

DESIGNATION REPORT



No 10 Building – Oshawa Airport
(No 420 Wing R.C.A.F. Association)
1000 Stevenson Road North
Oshawa

Prepared by Heritage Oshawa
October, 2003

based on research
by
Su Murdoch Historical Consulting

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Statement of Heritage Attributes

No 10 Building–Oshawa Airport (No 420 Wing R.C.A.F. Association), located at 1000 Stevenson Road North in the City of Oshawa, is recommended for designation pursuant to Part 4 of the Ontario Heritage Act as a property of cultural heritage value and interest containing the following heritage attributes:

Historical Attributes

Summary

The participation of local flying clubs in the British Commonwealth Air Training Plan was key to the training of about 73,000 Canadians during the Second War and the eventual success of the Allied Forces. The buildings constructed in 1941 to open an airport and accommodate the No. 20 Elementary Flying Training School (E.F.T.S.), represent Oshawa’s participation in this aspect of the war effort. No. 10 Building, now occupied by No. 420 Wing R.C.A.F. Association, is one of the original buildings dating to the first period of construction activity in the winter of 1940-1941. No.10 building should be maintained as part of a grouping of original buildings that survive on site, notably No. 11 Building, the canteen, and Nos. 1 and 2 hangars.

Historical Background

On September 3, 1939, Britain and France declared war on Germany. Canada followed on September 10 and immediately began preparing for its role as a member of the Allied Forces. On December 17, 1939, Canada, the United Kingdom, Australia and New Zealand signed an agreement to participate in the British Commonwealth Air Training Plan to train pilots, navigators, gunners, bomb aimers, flight engineer, air crew, ground crew and support staff. Over

the next five years approximately 131,553 airmen were trained and graduated to Wings standard.¹ According to David J. Broughton in his 1994 *History of Oshawa Airport*:

Flying clubs across Canada were asked to train pilots to the R.C.A.F. [Royal Canadian Air Force] standard to support Canada's need for pilots for wartime requirements. Contracts were offered to all active Canadian Flying Clubs. Each would form a company under the Dominion Companies Act, and would provide their own capital for entering into a training contract with the Crown. An agreement was signed December 17th, 1939, with R.A.F. delegates on behalf of Great Britain, and then the British Commonwealth Air Training Plan (BCATP) became a reality in Canada.

Oshawa businessman Alexander G. Storie, president and general manager of Fittings Ltd., assisted by George Hart, Haydon McDonald, Samuel Trees, and T.K. Creighton, organized the Ontario County Flying Training School. The Brantford and Kingston Flying Clubs added \$5000 each to the fundraising campaign headed by Robson Leather Co. Ltd. owner, Charles Robson. The three clubs established No. 20 Elementary Flying Training School (E.F.T.S.) under the model of the British Commonwealth Air Training Plan. Robson became the first manager of the School.

The obvious drawback to the success of the E.F.T.S. was the lack of airport facilities in the Oshawa area. That changed in 1940. Earth movers arrived in the Fall of 1940 to demolish the existing farm buildings and level two hills and a cultivated field. Several new structures were standing even before March 20, 1941, when the federal government finalized the expropriation for airport use of Lot 15, Concession 3, East Whitby Township. Other expropriations and purchases followed, until the site reached its current 490.95 acres. In 1941, the Oshawa airport was north and west of the town.

Civil engineers and labourers rapidly planned and constructed hangars, runways, barracks, roadways, and the infrastructure required to open the airport and No. 20 E.F.T. School. The first plane arrived in June 1941. Twelve months later, the opening ceremony was officiated by the Duke of Kent. Alexander Storie was appointed E.F.T.S. President.

¹ From information on a plaque at the airport site erected by the City of Oshawa in 1992.

During the war period, about 2500² student pilots completed the basic flying training course at Oshawa. Every six weeks, two classes graduated sixty students each. Large H-shaped barracks were built over several years to accommodate the enlisted and other personnel. According to Broughton:

The student pilots were housed on the property in bunk houses which were situated on the south west side of the field, not far south from where the control tower is now. There was also a swimming pool, a bowling alley, and a hospital of the airport grounds. The base employed about four hundred civilians, seventy of them instructors, with between seventy-eight and eighty-four aircraft in operation.

The efficiency of the Ontario County Flying Training School was acknowledged by several awards, including the Cock of the Walk trophy awarded to Oshawa in 1944 as “the best training station in Canada.”³ November 1944 saw the last graduating class of pilots at Oshawa. Following Germany’s surrender in May 1945:

The airport became a storage base and clearing house for the War Assets Corporation and the Royal Canadian Flying Clubs Association The R.C.A.F. closed the airport in the spring of 1945, and turned the operation over to the Department of Transport. The buildings and aircraft were declared war surplus by the government. (Broughton, p.3)

Postwar Activities

On February 18, 1944, the Directorate of No. 20 E.F.T.S. received a charter or special Letters Patent as a Flying Club. With the war still unsettled, there was no initiative to organize the Club until the Spring of 1945. A gathering at the Hotel Genosha in downtown Oshawa led to the August 16, 1945, formation of a management committee for the Oshawa branch of the Royal Canadian Flying Clubs Association.

Haydon McDonald (chairperson), W.O. (Bill) Hart, E.G. Storie, K.D. Smith and George Hurren (who became manager of the Flying Club and the airport) immediately negotiated with the

² The estimate of 2400-2500 is recorded on the plaque erected in 1992 by the City of Oshawa.

federal government for the lease of several airport buildings. The annual rent was one dollar plus maintenance, taxes and insurance. Among the buildings leased by the Club were the Recreational Hall, No. 1 Hanger, and No. 10 Building (subject building). In spite of setbacks, by August 31, 1945, “the business of flying on a club basis began,” and on September 15 the Ontario County Flying Club opened. From its opening until January 1, 1947, the Club had the financial and physical responsibility for all airport plant and operations.

Several commercial operations leased (or eventually bought) other buildings on site. In late 1945, Weston Aircraft opened an aircraft maintenance shop in the south half of Hanger No.1. When bought in 1947 by Photographic Survey, the name was changed (in 1948) to Field Aviation. It operated at Oshawa until 1960 when it relocated to Toronto airport (Malton, now Pearson International). Bob Kashower, owner of Kashower Aviation, bought war surplus aircraft and had Weston convert them for civilian use. Bob lived in a trailer on site and had his office at the top of the control tower building from 1946 to 1950.

Following extensive negotiations with the federal government, in 1947, the Town of Oshawa took over the management of the airport. Also that year, Air Cadet flying training began under the sponsorship of the Air Cadet League (with the financial support of the Department of National Defense.) The Oshawa Air Cadets chose the name Chadburn Squadron in recognition of the decorated Canadian fighter pilot and young R.C.A.F. Wing Commander, Lloyd V. Chadburn. An array of other private and corporate endeavours at the Oshawa airport are documented in David J. Broughton’s 1994 *History of Oshawa Airport* (See Appendix).

In April 1949, No. 420 Wing of the Royal Canadian Air Force Association was organized, holding its first meeting in November.⁴ Like other Wing Associations, their mandate as volunteers was to ensure a strong Air Force and assist with other aviation matters such as airports and Air Cadet training. The directors of the Flying Club gave No. 420 Wing permission to use the south half of No. 10 Building for their monthly meetings.

³ There is a (disputed) tradition that the noted actor, Richard Burton, flew at Oshawa during the war.

⁴ Dates are recalled by Bill Cox.

Current Status

Today, there is no Armed Forces presence at the airport site. The Flying Club closed about 1998. The airport is divided into north and south fields, with separated access. Generally, the level of air traffic activity is related to the production needs of General Motors Oshawa. The location has been popular for commercial filmmaking and an aeronautical, military, and industrial museum was opened recently in a building to the rear of No. 10. A war surplus Sabre aircraft is the focal point of a park that contains plaques and other relics commemorating the site history. With the possible exception of the hangars, the buildings seem to be in stable condition.

Architectural Attributes

Architectural Background

Under pressure to open the airport and Flying School as part of the war effort, buildings at the Oshawa site were erected quickly. The initial construction activities in 1940-1941 were followed by a second phase from September 1943 into 1944. The buildings were intended to serve a specific purpose for a life span of about twenty years. All were of frame construction and primarily clad in wood shingle siding, painted dark green. The roofs had cedar shingles. The window types included 6x6 pane, double hung wood sashes; wood casements with multiple small panes; and narrow openings in the upper wall section. According to Bill Cox in 2002,⁵ the original configuration of the site included the following structures:

- guard house
- pump house
- water tower (original and a second built later)
- administration building
- No. 10 Building
- No. 11 Building (workshop)
- canteen
- incinerators
- gun butt
- airmen's mess
- H-shaped, two storey barracks
- No. 1 hangar
- control tower
- swimming pool
- house for the chief of Works and Bricks
- hospital
- officer's mess
- recreational hall with a bowling alley
- garage
- parade square
- tarmac

⁵ Bill Cox first arrived at the airport in May 1941, at age sixteen. He left in the summer of 1943, retraining at the end of the war to work for Field Aviation. He later opened a business, W.G. Cox Aviation Supplies Ltd., still based at the airport in 2002.

Second phase buildings included additional barracks, Link Trainer (aircraft flight simulator) building, No. 2 hangar with a concrete foundation pad prepared to double the size. Other buildings were constructed later by the military on an as-needed basis.

The recreational hall was sold and demolished in 1965 and is now the site of W.G. Cox Aviation Supplies Ltd. The administration building was moved out in two sections. One was sent to Port Perry to use as a hospital; the other served for several years as the Oshawa Recreation Centre at Rotary Park. All the other key buildings have been demolished or removed. No. 10, No. 11 (to the north of No. 10), the canteen (to the rear of No. 10), and No. 1 hangar are the only remaining buildings that date to the first period of construction. No. 2 hangar was built about 1943-44.

No 10 Building

No. 10 Building is one of the original structures erected in 1940-41. The south half briefly housed the Stores or supplies, then was converted to the N.C.O. (non-commissioned officers) mess. The north half was the ground maintenance or “Works and Bricks” building.

The building was leased from the federal government in 1945 by the Flying Club. In 1949, No. 420 R.C.A.F. Wing Association rented the south half. Bob Kelly, who owned Mechanical Advertising (a manufacturer of large electric timer clocks used in hockey arenas) was in the north half from 1948 to about 1954. The north half was then leased to Field Aviation until 1960. About 1961, No. 420 Wing leased the entire building.

No. 10 Building is a long, rectangular, single storey, frame structure with a medium pitched gable roof. A rear section that extends the roofline, interrupting the original gable, was added about 1967. The original cedar shingle roofing material has been replaced with asphalt shingles. The walls are now clad in dark green, textured metal siding that covers the original cedar

shingles still underneath. An example of the original shingle siding type is on the 1941 canteen building standing in 2002 to the rear of No. 10. It has a modest entryway enclosure.

Bill Cox recalled that the south end of the building had casement style windows measuring about 3'x4' with multiple small panes.⁶ The north half had small window openings at the eaves level only. All the windows have been replaced.

The interior truncated ceiling with perimeter timber braces is said to be original to the N.C.O. mess. The beaded pine wainscoting or paneling is also original. When the east wall was removed to incorporate the 1967 addition, some of the beaded pine was re-used throughout the interior. The fireplace location and some of its components, as well as the narrow, hardwood flooring, likely date to the 1940s. The interior was heated with a Fireman stove at each end, possibly until a steam heating plant was built to supply the airport site.

⁶ Bill Cox has one of the windows at his cottage.

Summary of Significant Heritage Attributes

Historical Significance

The participation of local flying clubs in the British Commonwealth Air Training Plan was key to the training of about 73,000 Canadians during the Second War and the eventual success of the Allied Forces. The buildings constructed in 1941 to open an airport and accommodate the No. 20 Elementary Flying Training School (E.F.T.S.), represent Oshawa's participation in this aspect of the war effort. No. 10 Building, now occupied by No. 420 Wing R.C.A.F. Association, is one of the original buildings dating to the first period of construction activity in the winter of 1940-1941.

Significant Architectural Attributes

- Long, rectangular, single storey, frame structure with medium pitched gable roof.
- Original cedar shingles underneath metal siding.
- Interior truncated ceiling with perimeter timber braces.
- Beaded pine wainscoting or paneling.
- Narrow, hardwood flooring.

Contextual Attributes

No.10 building should be maintained as part of a grouping of original buildings that survive on site, notably No. 11 Building, the canteen, and Nos. 1 and 2 hangars.

Sources

Conveyances Abstract. *Durham Land Registrar's Office*

Broughton, David J. "The History of Oshawa Airport." *Flying News*, June 27, 1994.

"History made at airport: Organization wants special designation for airport." *Oshawa This Week*, December 3, 1997.

Airport Files. *Oshawa Community Archives*

Telephone conversation with Robert Stuart. April 2002.

Interview and site tour with W.G. (Bill) Cox. May 2002

Appendix 'A'

Photographs



Photograph No 1

West Façade



Photograph No 2

South Facade



Photograph No 3

South and east facades showing rear addition



Photograph No 4
North and west facades



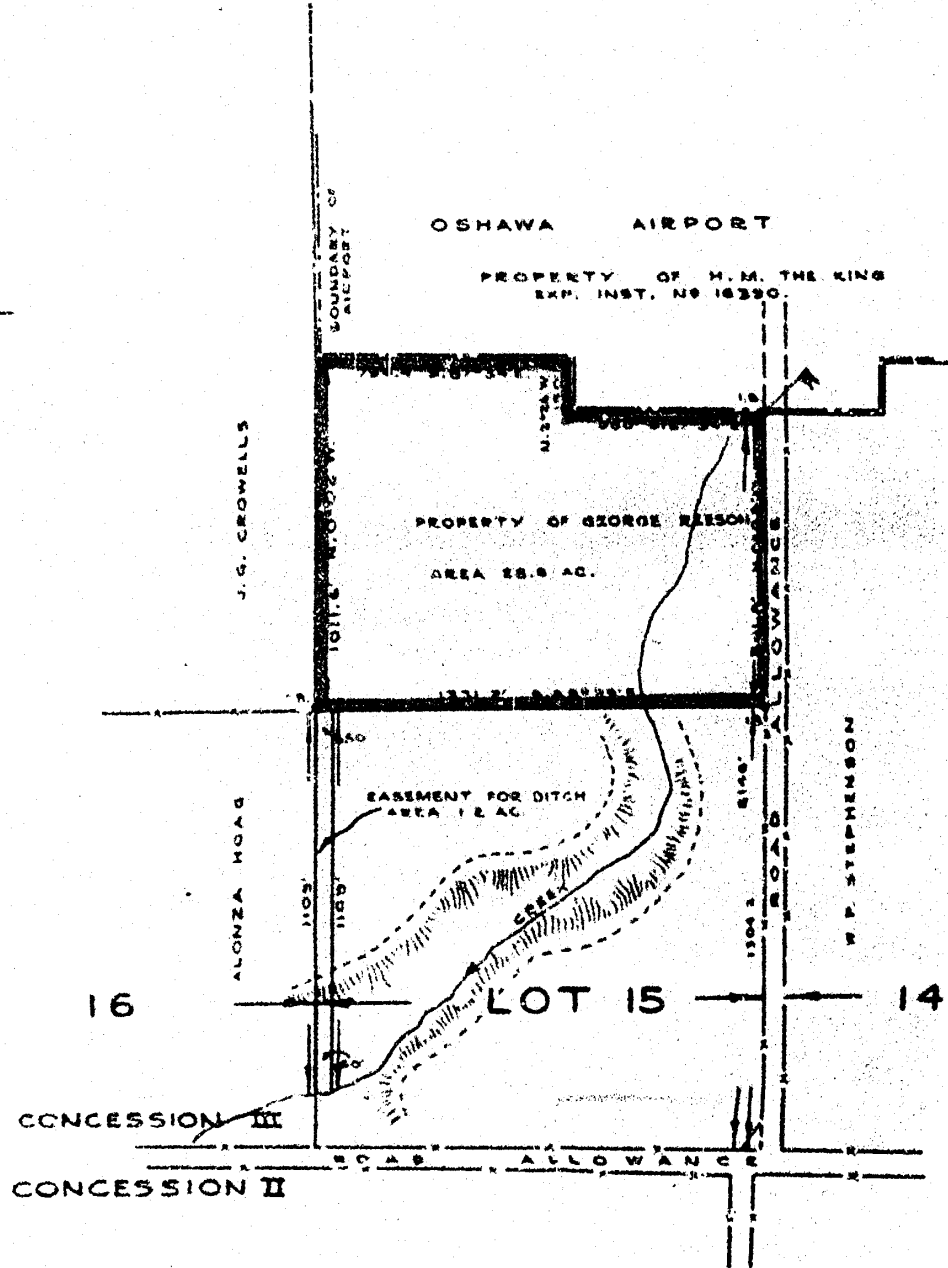
Photograph No 5
North and west facades

Appendix 'B'

Document 17368, June 2, 1943

Survey of airport environs

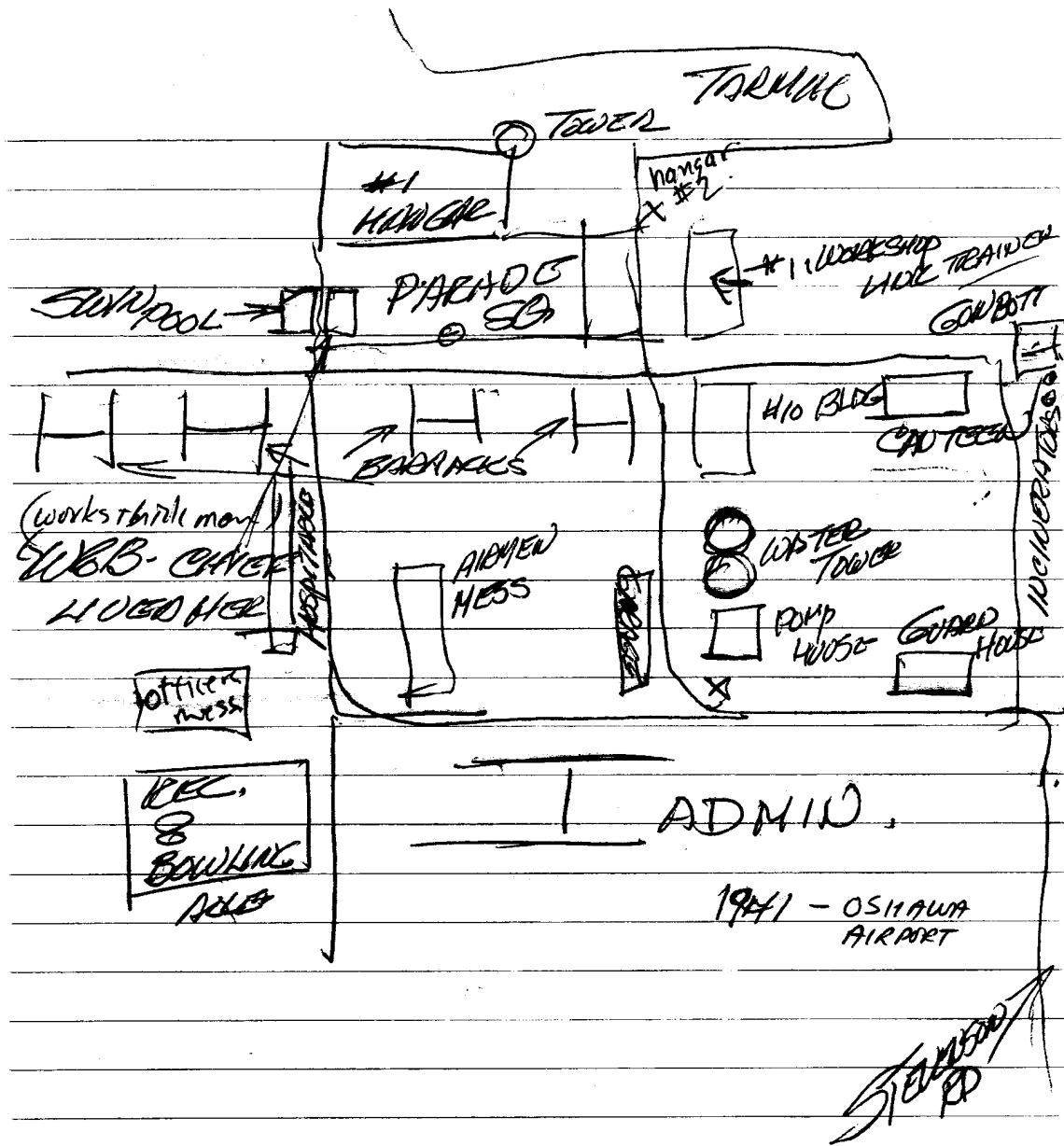
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OF ONTARIO



Appendix "C"

Plot plan of airport site in 1941 and after 1943

Sketched from memory by Bill Cox, May 2002.



yellow - after 1943
SKETCH BY W.G. COX MAY 2002

Appendix " D "

"The History of Oshawa Airport."

Flying News, June 27, 1994.

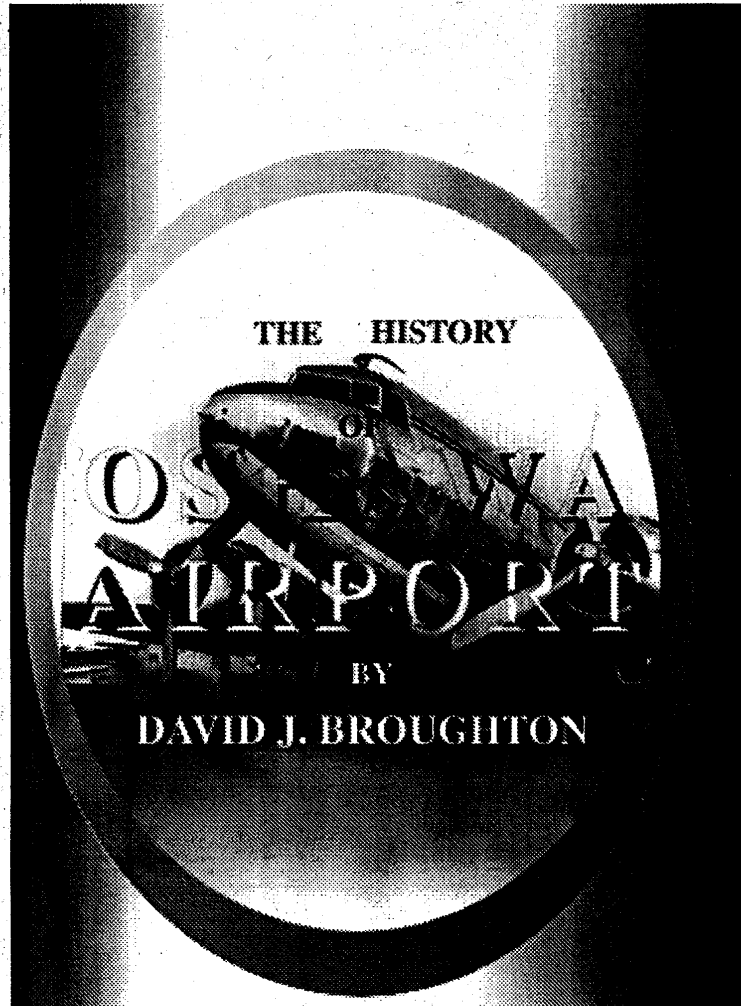
David J. Broughton,

Oshawa Airport

subject 0025

Box 0008

File 0001



PRICE *1.50

Foreword

This book is dedicated to those people who want to remember history.

The writing of the History of the Oshawa Airport started out just for my own curiosity. I am a general aviation/ultralight pilot and I have always had a deep interest in all aspects of aviation throughout my life.

I spoke to many interesting people while putting the history of the Oshawa Airport on paper. There's little doubt the stories I heard could fill a small encyclopedia. Many of the people I interviewed have been around the airport since its inception and had a hand in making the history. This is a collection of their stories as they were conveyed to me.

I would like to especially thank Robert Stuart who supported the writing of this book from the beginning. Thanks!

Author

David J. Broughton

Acknowledgements

**Robert Stuart: owner of The Stuart Aeronautical
Collection Museum**

**George Slocumbe: past Secretary-Manager of the
Oshawa Flying Club**

Bill Cox: owner of WG. Cox Aviation Ltd.

Hannu Halminen: owner of hanger No.3

John Porayko: former owner of JV Aviation

Robin Thompson: part owner of Skycraft

Jerry Colleran: worked for Kashower Aviation

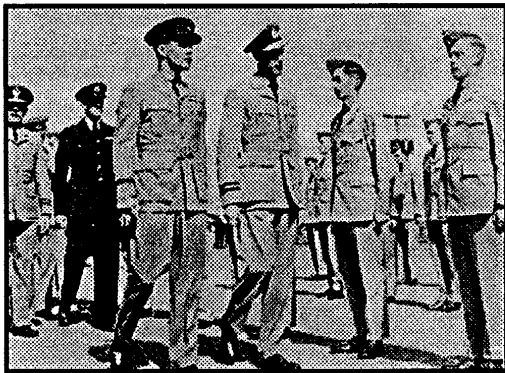
**I would like to thank these people along with
others who helped with the gathering of
information, to put the history of the Oshawa
Airport into perspective.**

AVIATION IS MAKING HISTORY!

The aviation news letter for air-minded people. June 27, 1994

Oshawa Airport has attracted many who shared the common dream of aviation. The risk takers, the businessmen, and the pilots all had a hand in shaping the interesting and varied history of aviation at the Oshawa Airport over the years. Its sometimes rocky existence had slowed progress, but it has prevailed over the years from its military beginnings to post war commercial, and recreational activities to become the eighth largest airport in Canada.

September 3rd, 1939, Britain declared



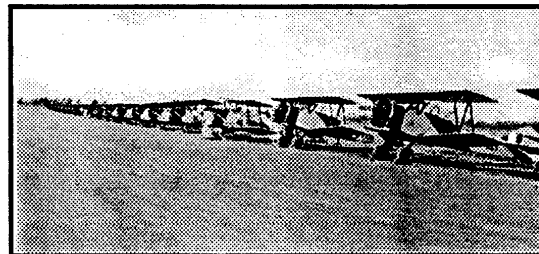
war on Germany. Flying clubs across Canada were asked to train pilots to the R.C.A.F. standard to support Canada's need for pilots for war time requirements. Contracts were offered to all active Canadian Flying Clubs. Each would form a company under the Dominion Companies Act, and would provide their own capital for entering into a training contract with the Crown. An agreement was signed December 17th, 1939, with R.A.F. delegates on behalf of Great Britain, and then the British Commonwealth Air Training Plan (BCATP) became a reality in Canada.

However, Oshawa did not have an airport in 1939. The idea of a flying school

being established in Oshawa was promoted to the Federal Authorities by local business men headed by Alexander G. Storie, along with George Hart, Haydon McDonald, Samuel Trees, and T.K. Creighton were to be the first directors of the Ontario County Flying Training School. Charlie Robson, who would become the first manager of the training school was instrumental in raising \$40,000.00 with Brantford and Kingston Flying Clubs each investing \$5,000 into the Oshawa training school. Together the clubs established the #20 Elementary Flying Training School (E.F.T.S.) for the Royal Canadian Air Force under the British Commonwealth Air Training Plan.

The site of the proposed airport was north, and west of the city of Oshawa. It would occupy 493 acres of what was then farm land. Hangers, runways, barracks, and roads were soon under construction.

The airport began operations in June of 1941 and the official opening took place a year later in June 1942; officiated by the Duke of Kent. Mr. Storie was appointed president of E.F.T.S. and remained so throughout the war years. Sam Bernardo became the second manager of E.F.T.S. after Charlie Robson left in 1942, and Bernardo held the job for the duration of the war.



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The airport was a hub of activity for Oshawa and surrounding areas with thirty-six hundred pilots being trained in Oshawa during the war years. It took a class of student pilots, about six weeks to complete the basic training course. The student pilots were housed on the property in bunk houses which were situated on the south west side of the field, not far south from where the control tower is now. There was also a swimming pool, a bowling alley, and a hospital on the airport grounds. The base employed about four hundred civilians, seventy of them instructors, with between seventy-eight and eighty-four aircraft in operation.

Sandy McDonald wrote the book *From the Ground UP* in 1940 in Oshawa. This was the British Commonwealth's standard pilot's training manual for the training schools across Canada then and remains so to this day.

A high standard of efficiency was maintained throughout the war. Only three fatalities marred the excellent safety record of the training school before the charter was surrendered at the end of the war. The Ontario County Flying Training School received several efficiency awards, including the "Cock of the Walk" trophy in 1944, emblematic of the best air training station in Canada. The training school also received the "Minister of National Defense for Air Efficiency Pennant" on two occasions for the best elementary unit in Canada in 1941 and 1942.

General Motors built

Mosquito bomber fuselages during the war years in Oshawa. These fuselages were built using plywood construction.

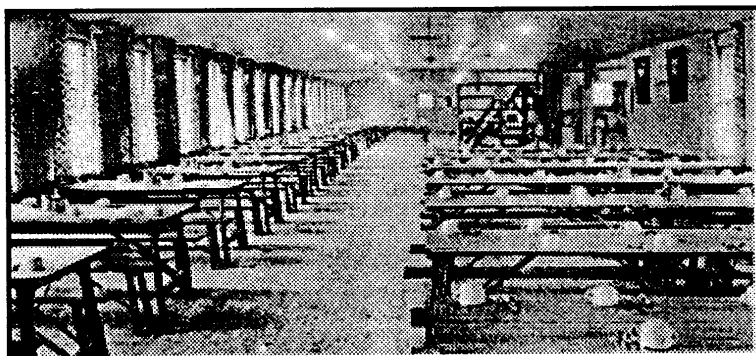
Richard Burton flew in Oshawa during the war years. Art Keeler, a flying instructor at that time taught the world-famous actor the technique of dual cross country.



The old control tower still remains as a reminder of days gone by. The tower operators used light signals during the war to control air traffic because radios were not fitted in the trainers. The trainers consisted mostly of Tiger Moths, with some Fleet Finch aircraft being used.

In early 1944, the Directorate of No. 20 E.F.T.S. saw the possibility of starting a flying club with the assistance of the Royal Canadian Flying Clubs Association. An application was made to the department of State for a charter to operate a flying club, and special letters Patent were issued on February 18, 1944. At that time, however, there was no possibility of starting a flying club due to war time activities. The flying club would have to wait for the end of the war.

After the last class graduated in



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November of 1944, the airport became a storage base and clearing house for the War Assets Corporation and the Royal Canadian Flying Clubs Association.

The R.C.A.F. closed the airport in the spring of 1945, and turned the operation over to the Department of Transport. The buildings and aircraft were declared war surplus by the government. C.F.I. George Hurren was in charge of distributing approximately one hundred and fifty Tiger Moths to various flying clubs.

In early spring of 1945, A.G. Storie gathered the group of interested men together again at the Genosha Hotel to fully discuss the aspects of operating a flying club in Oshawa.

Alexander Storie was elected President, with T.K. Creighton, George Hart, Samuel Trees, and Haydon McDonald serving as Board of Directors. Martin Turnbull was appointed secretary. A management committee was formed on August 16, 1945 under the chairmanship of Haydon McDonald, with the following members: W. O. (Bill) Hart, E.G. Storie, K.D. Smith, and George Hurren.

Five buildings were leased from the Federal Government for \$1.00 per year, maintenance, taxes and insurance to be paid by the club. They were; recreational Hall, #1 Hanger, #10 building formerly the N.C.O.'s mess and ground maintenance building, (presently occupied by #420 Wing R.C.A.F. Association)

The Department of Transport approached the city of Oshawa with a proposal, that the City take control and make it a municipal airport. There were prolonged negotiations. In the meantime the club assumed the responsibility for the airport operation and maintenance. During that time the club was licensed in order that flying operations might commence. In the summer of 1945, through the Royal Canadian Flying Clubs Associations, five Tiger Moths were made available to the club. At that time the club also purchased a Stinson 105 from the War Assets Corporation. But, before they could be used by the club, two Tiger Moths and the Stinson were destroyed by

fire August 17, 1945 at Hillcraft Industries in Toronto. These aircraft were in getting their Certificate of Airworthiness (C of A). This heavy loss did not stop the founders of the club from going ahead as planned. By August 31, 1945 the three remaining aircraft were complete with registrations and the business of flying on a club basis began.

On September 15, 1945 Sam Bernardo, manager of No. 20 E.F.T.S., officially declared the Ontario County Flying Club open. There were approximately 200 members who had joined the flying club by that time, and most were on hand to see Mrs. Haydon MacDonald christen the club's first twin-engine aircraft, a Cessna Crane called, "Miss Oshawa."

Also in 1945 Weston Aircraft located itself in Oshawa, and was operated by Bob Kelly and Gord Elkin. Weston ran an aircraft maintenance shop in the south half of the main hanger, and also was the Ercoup dealer for this area. Weston moved its operation to #2 Hanger in 1946 because they needed the room because Weston's main business came from converting C-47 Dakotas (DC-3) for commercial airlines. These included Canadian Pacific Airlines, and Maritime Central Airlines.

From September, 1945 to January 1, 1947, the club assumed entire responsibility for the airport and received no financial assistance from the city of Oshawa nor from the Department of Transport. In fact even the rental of Hanger No. 2 went to the Crown.

George Hurren became the first manager after the war of the Ontario County Flying Club.

Kashower Aviation owned by Bob Kashower was located at Oshawa from approximately 1946 to 1950. Bob Kashower lived in a trailer right on the Oshawa Airport grounds. He bought war surplus aircraft and had Weston Aircraft convert them for civilian use. He operated his office out of the top of the old control tower building. Jerry Colleran an aircraft maintenance mechanic who worked for Kashower Aviation remembers Kashower

Aviation buying aircraft such as Gruman Goose, and Anson aircraft, among others for conversion to civilian use. Sometimes just the engines were sold to buyers, while the rest of the aircraft would be sold to farmers or scrapped. Colleran also said Kashower had the franchise to sell new Fairchild 24's.

Mr. Colleran, pointed out a little known fact, which is that Bob Kashower had taught Arthur Godfrey to fly in the United States before coming to Oshawa. Arthur Godfrey was a former news caster, who went on to host a variety show called the Arthur Godfrey Show. Kashower Aviation moved out west in around 1950.

In 1947 Photographic Survey, a subsidiary of the Hunting Group of England purchased Weston Aircraft and changed the name to Field Aviation. At the same time Photographic Survey formed another company called Kenting Aviation, which operated B-17s for aerial survey. Photographic rented the south end of Hanger No. 1 and owned all of Hanger No. 2. Later, Photographic Survey, had the name changed from "Kenting Aviation" to "Hunting Aviation." In addition Hunting operated Aero-Magnetic Surveys out of Oshawa. Aero-Magnetic was the first in Canada to have and to use helicopters for aerial surveying. They used Bell helicopters and they operated them out of Oshawa.

In 1947 the airport saw three changes come into being. First the City of Oshawa took over the management of the airport. The second thing was that # 420 Wing, Royal Canadian Air Force Association was organized. The Directors of the Flying Club gave them permission to use #10 building for their monthly meetings. The third change was the Air Cadet flying training, sponsored by the Air Cadet League, and paid for by the Department of Defense began. The Oshawa Air Cadets "Chadburn Squadron" was born, taking the name (with permission) of Canada's most decorated fighter pilot and one of the youngest Wing Commanders in the R.C.A.F. at the age of 24. He was Lloyd V. Chadburn Wing Commander of two Squadrons, the City Of Oshawa and City

of Winnipeg. Chadborn was born in Montreal, but spent some of his childhood in Oshawa and worked for General Motors driving finished cars off of the assembly-line before entering the service.

On the 8th of March 1948 the Ajax Flying Club, made up of a group of students at the Ajax campus from the University of Toronto, and the Toronto Gliding club were accepted as sustaining members in the Ontario County Flying Club.

In 1949 Scofield, the president of the Ontario County Flying Club hired George Slocombe as secretary-manager for the airport after George Hurren resigned. Slocombe would be responsible for the day-to-day operation of the airport. Also in 1949 the Federal Government approved a private pilot training course offering \$100.00 grants to the club and to the student graduate upon completing 30 hours fling time and successfully passing the private pilot's test. The club sold the Cessna Crane "Miss Oshawa" to the Leavens Brothers.

In 1950 Field Aviation won a contract to over-haul 30 Harvards for the R.C.A.F. This contract took about two years to complete. In 1952 Field took over the maintenance of all the eastern reserve aircraft for the R.C.A.F. Other aircraft types overhauled were B-25, C- 47, Beech 18, and P-51. All the maintenance for Trenton, Mount Hope, and London R.C.A.F. was done in Oshawa. The "Aerogram" the club's news letter was first published in 1950 and the editor was C.A. Schofield.

1951 glider operations discontinued at the airport.

1952 the first Wings Banquet was held by the flying club. The bowling alley in the recreational hall was sold, dismantled and removed.

In 1953 a customs service was established as a "Port of Entry" in Oshawa. For the first time aircraft from the U.S.A. could come directly to Oshawa airport. This opened the door for corporate aircraft, and parts shipments directly from the U.S. and saved money, and time for

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area factories.

1955 the flying club purchased #1 hanger from the Crown Assets Disposal Corp.

As aircraft movements increased at the airport a growing demand for safety saw a two-way radio ground station purchased in 1956.

In 1957 the city put water mains into the airport. Up until that time the airport had pumped water from wells on the west side of the field, (now the golf course) and stored it in two 25,000 gallon tanks. The flying club also in 1957 purchased the first Champion Tri-Traveller to enter Canada.

In 1960 Field Aviation moved out of Oshawa, and went to Toronto (Malton Airport, now known as Pearson International). New street lighting was installed and an airport observation parking lot for the public was completed in this year. Modern medium-intensity runway and taxi-way lighting was installed by the Ministry of Transport.

In 1961 the name changed from Ontario County Flying Club to the Oshawa Flying Club.

Also in 1961 Oshawa Flying Service moved into hanger #2. A few months later they would be known as JV Aviation Ltd. owned by Vern Hyderman and John Porayko. JV Aviation primarily did pilot training, but also did some charter flights. George Smith was their C.F.I. until July 1962 when Hyderman left to pursue other business prospects. At that time John Porayko became president and Smith bought into the business and became secretary treasurer. Jim Baldwin worked as an instructor for JV Aviation at the time training pilots in Piper's, Cessna 150's and a Cherokee 140. In 1972 JV Aviation was sold to Burlington-Oakville Airways Ltd. The company continued under the JV Aviation name, operated by Grant Davidson.

In 1963 Bill Cox opened "W.G. Aviation Supplies Ltd." in the side rooms on the south-west side of the main hanger. Cox had worked here at the airport for Field

Aviation before opening his own business. At about the same time Roland Mulligan operated "Oshawa Sheet Metal" in the side rooms at the south-west side of the main hanger. This year the Governor-General's Cup competition, which had not been held for years was revived by the Oshawa Flying Club. This competition was held in conjunction with an airshow and the annual breakfast fly-in. Some three hundred aircraft were registered at the fly-in over the weekend.

In 1963 WB. Airdirect, and Brownnell Aviation left hanger No. 2, and Ron Poulter Aviation started up in their place.

The Ministry of Transport opened the new control tower in October 1969. Six full time controllers were hired to man the tower seven days a week from 8 am. to 11 pm. That same year Kenting Aviation left the main hanger and moved out of Oshawa. This same year the government cancelled the \$100.00 grant given to graduating pilots.

In 1975 Dave Ashleigh became secretary-manager when George Slocombe retired after 30 years of service. Slocombe first started as a flying instructor during the war years, then spent the last 26 years as secretary-manager of the Oshawa Airport. He received the R.C.A.F. Gold Medal for meritorious service to the flying club movement in Canada. On June 15 during the traditional breakfast fly-in, it became (for this year) "George Slocombe Day" in honour of the many years of service he gave to the Oshawa airport.

In this same year of 1975, Charlie Robson founded Skycraft Aviation. Operating out of hanger No. 2, Skycraft provided a charter service, and a flying school.

In October 1977 Robert Stuart officially opened Stuart Aeronautical Collection Museum in the smaller quonset-hut on the airport grounds. This hobby turned occupation had stemmed from Stuart's belief that to expect good things from people in the future you must then recognize the good from the past. Stuart's museum is a collection of artifacts and photo's

(ranging in the hundreds) relating to the history of Oshawa and the surrounding communities. He also has an interesting section on Camp X the famous spy training camp which operated on Oshawa's lakefront during World War II.

Robin Thompson bought Skycraft in 1981. The company then consisted of one DC-3, a Beech 18, a flying school, and a staff of 10. In 1982 Skycraft applied for a Licence to run a scheduled airline. Due to the economy he held off until 1984 before implementing the scheduled service.

In 1982, The Oshawa Flying Club renovated the North-west up-stairs corner of the main hanger. A bar was built with a comfortable lounge, where members could meet. There was also a large deck built around the outside corner, where members could sit outside, and watch aircraft movements on nice days.

Skycraft bought Hanger No.1 in 1986 to provide more hanger space for their growing fleet of aircraft. Skycraft grew over the years to have several DC-3's, Bandierantes, (which is a 17 seat commuter plane from Brazil), a Beech Duchess, and a Cessna Citation (jet). Skycraft was the first to operate a jet service out of Oshawa and had jet fuel tanks installed in the ground. For the training school they operated Cessna 172's and Cessna 150's. The training school was operated out of the larger quonset-hut south of hanger No. 2. At the peak of the operation Skycraft employed 120 people. During this time Intercity Airways operated out of Oshawa, flying Hawker Siddely 748's for commuters.

In the spring of 1986 a new customs building was built at the base of the tower.

In the later half of the eighties Skycraft ran into financial difficulties. With the economy slowing down and the car industry suffering, General Motors, Skycraft's principle customer, slowed its use of the airline. Skycraft filed for credit protection in an effort to acquire further financing.

Skycraft had 16 scheduled flights daily to four cities: Montreal, Ottawa, Windsor

and Detroit.

Atlantis Transport owner Bob Thorndyke built hanger No. 3 in 1984 with the idea of running an airfreight service from it.

Runway 08-26 was decommissioned on September 1, 1989. New lighting was installed on runway 12-30 in 1990.

Hannu Halminen purchased #3 hanger in 1990. Soon after the purchase Buttonville Avionics moved into the hanger in July of 1990. In 1991 the Oshawa Flying Club moved upstairs into No. 3 hanger, operating a lounge and a snack bar for its members. Mayor Nancy Diamond officially opened the new facilities for the Flying Club as her first official act as Mayor.

Skycraft brought in some investors to put the airline back into business. The company would now be owned by four main interests: John Hethrington, the airlines's employees Toronto-based Tri Capital Management, and Robin Thompson. The new president John Hethrington took the reins of the new team, and was determined to save the company.

Since Halminen (Ro-Aero) has owned Hanger No. 3 he has brought some interesting aircraft to Oshawa. In 1990 he brought a new Waco to Oshawa, built from the same plans of the original Waco of the 30's. Halminen then hired a full time restoration crew to restore Harvards. At that time they were working on their third Harvard.

In 1994 Skycraft went out of business. Hopefully someone else will come along and pick-up the pieces and bring back valuable jobs to Oshawa.

The City of Oshawa at the time of this writing had a six million dollar plan to up-grade the north-end of the airport. A new terminal building, roads and longer run-ways are some of the improvements that are planned.

Oshawa Airport has the potential of becoming an important focus for attracting much needed jobs in the Oshawa area.