

PARENT/TEACHER REFERENCE ONLY

TIMELINES OF ALBERTA, CANADA, AND WORLD AVIATION EVENTS

- 1890 Clement Ader of France built and flew a steam-powered, bat-winged monoplane, which he named the Eole. The flight took place on October 9th. The second web site shows the design features of the Avion (or "The Bat" as it was nicknamed).
- <http://www.flyingmachines.org/ader.html>
- <http://www.ctie.monash.edu.au/hargrave/ader.html>
- 1909 John A.D. McCurdy made the first historic flight in Canada. He flew the A.E.A. Silver Dart, a plane he had designed, on February 23 with Alexander Graham Bell looking on.
- <http://www.exn.ca/FlightDeck/Aviators/mccurdy.cfm>
- 1909 Louis Bleriot in his own design monoplane the Bleriot XI, was the first to fly the English Channel. Web site shows the design of the plane.
- http://www.fiddlersgreen.net/aircraft/WWI/bleriot/bler_info/bler_info.htm
- 1911 Hugh A. Robinson of the Curtiss Exhibition Flying Team made the first airplane flight in the province of Alberta on April 28, 1911 in Edmonton.
- <http://www.glenbow.ab.ca> and search the Archive Photographs using the key word "Curtiss"
- The early flights (before 1918) in Edmonton took off and landed on the grass oval enclosed by the racetrack on the Exposition Grounds (now the Exhibition Grounds).
- An airfield used by pilots in the Calgary area was located near Bowness Park, 10 k west of the city. A new airfield was built on the Banff Coach Road, on a bluff overlooking the Bow River. Three pilots who used these facilities extensively were Fred McCall, 'Jock' Palmer and W.L. Rutledge.
- 1914 During WW I men were desperately needed to volunteer for the Flying Corps. It is difficult to say to which was the more dangerous arena of war, on the ground, in the artillery, or the air, but it was
- 1918 said "an airman's life in the battle skies over France and Germany was calculated to last 12 hours."
- Jimmy Bell of Edmonton was one of many servicemen who transferred to the flying service in WW I. At the Gosport School in Shropshire, England, he studied aeronautics and navigation. His flying instruction on a new de Havilland 6 totaled a time of just over 2 hours, and then he was on his own to fly in battle. (Typical planes used during the war: Sopwith Camel, Avro 504K)
- 1915 Billy Bishop joined the Royal Air Force as an observer. His first plane was the Farman Series 11 "Shorthorn".

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- 1916 One of the first barnstorming attractions to come to perform at the annual fairs in Calgary and Edmonton was a 20-year old American aviatrix, Katherine Stinson, who shipped her Curtiss biplane to these cities.
- The definition of barnstorming was stunt flying, showing off the capabilities of plane and pilot. Barnstormers often flew about 400 feet above ground or less. Three famous barnstormers in Alberta were George Gorman, 'Wop' May, and Fred McCall.
- 1918 Arthur Roy Brown is credited with shooting down the 'Red Baron' (Baron Manfred von Richthofen) and rescuing his friend, Wop May
- <http://www.accessweb.com/users/mconstab/brown.htm>
- 1918 The first official airmail delivery in Western Canada was flown from Calgary to Edmonton in a Curtiss Stinson Special biplane, piloted by Katherine Stinson on July 9. Her flying time was 2 hours, 5 minutes, elapsed time of seven hours. It was the second airmail delivery in Canada, two weeks after the first official delivery by Captain Brian Peck, flying a Curtiss JN- 4 from Montreal to Toronto. Photo at
- <http://www.civilization.ca/cpm/courrier2/cciel19e.html>
- 1918 Manfred von Richthofen is regarded by Germany as the ace of aces for the record number of planes (eighty) he shot down during the first world war.
- <http://www.briggsenterprises.com/bluemax>
- 1918 The plane Wop May used during WW I was the Sopwith Camel. During his first flight he was rescued by Roy Brown who is credited with shooting down the "Red Baron" (Manfred von Richthofen). The following sites list some of Wop May's achievements.
- <http://www.wopmay.com>
- <http://www.glenbow.ab.ca/> and search the Archive Photographs using the key word "Wop May".
- 1919 Stewart Graham is credited with flying the first bush flight in the HS-2L Flying Boat. The flight included his wife. The following web site shows photos of him and other famous Alberta Bush Pilots. There is also information on the troubles and trials of bush flying.
- <http://collections.ic.gc.ca/sgraham/flight1.htm>
- 1919 After WW I the Canadian Government was selling off its surplus Curtiss JN-4s and many fliers returned to Canada eager to continue flying. Three of these fliers were Wop May, George Gorman, and Fred McCall. The Curtiss JN-4 became a very popular aircraft used for pleasure and barnstorming in Alberta in the 1920s. A new Curtiss JN-4 cost approximately \$10,000 in 1919.
- 1919 The city of Edmonton became the owner of a Curtiss JN-4 in 1919. The aircraft was a gift to the city in return for its generous war effort subscriptions. The Mayor of Edmonton when the Curtiss JN-4 (given the name 'Edmonton') was presented to the City was Ken Blatchford. The happy benefactor of the above 'deal' was Wop May, who signed a contract to rent this plane from the city. (This JN-4 is now located in the foyer of the Reynolds-Alberta Museum at Wetaskiwin.)

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- 1919 May Airplanes Ltd. was incorporated on May 19, 1919, with Wop May and his brother Court May as partners and George Gorman as an additional pilot. The first demonstration of commercial value in the use of the airplane was the carrying of the noon edition of the Edmonton Journal on June 7th to Wetaskiwin, a distance of 40 miles. George Gorman piloted the 'Edmonton' on this trip. The well-known mechanic who accompanied the pilot that day was Pete Derbyshire.
- May Field was set up in 1919 on pasture land leased from Walter Sproule on the north-west side of the city near St. Albert Trail. The new company had contracts to fly on the fair circuits across Western Canada, barnstorming and giving rides to the curious fair-goers. The May brothers hoped to make their company a success by doing aerial photography and aerial mapping.
- 1919 Captain Fred McCall, one of Canada's most decorated WW I flying aces (M.C. with Bar, D.F.C.) from Calgary, joined Wop May in barnstorming ventures and stunt flying at exhibitions. He once landed his Curtiss JN-4 on a carousel to avoid hitting the crowd when his engine quit in mid-flight. For photos and biography go to:
<http://www.asmac.ab.ca/html/mccall.html>
- 1919 The first flight over the Canadian Rockies was made by Ernest C. Hoy, flying a Curtiss JN-4 and carrying mail, from Vancouver to Calgary on August 7th. He landed at Bowness Field, after making stops at Vernon, Grand Forks, Cranbrook and Lethbridge.
<http://www.theaerodrome.com/aces/canada/hoy1.html>
- 1919 Fred McCall entered commercial aviation in Calgary by ordering a Curtiss JN-4. His company, McCall Aero Corporation Ltd., was incorporated in the Province of Alberta on September 13, 1919. On Nov. 21, 1919, the Hudson's Bay Company arranged to have Santa Claus flown to Calgary by Fred McCall to open Santaland. They arrived over the city just after 6:00 pm. In order for everyone to see the aircraft in the dark, searchlights had been installed on each wingtip.
- 1920 On January 17, Canada established a set of air regulations that required all pilots, air engineers, and aircraft to be licensed with the Air Board.
- 1920 Moss Burbidge flew the Fairchild 71C plus 32 types of other aircraft, including the Handley-Page Bomber.
- 1920 On July 1st Keith Taylor completed the first passenger flights between Edmonton and Calgary, flying an Avro 504K. Mrs. M.R. Jennings was passenger from Edmonton to Calgary and J.H. Woods, managing director of the Calgary Herald, was passenger on the return flight
- 1920 On June 28, Ormer L. Locklear of California became the first person in Canada to change from one aircraft to another in flight. This performance took place at the annual Calgary Exhibition and was repeated during the next three days. Locklear dropped from the lower wing of one plane to the top wing of another. After hanging for a few moments in mid air by his knees, he caught a rope ladder and clambered up into his seat again.
- 1920 On August 22, Alf Maybee demonstrated the art of wing walking at Bowness Field. Fred McCall was the pilot of the Curtiss JN-4.

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- 1921 Donald Roderick MacLaren WWI Flying ace (54 victories using the Sopwith Camel), started Pacific Airways Limited using a Curtiss HS-2L flying boat. Most of his work was fishery patrols and aerial surveys for the provincial and Federal Government.
<http://www.theaerodrome.com/aces/canada/macLaren.html>
- 1924 In mid-1924, Wop May and his new partner, Harry Adair, petitioned the Mayor of Edmonton, Ken Blatchford, and the City of Edmonton to set aside land for an airport.
- 1924 Clennell (Punch) Haggerston Dickins proved that cold weather flying was possible by conducting cold weather, high altitude experiments. (Canadian Aviation Hall of Fame).
http://www.cahf.ca/members/D_members.htm
Punch flew forest patrol and made aerial photographic survey flights for the Royal Canadian Airforce until 1927.
- 1926 On June 16th, 1926 the City of Edmonton was granted a license to operate an airport (day only) on the Hagmann Estate alongside Portage Avenue (now Kingsway Ave.) Edmonton became the first city in Canada to operate a licensed airport. Wop May received most of the credit for this accomplishment.
- 1926 Western Canada Airways Ltd. was formed in December 1926, owned by James Richardson of Winnipeg. Much of the activity of this company was carried out from Edmonton and Fort McMurray to the north.
- 1927 Blatchford Hangar, known as Hanger 1, was opened at Edmonton.
The Calgary Aero Club was organized at a meeting attended by over 100 aviation enthusiasts. Fred McCall was elected President of the Club.
- 1928 The Purple Label Airline Ltd. announced its commercial air service at Bowness Field in Calgary on June 3rd. Pleasure flights over the city of Calgary were \$5.00 per passenger. Charter trips for four passengers were priced at \$200.00 to Edmonton and return, \$150.00 to Lethbridge and return.
- 1928 Gertrude De La Vergne became Alberta's first woman licensed pilot on December 4, 1928. Photo at Canadian Women in Aviation (High Flyers)
http://collections.ic.gc.ca/high_flyers/vergne.htm
- 1928 Pilot, Punch Dickins, made the first flight across the unmapped Arctic Barrens in September 1928. He was piloting a plane for the MacAlpine Explorations Group. One of the many planes he flew was the Fokker Super Universal Float Plane G-CASK
<http://www.glenbow.ab.ca> and search the Archive Photographs using the key word "Punch Dickens".
- 1928 Wop May and Vic Horner delivered an anti-toxin to curb a diphtheria epidemic at Little Red River, Alberta.
http://collections.ic.gc.ca/heirloom_series/volume4/76-81.htm
<http://www.wopmay.com/> and look for mercy flight

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- 1929 In January 1929 the first airmail was flown to the Arctic. Punch Dickins flew the aircraft from Ft. McMurray to Aklavik for Western Canada Airways. On his return flight to Winnipeg he brought the first load of furs to be flown out of the north, from Fort Resolution.
- 1929 Punch Dickins was the first to fly the full length of the McKenzie River and the first to fly over the Arctic Circle.
- 1929 In February 1929, Commercial Airways was formed in Edmonton. The owners were Wop May and his partners Cy Becker and Vic Horner. May began official mail service to Aklavik. Some of the planes he flew were the Junkers JL-6 monoplane and the Avro Avian that had an open cockpit.
- 1929 Calgary built its first Municipal airport in 1929, at Renfrew in the northeast section of the city.
- 1929 Commercial Airways of Edmonton received a contract to air deliver mail from Edmonton to the Mackenzie region.
- 1930 Western Canada Airways of Winnipeg signed a contract in December 1930 to provide the first prairie Air Mail Service. Canadian Airways Ltd. was formed after the merger of Western Canada Airways with Aviation Corp. of Canada. James Richardson is the sole owner of this company.
- 1931 In January 1931, the RCMP asked Canadian Airways for help in tracking the 'Mad Trapper' who was wanted for murder. Punch Dickins sent Wop May to carry out this mission. The first time a wanted criminal was tracked by air.
- 1931 George W. (Grant) McConachie went into business for himself at the age of 22. A rescue mission required him to land on a strip of beach not much wider than the plane.
http://collections.ic.gc.ca/heirloom_series/volume4/76-81.htm
- 1931 Commercial Airways of Edmonton was merged in May 1931 with Canadian Airways Ltd.
- 1932 MacKenzie Air Service was formed in Edmonton in January 1932. The company was primarily engaged in bush flying from Edmonton to points north and down the MacKenzie River.
- 1937 In early July 1937, MacKenzie Air Service began flying a passenger service between Edmonton and Great Falls, Montana with stops at Calgary and Lethbridge, but the service was shut down August 9 when Trans-Canada Air Lines (TCA) was given the mandate to fly the Edmonton-Lethbridge route.
- 1937 Trans-Canada Airlines began passenger air service across Canada. Included in the service were Edmonton and Lethbridge.
- 1938 The site of Calgary's present airport was chosen and construction begun in 1938. This airport opened in 1939.
- 1939 George McConachie pioneered the first scheduled airmail and passenger service between Edmonton, Whitehorse and the Yukon.
http://www.cahf.ca/members/M_members.htm
- 1939 On January 26, 1939 the first aircraft landed at the new Calgary Airport. The airport was operated by Transport Canada.
- 1939 On Feb. 1, 1939, TCA included Calgary on its Edmonton-Lethbridge route after Calgary opened its new airport.

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- 1942 The company George McConachie pioneered became part of Canadian Pacific Air Lines in 1942.
- 1939to 1945 In December 1939, Britain, Canada, Australia, and New Zealand created the British Commonwealth Air Training Plan (BCATP) to train Aircrew to defend Britain and its allies in World War II that had broken out in September. Most of the aircrew training took place in Canada, much of it at eleven training centres in Alberta.
- A few well-known Albertans who were called to help run the BCATP:
- > Carlyle (Carl) Agar - flight instructor, awarded A.F.C. for his contributions.
 - > Russell Bannock - flight instructor, served with 418 Squadron, became the RCAF's leading 'night fighter', awarded D.S.O. and D.F.C.
 - > Cy Becker - instructor, manager, Air Observer School; well known bush pilot
 - > M. Matt Berry - instructor, Air Observer School; outstanding northern pilot and navigator
 - > Ernest Boffa - flight instructor, northern flyer, prospector
 - > M. (Moss) Burbidge - flight instructor, previously instructed at Edmonton Aero Club, later manager of Lethbridge Airport
 - > C. H. (Punch) Dickins - pilot in WW I, called to manage six BCATP schools while he was V.P and General Manager of Canadian Pacific Airlines.
 - > Maurice Fallow - flight instructor, later manager of Edmonton Flying Club
 - > G. H. (Mike) Finland - instructor at Flying Training and Air Observer Schools
 - > T. P. (Tommy) Fox - Assistant Operations Manager, Air Observer School in Edmonton.
 - > Wilfrid (Wop) May - WW I pilot, called to manage the Number Two Air Observer School in Edmonton
 - > Fred McCall - WW I pilot, appointed commander of Number 7 Initial Training School and Northwest Air Command in Edmonton
 - > Dan McLean - responsible for the selection, surveying and development of all airports in the BCATP
 - > Archie McMullen - test pilot for repaired aircraft used by the BCATP
 - > J. E. (Jock) Palmer - flight instructor, radio communications officer, awarded A.F.C. for his contributions to the BCATP
 - > H. (Rex) Terpening - Air Engineer, Air Observer School at Edmonton, later Maintenance Superintendent of AOS
 - > Maxwell Ward - flight instructor until 1945, later set up own commercial aviation company, Wardair
 - > Dennis Yorath - Managing Director of Number 5 Elementary Flying Training School at Lethbridge, then High River until 1945
- 1944 Edmonton Municipal Airport, because of its strategic location, became a very busy airport during the war. In addition to air crew training, it became a hub for aircraft industries and repair.

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- 1945 Max Ward began his Bush Pilot years.
<http://www.exn.ca/FlightDeck/aviators/ward.cfm>
- 1947 The Calgary Airport was named McCall Field after World War I flying ace Captain Fred McCall. It has since been renamed Calgary International Airport. Some of the planes he was very familiar with were the Fox Moth, deHavilland Otter, Beavers, Bristol Freighter, Douglas DC-6A, Boeing 727, 707 and 747.
- 1952 The Royal Canadian Air Force chose Cold Lake for an air weapons training base.
- 1953 Max Ward established Ward Air, pioneered the air transport of heavy equipment into the Arctic and was the first to land a plane on wheels at the North Pole.
http://www.teachers.ab.ca/publications/news/volume_32/number_07/ward.html
- 1955 The present site of Edmonton's International Airport was chosen in 1955 and construction began in 1957. The runways began to accept jets in 1960.
- 1961 Julien Audette made his major contribution to Canadian Aviation in the field of soaring. During his soaring at Cowley, Alberta he initiated a data collection program to enhance the knowledge of climatology.
http://www.cahf.ca/members/A_members.htm
- 1963 Edmonton International Airport's new terminal building was officially opened.
- 1965 Trans-Canada Airlines changed its name to Air Canada.
- 1968 Canadian Pacific Airlines changed its company name to CP Air.
- 1973 Canada's Aviation Hall of Fame was established in Edmonton. It was moved to its permanent home at the Reynolds-Alberta Museum in Wetaskiwin in 1992.
- 1983 Robert (Bob) Thirsk of British Columbia (also claimed by Calgary) was selected to train as an astronaut with the Canadian Space Agency. He made his first flight aboard Space Shuttle mission STS-78 with NASA in 1996.
- 1984 Marc Garneau became the first Canadian Space Agency Astronaut.
- 1989 Major Deana Brasseur became one of the two first women to fly the CF-18 Hornet jet fighter airplane.
<http://www.exn.ca/FlightDeck/Aviators/brasseur.cfm>
- 1992 Roberta Bondar became the first Canadian woman in space.
- 1995 Chris Hadfield became the first Canadian to operate the Canada-arm, the first Canadian Mission Specialist, and the only Canadian to visit MIR.