Hill, Adams). Accompanied by on-line video.

► **TODAY:** History
 ► **Sunday:** Hawk One today
 ► **Later this summer:** A modern-day air show
 ► **Later this summer:** Vintage Wings of Canada



Wilberg

Today *The Journal* presents the first instalment in a special series by Karl Wilberg, an Edmonton lawyer, writer and pilot. The focus of the series is Hawk One, the only Canadair Sabre jet still flying in Canada. Hawk One will be in Edmonton tomorrow as part of Airfest at the Aviation Museum and next Friday as part of the Canada Day celebrations. For more information on Hawk One, go to: albertaaviationmuseum.com and www.hawkone.ca.



PETER HANDLEY, VINTAGE WINGS OF CANADA

Hawk One is the lone remaining fighter jet from the production of more than 1,800 Canadair Sabres in the 1950s.

Aces of the air

Canada has rich history of aviation technology and skilled fighter pilots. A visit this week by Hawk One is a reminder of a proud tradition

KARL WILBERG
Special to The Journal

It beat *The Lone Ranger* TV show, Rossini's *William Tell Overture* included.

It was the sound that did it, a low, rising whistle — a whoosh and a lick of flame — and that wonderful howling roar that is the jet fighter's unbeatable opening sequence.

I heard it half a century ago in Calgary as a boy, in 1962, standing transfixed at an air show featuring the RCAF's premier air-show team, the Golden Hawks, a team of fighter pilots that flew shark-nosed Canadair Sabres.

What to do? Maintain my ongoing faith with the Lonesome Lawman and his low-definition TV exploits? Or, transfer allegiance to the Golden Hawks and the space age?

Hi-ho Silver, or Hi-ho Golden Jet?
 Sorry, Lone Ranger.

At a time when cutting-edge technology in Canada meant the latest Massey Harris combine, the Hawks' Montreal-built Canadair Sabres, were straight off the launch pad. Jets were part of the space age, and space wasn't a final frontier, it was the frontier — frightening, but captivating, a source of B-movie beasts, Yuri Gagarin and John Glenn.

And, nothing says space-age cool like a jet flown by a guy in a gold helmet. By the end of that 1962 show, I would have traded my straw Texas Ranger hat and six-shooter for a ride in the Sabre.

That never happened, but I did develop a lifelong fascination with Canadian aviation and Hawk One, a restored 1954 Canadair Sabre acquired by Vintage Wings of Canada.

Vintage Wings is a non-profit organization based in Gatineau, Que., dedicated to commemorating and revitalizing Canadian aviation history.

In 2009, Vintage Wings had the Sabre repainted in Golden Hawks colours and sent it coast-to-coast to commemorate the 100th anniversary of flight in Canada.

It was warmly received, though aviation history in Canada is like a dimly lit trophy case in an abandoned high school hallway: a place where triumphs and achievements reside waiting to be rediscovered.

Last fall, I learned that Vintage Wings had recruited some of Canada's most accomplished pilots to take Hawk One on a new adventure — the Discovery Air 2011 Tour. It's an ambitious program, and includes a Sabre symposium which took place in April; coast-to-coast solo appearances; speaking engagements where the pilots meet schoolchildren; and air-show performances like the one in Edmonton on Canada Day.

Subsequent negotiations with current Hawk One team leader retired Lt.-Col. Dan Dempsey spawned the current package for *The Journal* and *Postmedia News*, including the production of an online video and a documentary film with brother Chris Wilberg's Barney and Oscar Films of North Vancouver.

Dempsey gave us unlimited access to Vintage Wings' facilities and provided an unprecedented opportunity to revisit the vault of postwar Canadian aviation history. Indeed, one glance at Vintage Wings' lavishly stocked hangar of flying legends — Spitfire, Hurricane, Kittyhawk, Mustang, Corsair — suggests there's plenty in the Canadian aviation trophy case.

But what is the message transmitted by Hawk One and the other relics of the Cold War? And what of the Sabre pilots? Their task in Korea, and in Europe, was to pursue and destroy hostile Soviet bloc aircraft. How did they rate? Also, what kind of enterprise could transform a Sabre from supersonic six-shooter to instrument of performance art or catalyst for childhood ambition.

Of course, if you want to learn some-



The Golden Hawks air team inspired young and old in the 1960s.

edmontonjournal.com

To watch a video about the collection of vintage aircraft at Vintage Wings in Gatineau, Que., go to edmontonjournal.com/extras

thing, you need to go to school. So earlier this year I did.

By April 15, I was at Vintage Wing's Sabre ground school and heard that whistle-howl-roar again as Canadian test pilot and astronaut, Chris Hadfield, took Hawk One on a test flight from Vintage Wing's Gatineau hangar.

The test flight opened the 2011 season, and kicked off a two-day school for Sabre enthusiasts at the Canada Aviation and Space Museum in Ottawa, and Vintage Wings. The school, in effect a Sabre symposium, focused on the technical details of operating Canada's last airworthy Sabre.

However, Dempsey had ensured that the curriculum included the human experience too. A panel discussion on April 16 at the Aviation and Space Museum, the first with Sabre vets, revealed the essential nature of this Cold War enterprise.

The panel featured Second World War combat pilot and Korean War vet Eric Smith, the Golden Hawks' first leader Fern Villeneuve, and Paul Hayes and Jack Folkins, both of whom patrolled Europe during the most precarious moments of the Cold War.

Interviewed later was R.J. "Chick" Childerhose, record-holding Sabre pilot, award-winning journalist, and author of the Sabre-era memoir *Wild Blue*.

Before the panel discussion, Dempsey arranged for on-camera interviews with the vets. Chris and I set up in front of a preserved Sabre Mark 6, just a wing away from its rival, the Soviet MiG 15. I readied myself for a good-humoured chat with the vets, many of whom are pushing into their ninth decade, and assumed that time would have tamed their inner tiger.

Chris' camera rolls. The fighter pilots squint — they're in the cockpit again — and half a century vanishes. Are they in good humour? Yes.

Tamed? No.

Throughout the interviews, and in the panel discussion, the history is recounted in precise detail: speeds, altitudes, and sequences are retrieved without hesitation. Harrowing events and heart-stopping risks are recounted as though they were delivering a weather report.

The first to be interviewed is Hayes. At 78, he is tall and trim with the imposing presence of a top athlete. A fighter pilot and later a Brigadier-general, he is an

eloquent spokesman on Canada's status during the Sabre era. At that time, the Canadians were tasked with defending the border of free Europe from Soviet bloc interlopers.

He says, "From 1951 to 1963 we were, without a doubt, the best air force in Europe in that role (air-to-air-combat)."

This is no time-misted reminiscence. Hayes point out that from 1958 to 1961 the RCAF took airplanes, "right off the flight line ... nothing special," and won the Guynemer trophy NATO gunnery competition four years in succession.

The test involved flying a curving approach at 600 km/h toward a nylon mesh banner, two metres wide by six metres long, towed by a training jet 330 metres away. With a closing speed between shooter and target of 160km/h, the entire pass took mere seconds.

The Canadian practice of devoting several weeks a year to live-fire practice paid off, four years in a row.

Hayes recalls, "Every year, except the last, (1962) the Canadians won—handily."

During the Air and Space Museum interview, Hayes referred to the daily equivalent of aerial pond hockey that took place over Western Europe. He recounted that other NATO aircraft were used as sparring partners, in preparation for a Soviet airborne assault.

"We'd attack them," he says, "it was all part of the training ... you went up and you did hunting and killing ... that was the mission."

Knowing your competition was also essential. At the time, it was evident that the Canadair Sabre 6, thanks to its Orenda 14 engine and Canadair's structural redesign, was faster and more manoeuvrable than the American version. More important, the Canadians had inside knowledge on the real opponents — the latest Soviet combat aircraft.

In a little known chapter of the Cold War, clandestinely obtained MiGs were tested by the Americans. In particular, according to Steve Davies, author of *Red Eagles: America's Secret MiGs*, the captured aircraft were tested in Tonopah, Nev. Full details have never been revealed, but the information was shared with the RCAF.

Hayes says: "We had three aircraft that we knew were going to be our enemies if something happened. The MiG 15, we had superb information on it," and also on the MiG 17, and the Soviet's principal bomber, the Tu-16.

Hayes' revelation gives rise to a final question: "Going up in the (Sabre) Six against these aircraft, how confident

Former Edmontonian and Snowbird leader Dan Dempsey will have the Discovery Air Hawk One on display during Airfest at the Alberta Aviation Museum on Sunday, June 26.



Dempsey

On July 1, he will be joined by astronaut Chris Hadfield who will give a "Pursue Your Dreams" presentation at the

museum at 10 a.m. and then fly over the city in a Canada Day salute to Edmonton.

Dempsey will perform an aerobatic display in the F-86 later that afternoon during the Edmonton Garrison's Canada Day celebrations.

All events are open to the public.

Hadfield

THE WESTERN ANGLE

Hawk One is based at Vintage Wings in Gatineau, Que., but it has connections to Edmonton and Alberta.

Hawk One team leader Dan Dempsey was schooled in Edmonton. Many of Hawk One's sponsors are local. WestJet and Inter Pipeline, headquartered in Alberta, are major supporters. So is Discovery Air, based in Yellowknife, and the Discovery Air Hawk One 2011 tour is heavy with appearances in Alberta.

The Sabre will be appearing in, or performing fly overs at: Cold Lake, Edmonton, Fort Saskatchewan, Sherwood Park, Calgary, Airdrie, Lethbridge and Medicine Hat. For details, go to: www.hawkone.ca

— Karl Wilberg

would you be?

"Very confident," says Hayes.

The ethos expressed by Hayes, that of constant training, skill and aggressiveness, combined with a superior Sabre, proved valuable in the uneasy skies of Europe. Indeed, it would be the key to survival in a shooting war. In spite of the glamour associated with *Top Gun* and decades of other Hollywood depictions, there is nothing romantic about the realities of air-to-air combat. If you're good, you live. If you aren't, you die. No penalties, no time limits, no substitutions. Only a fiery, lonely death.

Offsetting that was the F factor.

Childerhose, interviewed at his home on Vancouver Island, referred me to a scene in *Wild Blue*, that illustrates this essential ingredient. In it, he describes a solo scrimmage at 35,000 feet over Bitburg, Germany with a fleet of USAF Sabres:

"They were everywhere. Blue-banded Sabres, red-tailed Sabres, yellow-nosed and star-spangled ones."

Childerhose mixes it up for 20 minutes, sweat flooding into his eyes, the Yankees relentless, but failing to fix themselves to the lone Canadian's tail. Eventually, he stalls, free falling inverted toward another Sabre directly below.

He recounts: "What to do? The man you are about to collide with peers straight up at death. His Sabre grows, swells to fill the world, your windscreens ... It's the last thing you recollect seeing ..."

Unexpectedly, the control surfaces bite, allowing Childerhose to twist away from the collision, and he remarks, "Yowee! I'll bet he was scared."

F didn't stand for fear, it stood for fun, although fear certainly spiced matters up. The entire enterprise of careering through the sky, or carving on a wingtip at low level, was fun, eye-bugging, breath-stealing fun, and the Canadians thrived on it.

High stakes adventure, breathtaking fun, what more could anyone ask from an emerging technology?

SUNDAY READER

edmontonjournal.com

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Bill Hind, left, a Sabre pilot in the 1950s, talks to Hawk One team leader Dan Dempsey during a visit that Hawk One made to Edmonton two years ago. Hawk One is now back in Edmonton for events at the Alberta Aviation day and Canada Day festivities on Friday.

CANDACE ELLIOTT, THE JOURNAL, FILE

Living the dream

A half a century ago, the Canadair Sabre inspired a generation to take to the skies

KARL WILBERG
Special to The Journal

Gunslinger, artist or career counsellor? It's a range of identities that would have made even Dr. Jekyll's head burst.

Yet, it's a question that arises with Hawk One, a restored Canadair Sabre fighter jet operated by aviation preservation society Vintage Wings of Canada from its base in Gatineau, Que.

During its Discovery Air 2011 tour, the jet will perch on the airport ramp in over 20 Canadian communities, a glittering craft painted in the colours of the RCAF's Golden Hawks, Canada's premier air-show team from the 1960s.

Its goal is to acquaint Canadians with their aviation history. At each stop, spectators will gather and one of Hawk One's volunteer pilots, Dan Dempsey, Rob Mitchell or astronaut Chris Hadfield, will hoist kids into the cockpit.

Is it just an aging aluminum gunfighter that kept the Soviets at bay during the Cold War? Or is it the connection to a future where aircraft express the soul of an age and inspire youth to seek their personal path to the stars?

As with many blades, the Sabre depends on how you wield it.

This summer, when Dempsey, Hadfield and other Vintage Wings pilots put children in the Sabre they'll also pass on a message: "pursue your dreams," they'll say, "it worked for us."

It's not just talk. Fifty years ago, Sabres flown by the Golden Hawks inspired Dempsey and Hadfield to successfully seek aviation careers. In Hadfield's case, his path has led to the stars.

The Montreal-built Sabre, originally a U.S. design, underwent considerable improvement by Canadair. The resulting fighter, made by a country more widely known for its farm implements than for high-tech aircraft, represented the era's vast potential for Canadians.

In Dempsey's case, he hasn't forgotten the moment he first saw a Sabre, even though it was 52 years ago.

Speaking this spring at the Canadian Air and Space Museum, he recalled: "On the 6th of June, 1959, in Ottawa, I was at the Golden Hawks' first performance, and I can tell you ... I was mesmerized with these beautiful airplanes."

So too was Chris Hadfield. Contacted by e-mail en route from Star City, Russia, to Houston Texas, where's he continues to train to become the commander of the International Space Station, the retired Air Force colonel wrote: "My first memory of flight ... was watching the Golden Hawks perform in '62 or maybe '63 in Windsor

"I don't remember much, except sitting on the grass and seeing magic — the golden beauty of the individual Sabres, seemingly welded together by some unseen force, as they roared and swooped past."

- ▶ Saturday: History
- ▶ TODAY: Hawk One today
- ▶ Later this summer: A modern-day air show
- ▶ Later this summer: Vintage Wings of Canada



CANDACE ELLIOTT, THE JOURNAL, FILE
Dan Dempsey at the controls of Hawk One



PETER HANDLEY, VINTAGE WINGS OF CANADA
The 2011 Hawk One team with Hawk One as a backdrop



Wilberg

Today *The Journal* presents the second instalment in a special series by Karl Wilberg, an Edmonton lawyer, writer and pilot. The focus of the series is Hawk One, the only Canadair Sabre jet still flying in Canada. Hawk One is in Edmonton today as part of Airfest at the Aviation Museum and next Friday as part of the Canada Day celebrations. For more information on Airfest, Hawk One and astronaut/pilot Chris Hadfield, go to: *albertaaviationmuseum.com *www.hawkone.ca *www.asc-csa.gc.ca

▶ Former Edmontonian and Snowbird leader Dan Dempsey will have the Discovery Air Hawk One on display today during Airfest at the Alberta Aviation Museum.

▶ On July 1, he will be joined by astronaut Chris Hadfield who will give a "Pursue Your Dreams" presentation at the museum at 10:00 a.m. and then fly over the city in a Canada Day salute to Edmonton.



Dempsey



Hadfield

▶ Dempsey will perform an aerobatic display in the F-86 later that afternoon during the Edmonton Garrison's Canada Day celebrations. ▶ All events are open to the public.

The coloured smoke trails behind the jets sketched the shape of the new age on the vast canvas of the sky.

These loops and whorls in space were reminiscent of American modern art pioneer, Jackson Pollock. Pollock, who died at the height of the Sabre era in 1956, stated, "the modern painter cannot express this age, the airplane, the atom bomb, the radio, in the old forms of the Renaissance or of any other past culture."

See HAWK ONE / B2

edmontonjournal.com

To see an interview with Canadian astronaut Chris Hadfield, go to www.edmontonjournal.com/extras

The event is one of Hadfield's earliest memories. It was, "pivotal in my lifelong love of aviation, human technical capability, and the third dimension of air and space. It started me looking up."

The creation of the Golden Hawks emerged from a decision by RCAF top brass in 1959 that a team be formed to celebrate the golden

Canadian astronaut and Hawk One pilot Chris Hadfield with a young aviation enthusiast. Budding pilots and astronauts can meet Hadfield on Canada Day at the Alberta Aviation Museum.

WAYNE CUDDINGTON, OTTAWA CITIZEN, POST MEDIA NEWS, FILE



(50th) anniversary of flight in Canada.

Retired Lt.-Col Fern Villeneuve had a key role in making it happen, and what he produced was more than a team of six Sabres and their ground crew.

He melded standard manoeuvres involving loops and rolls into intricate routines with an overriding principle: constant action, no dead air space. According to Villeneuve,

his choreography even featured "changes in formation taking place while carrying out a manoeuvre." Solo performers bracketed the formation aerobatics with breathtaking head-on aerobatics, the first team in the world to do so. Originally created to perform for only one year, the team proved so popular its life was extended for another four seasons. In all, the Hawks entertained over 15 million North Americans.



Golden Hawks 1963

RCAF/DND

HAWK ONE

Continued from B1

Pollock's canvases were groundbreaking — he poured, spilled and splashed pure colours on a white ground — and his art expressed the movement and speed of the modern era. In this, Pollock and the Golden Hawks shared a common bond.

Looking back, perhaps the Sabre's greatest masterpiece was the social payoff for young Canadians like Dempsey and Hadfield.

After the June 6th, 1959 show, Dempsey said that, "my whole focus was to learn how to fly." His ambitions required training — lots of it.

After completing high school at Ross Sheppard in Edmonton, he earned a scholarship that led to Royal Roads University and the Royal Military College. He gained the requisite degree for military pilots, and flew for the Canadian Air Force.

The spinoff benefits continue today as Dempsey passes on the message to the youth that he and Hadfield meet: "If you want to live the dream like we're living the dream, go out, work hard in school, set a goal for yourself, and never give up."

For Dempsey, it was a successful formula. He says, "I flew two tours with the Snowbirds, the Starfighter, and had a great 23-year career in the military," as well as 15 years as an airline pilot. In addition, he's an aviation historian and author of the definitive history on Canada's air show teams titled *A Tradition of Excellence*.

As Hawk One team leader, Dempsey must devote considerable time gathering financial support. It takes \$5,000 to keep Hawk One in the air for one hour, and he's quick to point out that Vintage Wings, Discovery Air and other sponsors deserve enormous credit for keeping the Sabre's legacy alive.

His workload is enormous, but it's worth it.

"We want kids to dream big and do something special with their lives. With the right motivation and guidance, they can achieve things they never thought were possible."

Also, Dempsey says that none of the Hawk One pilots, "could have imagined that we'd get to fly a Sabre ... I mean we've got an astronaut (Hadfield) now, and this is one of the biggest thrills of his life."

The start of Hadfield's career path is strikingly similar to Dempsey's. The Golden Hawks show in Windsor inspired him to pursue flight training as an Royal Canadian Air Cadet and he too is a graduate of Royal Military College. Following a tour flying the CF-18 Hornet he became an award-winning test pilot and for the last 19 years an internationally recognized astronaut.

He's had a life filled with unparalleled



BILL UPTON, BOMBARDIER

The assembly line in Montreal that produced the Canadair Sabre F-86. More than 1,800 of the jet fighters were built from 1950 to 1958.



ROBERT WILBERG, COURTESY OF KARL WILBERG

The Golden Hawks on the runway in Calgary in 1962

achievement. He was the only Canadian to fly on the Soviet Mir space craft, the first Canadian to walk in space, has twice flown on the U.S. space shuttle. In 2013, he is to command the International Space Station.

Yet Hadfield devotes considerable time reaching out to children. He writes that, "the biggest reward for me is watching a young Canadian see beyond their horizons

as a result of something I have done or said and then in hearing directly from hundreds of them in helping shape their careers and lives."

He's seen the effectiveness of this firsthand. One of Hadfield's protégés, Canadian Air Force fighter pilot Maj. Jeremy Hansen, became an astronaut in 2009.

The Sabre will sit on the ramp this summer, its sleek styling belying its original

lethal role, its form evoking the mood of the space age. It inspired a generation of Canadians, but, like so many other of its achievements, this is past history.

Or is it?

Do Canadian boys and girls still dream when they climb into Hawk One? Do they have what it takes?

The kids are all right, according to Hadfield. He writes: "they are as bright, motivated, proud, patriotic and ready to carry the mantle as any of us that have gone before. Being in a position to help inspire and enable some of them is one of life's greatest rewards and it is why I give talks alongside Hawk One."

Besides, Hadfield adds, "I owe (it to) those who opened the doors before me."

And so to the question — what is Hawk One? The kids know. The pilots know too. Hawk One is a dream machine.

Hawk One is a jet, flown by men who dreamed, and made by a country that used to make farm machines, but dreamed it could also make an aircraft that would open the door to the stars.



Mechanics work on the Canadair Sabre jets of the Golden Hawks air team during a visit to Calgary in 1962.

ROBERT WILBERG, COURTESY OF KARL WILBERG