

Canada's First Aerodrome Long Branch Curtiss Aviation School

By Liwen Chen for Heritage Mississauga

Canada entered the First World War as part of the British Empire on August 4th, 1914. On the Western Front, Canada offered several advantages for the allied British Forces. There were unlimited food supplies, expansive training spaces, and masses of volunteers for the front line (Pigott, 1997). Another advantage of Canada concerned the five percent royalty imposed by the Wright Brothers' patent on the purchase price of aircrafts with ailerons (Fuller, 1995). This patent applied to the United States and Britain however it was not implemented in Canada (Fuller, 1995). Aircraft manufacturers saw the commercial potential in the war. A five percent royalty on Canadian ailerons would save Britain over \$225,000, assuming that 75% of aircraft sales came from Britain (Fuller, 1995). This would be equivalent to approximately \$4 million dollars in 1995.

Canada's first aerodrome, located in Long Branch, Ontario was the starting point of military flight training in Canada. An aerodrome, defined by the Aeronautics Act is "an area of land or water used, designed, prepared, equipped or set apart for the arrival, departure, movement or servicing of aircrafts including any buildings, installations, and equipment situated thereon or associated therewith" (Transport Canada, 2008).

The role of aircrafts was heavily speculated at the start of the War. In 1911, the Italy military used reconnaissance aircrafts to conquer Abyssinia (now Ethiopia). In 1913 Mexican rebel pilots bombed government ships from a height of 2,500 feet (Pigott, 1997). As the War progressed, land armies grew so large that commanders could no longer see what was happening. They were reluctantly forced to rely on air squadrons as their main source of intelligence (Pigott, 1997). Soon these squadrons shot at one another and needed armed aircrafts to continue observing enemy movements (Pigott, 1997). The British Admiralty began to regard German zeppelin threat with alarm especially the balloon's role as a spy over the fleet (Pigott, 1994). The lethal potential of aircrafts as weapons was not a question. Major combatants of the war deployed air fleets which had evolved into fighter-bombers (Pigott, 1997). The role of aviation had become of global significance.

J.A.D. McCurdy

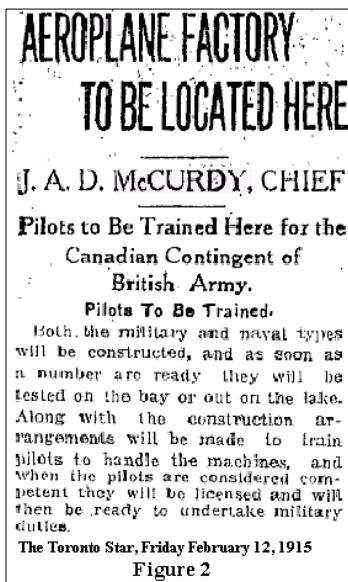


The establishment of a Canadian aviation industry was largely attributed to the efforts of John Alexander Douglas McCurdy (Wise, 1980). Born on August 2nd, 1886 in Baddeck Nova Scotia, McCurdy was the first Canadian to receive a pilot's license from the Fédération Aéronautique Internationale of Paris through the affiliated Aero Club of America (Dodds, 1974). He passed his test on October 5th, 1910 in Chicago, Illinois on a Curtiss biplane (Ellis, 1954).

Founded in 1905, The Aero Club of America (ACA) was the first to issue pilot licenses in the United States (Ellis, 1954). McCurdy was the first British subject to be recognized by the British Commonwealth to fly a controlled “heavier than air” powered plane (Ellis, 1954). On February 23, 1909, he flew across the ice of Bras d'Or Lake in Baddeck Bay, Nova Scotia. McCurdy reached a speed of approximately 65kph at a height of 20 meters for about 1.2 kilometers (Pigott, 1994). More than 146 people witnessed this first historic flight in Canada and the whole British Empire (Pigott, 1994).

The plane McCurdy flew was known as the *Silver Dart*. This aircraft was built by the Aerial Experimental Association (AEA) containing a water-cooled eight cylinder engine. The AEA was created by Dr. Alexander Graham Bell who was joined by Frederick (Casey) Baldwin, Thomas Selfridge, Glenn Curtiss and John McCurdy (Pigott, 1994).

Establishment of the Curtiss Aviation School



Into the First World War, McCurdy proposed to the Minister of Militia and Defence, Colonel Sam Hughes that Canada should form its own exclusive aviation corps (Pigott, 1994). As the executive consultant of the Curtiss Aeroplane Company (owned by former AEA member Glenn Curtiss), McCurdy suggested that Canada’s air service would be supported by home manufacturing based in the Toronto branch of the Curtiss Aeroplane Company (Figure 2). In conjunction, the Curtiss Company would offer flight training to instruct Canadians how to fly those aircrafts (Pigott, 1997).

Colonel Hughes had already formed the Canadian Aviation Corps containing three pilots and an American made Burgess-Dunne biplane. On September 16, 1914, he had sanctioned and funded the Canadian air unit to England with the 1st Contingent of the Expeditionary Force (Pigott, 1997). The Burgess-Dunne was shipped to London on October 1st but it was never deployed at Salisbury Plain (Hitchens, 1946). Winter arrived and the aircraft

fell apart in a damp locked-up shed (Pigott, 1994). Hughes approved of the idea of a national air force supported by a domestic industry but he could no longer afford further investments in aviation. So Hughes passed McCurdy’s proposal to Canadian Prime Minister Robert Borden (Wise, 1980).

While running for office Prime Minister Borden had advocated Canadian independence from both the British and the Americans. In the Washington Treaty of 1871 and the Alaska dispute in 1903, Canadian ministers had to negotiate with the White House as part of the British Empire (Pigott, 1997). McCurdy anticipated that the nationalistic idea of a Canadian Air Force would reinforce Borden’s election rhetoric (Pigott, 1997). However when McCurdy gained an interview with the Prime Minister in December 1914, his proposal was denied. According to Pigott (1997), speculators assumed Borden did not want the Canadian national defence to be blemished by an American private enterprise.

However, McCurdy’s brief eventually ended up at the British Admiralty and the British War Office in February of 1915 (Wise, 1980). At first London exhibited no immediate interest to

McCurdy's proposal (Wise, 1980). Coincidentally, Lord Kitchener, Secretary of State for War had assigned the recently formed Royal Naval Air Service (R.N.A.S.) the responsibility of defending the British Isles against air attack (Pigott, 1997). The R.N.A.S. could not fulfill the role as they did not have the men nor machines. All suitable aircrafts and pilots were already serving the Royal Flying Corps (R.F.C.). The remaining machines had very limited range and poor operational ceiling (Pigott, 1995).

On March 26, 1915, an order by the British Admiralty was made to Curtiss Aeroplane Company for 50 Curtiss JN-3 aircrafts (Wise, 1980). This resulted after a North American visit by Captain William Leslie Elder, Inspecting Captain of Aircraft Building in the British Admiralty Air Department (Wise, 1980). Federal incorporation papers were taken out for a Toronto-based Curtiss company registered as Curtiss Aeroplanes and Motors, Ltd (Wise, 1980). The firm began operations with J.A.D. McCurdy as its managing director on April 12, 1915 (Wise, 1980).

Arrangements were also made between Captain Elder, Prime Minister Borden and the Canadian Department of the Naval Air Service Headquarters in Ottawa to recruit potential pilots for the R.N.A.S to be trained at the Curtiss Aviation School. Later it was reported (Figure 3) that R.F.C. candidates could also be trained at Curtiss Aviation School (Fuller, 1995). This was arranged by Lieutenant Colonel E.A. Stanton, military secretary to the Duke of Connaught (Pigott, 1997).

R.N.A.S. and R.F.C. Recruitment

*The Young Man's Element
—the Air*



THE keen eye, the cool clear brain, the courage of youth, have won for the Allies supremacy of the Air. The world-famous aviators are young men.

In the profession of Military Aeronautics the rewards are all for the keen young man. No calling offers greater scope for individual accomplishment and bravery.

The Imperial Royal Flying Corps conducts in Canada its most efficient and most completely equipped training school. Young men of fair education, alert men 18 to 30 years old, are instructed in the highly specialized work of aerial observation and warfare. While training for their commissions, cadets receive \$1.10 per day. Class 1 men under the M.S. Act are eligible.

An interesting booklet "Air Heroes in the Making," describes fully the R.F.C. course of training. A copy will be sent post-paid to anyone who contemplates entering military life. Write to one of the following addresses

**Imperial
Royal Flying Corps**

This advertisement appeared in many Canadian newspapers.

Figure 4

Source: Wise, 1980

Recruitment for the R.N.A.S and R.F.C were advertised in newspapers across Canada. Those eligible to qualify had to be between nineteen and twenty-three years of age with a maximum age limit of thirty years old. In addition to that criterion, eligible candidates had to be British subjects of "pure European descent" (Figure 4). Those who satisfied the criteria also had an interview and medical examination before successful applicants were accepted provided that they obtain their pilot license at their own expense (Pigott, 1997). Despite the costs, the only obstacle in recruitment was the limited capacity of the Curtiss Aviation School (Dodds, 1974).

Training

Curtiss Aviation School ran by the standards of the Aero Club of America which involved 400 minutes of flying time at a cost of \$400. That standard fee would be equivalent to approximately \$7200 in 1997 (Fuller, 1995). However upon graduation students accepted by the R.N.A.S were given a gratuity of \$365, approximately \$6,570 in 1997 (Fuller, 1995).

**TORONTO AERONAUTS
MAY NOW ENTER ARMY**

Over One Hundred Applications
— Deposit Fee of \$400
— Is Required.

Canadian candidates who wish to enter the military wing of the Royal Flying Corps are now to be enabled to do so. Arrangements have been made by Lieut.-Col. E. A. Stanton, military secretary to the Duke of Connaught, for the passage to England of air pilots holding certificates granted at the Curtiss school in Toronto, and their acceptance into the British army. Heretofore all applicants have been held for the Royal Naval Flying Service, and over 100 of their names are now on file at the office of the Curtiss Company on Strachan Avenue.

Dr. John Noble will commence medical examination of aviation candidates at his office, 215 Carlton street, on Monday. Special attention will be paid to the eyes. No fee will be charged.

Applicants must deposit \$400 on entering the flying school to cover risk or injury to the \$7,500 flying machines and other apparatus. Pilots will be refunded \$275 of this amount by the British Admiralty on their reporting for duty in England.

Naval aviators are paid \$1.50 per day, with extra pay for actual service on aerial flights, according to a graded scale.

The Toronto Star, Friday April 23, 1915
Figure 3

More than half of those accepted for training at Curtiss Aviation School were from Ontario (Wise, 1980). British Columbia was also over-represented among the first entrants as well as Albertans and Manitobans who enlisted in larger numbers than expected (Wise, 1980). The majority of applicants were white-collar, middle class men such as clerks, teachers, chauffeurs, “students-in-law” and draughtsmen (Pigott, 1997).

Initial training of 200 minutes was conducted on Curtiss Model “F” flying boats at Hanlan’s Point in the Toronto Islands (Pigott, 1997). These two-seater Curtiss flying boats were shipped from Buffalo, NY (Ellis, 1954). A temporary hangar was constructed on a beach rented from the City for a sum of 1 dollar for the duration of the war (Fuller, 1995). The training was then followed by landplane instruction on an airfield prepared in Long Branch.

McCurdy surveyed several locations before obtaining permission from the Militia Department to use part of the Long Branch Rifle Ranges. The Militia Department had to level uneven spots and relocate several telephone wires which posed as hazards in the field.

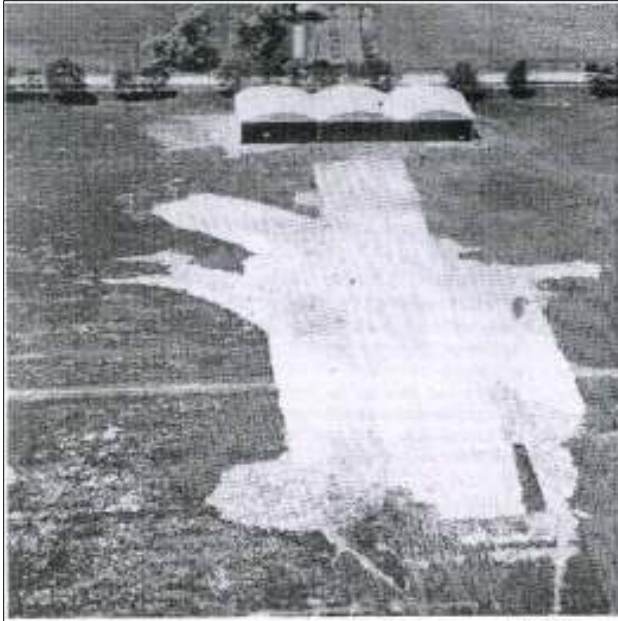
Long Branch Curtiss Aviation School, 18 kilometers west of downtown Toronto along the shores of Lake Ontario became Canada’s first aerodrome (Fuller, 1995). The location of the aerodrome is situated in what is now the City of Mississauga (2009).

Curtiss Aeroplanes & Motors, Limited was established on Strachan Avenue in Toronto and manufactured two-seater, wheel-

equipped JN Curtiss training planes. Some of the first machines were used by the Curtiss Aviation School in Long Branch. A three bay corrugated metal covered hangar was completed in late June on the east side of the Long Branch field (Figure 5). The JN-3s were fitted with tandem controls in both cockpits and the instructor would sit in the rear (Dodds, 1974). At first students wore what they were comfortable in but as aircrafts gained altitude and endurance, aviators wore single-piece flying suits, goggles, helmets and globes (Pigott, 1997).

Training and Test Procedures

All flight training was done with the instructor inside the aircraft. Weather permitting; instruction began at 5:30am at Long Branch Curtiss Aviation School. Instruction continued until noon then resumed at 2:20pm until 8:00pm (Fuller 1995). The first official training at Long Branch took place on June 22, 1915 (Pigott, 1997). All flight training was done with the instructor inside the



The Long Branch flying field photographed from the air in the summer of 1915. The white marks of the runway have not been retouched by an artist, but show the spacing which took place when the field was roughly finished.

Figure 5

Source: Dodds, 1974

aircraft but students had to make three solo flights to obtain their pilot license (Dodds, 1974). This was the students' first time to fly solo. The first two flights asked students to make figure eights around posts 500 meters apart for at least 5 kilometers (Pigott, 1997). In order to complete each test students had to land the aircraft with the engine turned off within 50 meters of a specified point (Pigott, 1997). The final test asked students to reach a height of 100 meters and glide the aircraft to landing with the engine turned off (Pigott, 1997).

The flights tests were overseen by officials from the Aero Club of Canada. Twenty-six Torontonians with an amateur interest in aviation had formed the Aero Club of Canada before the outbreak of World War I (Ellis, 1954). The rules and by-laws were

the same as the Royal Aero Club of the United Kingdom (Ellis, 1954). The president, Adam Penton and secretary, Norman C. Pearce of the Aero Club of Canada were the appointed officials on the examining board for students to obtain their pilot's license. They were asked on behalf of the British and Canadian government at Hanlan's Point and Long Branch patterned on Royal Aero Club rules (Ellis, 1954).

First Graduates



FIRST TEN GRADUATES OF THE CURTISS AVIATION SCHOOL, TORONTO

Left to right, standing: Douglas Hay, Eric McLachlin, Homer Smith, Jimmy Day (mechanic), Claire MacLennan, Innes Van Nostrand, and Douglas Joy
Seated: Grant Gooderham, Strachan Ince, Victor Carlstrom (Pilot Instructor), Charles Geale, and Warner Peberdy

Figure 7

Source: Ellis, 1954

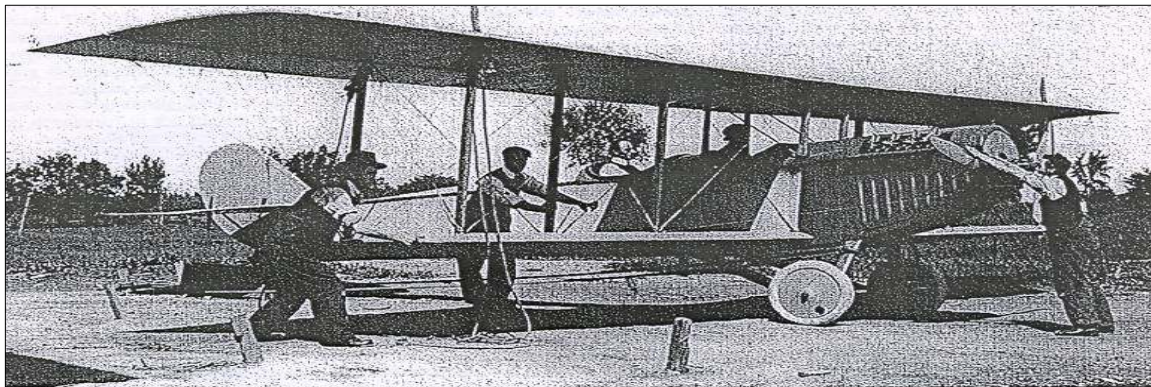
On July 11, 1915 the first two pilots graduated from Curtiss Aviation School. They were A. Strachan Ince and F. Homer Smith both of Toronto (Ellis, 1954). The following day, three more passed their tests: Douglas A. Hay of Owen Sound and Grant A. Gooderham and C. Innes Van Nostrand both of Toronto (Ellis, 1954). Five more pilots qualified on July 20: Douglas Joy, Toronto;

Claire MacLaurin, Ottawa; Charles Norman Geale, Peterborough; Eric H. McLachlin, Ottawa; and Warner H. Peberdy from Ruby, England (Ellis, 1954).

Before August had begun, these ten original graduates went abroad to England for additional training before going into active service with the R.N.A.S and the R.F.C. (Ellis, 1954).

Instructors

In the two seasons that Curtiss Aviation School was in operation there were no serious injuries or deaths resulting from training. This was due largely by the number of experienced instructors. These included: Victor Carlstrom, Stevenson “Steve” MacGordon, Anthony “Tony” Jannus, John Guy “Goggles” Gilpatrick and Gerry Maclean(Fuller, 1995). Victor Carlstrom was the first instructor at Long Branch. He was a Swedish born American citizen who received his pilot’s license in 1912. One of his greatest flights was from Toronto to New York on November 15, 1915. He established a cross country record of 780 kilometers in one of the schools aircrafts (Ellis, 1954). Steve McGorden, a Chicago-native went to England to obtain his Royal Aero Club certificate in 1914. He was the first pilot to perform a loop while carrying a passenger in a Long Branch school JN-3 (Fuller, 1995). 26 year old Tony Jannus was an instructor/test pilot/manufacturing consultant who was a self-taught pilot since 1910 (Fuller, 1995). Guy Gilpatrick was only 16 when he qualified for his ACA license (September 25, 1912) on a Deperdussin monoplane at Garden City, Long Island, N.Y. Lieutenant G.A. “Gerry” Maclean of Toronto had served overseas with the R.N.A.S before becoming the first Canadian instructor at Long Branch in 1916 (Fuller, 1995).



Curtiss JN-3 with JN-2 rudder, probably the first Buffalo-built aircraft to be sent to Long Branch, early June 1915

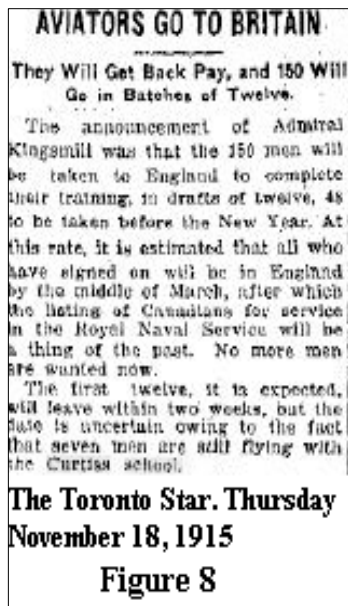
Figure 6

Source: Fuller, 1995

The Closing of Curtiss Aviation School

The R.N.A.S and R.F.C. received a small but steady number of “qualified” pilots during the summer and fall of 1915 (Wise, 1980). Curtiss Aviation School at Long Branch continued until the cold winter on December 20, 1915 forced its closure for the season (Fuller, 1995). At that time there were as many as 150 R.N.A.S and 100 R.F.C. candidates still waiting to be trained (Wise, 1980). Many had given up their jobs, invested their savings or borrowed money for this venture but without government financial support their funds were quickly depleting (Dodds, 1974). Many decided to turn south and seek training in the United States (Wise, 1980). But even

those had waiting lists and were unable to accommodate all the Canadians who had applied (Wise, 1980).



McCurdy pondered about moving the school to Bermuda or some other warm spot for winter training, provided that the naval service could arrange transportation for the pupils (Wise, 1980). After some deliberation Bermuda was judged “unsuitable for flying” and the proposal was denied (Wise, 1980). The Curtiss Aviation School at Long Branch was forced to close for the season.

With the War producing higher British and Canadian trained airmen fatalities (Pigott, 1997) the War Office and the Admiralty decided to accept all candidates regardless of whether or not they had been trained yet (Dodds, 1974). Figure 8 describes the candidates paid passage to England before they were posted at R.N.A.S and R.F.C. training units (Dodds, 1974). Both services temporarily suspended recruitment at that time (Wise, 1980).

The Curtiss Aviation School at Long Branch reopened for its second and final season in May of 1916. In early October of 1916, Orville Wright announced his contribution towards the

Allied caused by presenting his patents free of charge (Pigott, 1997). This eliminated a major incentive to subcontract Curtiss Company in Canada and marked the beginning of the end for Curtiss Aviation School in Long Branch.

Both the R.N.A.S and R.F.C. had dropped the requirement for a pilot license. Negotiations had begun for the R.F.C. to set up its own training schools in Canada. This eliminated the requirement of a private establishment like the Curtiss Aviation School at Long Branch (Fuller, 1995). Training ended at Long Branch on December 15, 1916 and ownership was transferred to the Imperial Munitions Board of the Canadian government (Pigott, 1997).

Total Men Trained

During the two seasons, the Curtiss Aviation School produced a total of 261 graduates (Fuller, 1995). 108 pilot graduates served in the R.N.A.S and 21 graduates for the R.F.C. (Ellis, 1954). Within a week or two of pilot certification, the graduates underwent normal service training in Britain before being dispatched to their operational units (Wise, 1980). The graduates went on to fly over fifty different aircrafts throughout the war (Pigott, 1997). For a full list of Curtiss Aviation School graduates during the entire period of the School’s operation see Appendix A (Ellis, 1954).

Long Branch Cadet Wing

The closing of Curtiss Aviation School did not lead to the abandonment of Long Branch as an airfield (Dodds, 1974). By December 12, 1916 twenty Royal Flying Corps training squadrons were negotiated to establish in Canada (Pigott, 1997). Toronto was selected as the R.F.C. Canadian headquarters. The Imperial Munitions Board purchased, contracted and built the

airfields (Pigott, 1997). Flight training camps were built at Camp Borden, Long Branch, Leaside, Armour Heights, Mohawk and Beamsville (Main, 1967).

An advanced group of R.F.C officers and airmen arrived in Toronto on January 22, 1917 to arrange for proper training schools. Long Branch was to accommodate the training scheme's cadet wing (Dodds, 1974). By the first of March many administrative and instructional personnel were also on site. The men were highly trained in their duties in clerical work, mechanical transport, aerial gunnery, photography and other innumerable jobs (Ellis, 1954). Instead of waiting for the completion of airfields for training, the Department of Militia and Defence made Long Branch aerodrome available for flight training immediately (Dodds, 1974).

The training unit was formed under the command of Lieutenant John K. W. Aird who graduated from Curtiss Aviation School on November 8, 1916 to serve the R.F.C. (Ellis, 1954). Squadrons X and Y at Long Branch became the home of the Cadet Wing (Sullivan, 1919). Training aircrafts were the Curtiss JN-4 powered by Ox-5 engines (Main, 1967). The cadets lived under canvas tents (Figure 9) during the summer of 1917 and split between Mohawk and Camp Borden when autumn arrived (Sullivan, 1919). The cadets returned to a larger tented city but permanent accommodation was provided by the summer of 1918 for 30 officers, 1,200 cadets, 68 warrant officers and sergeants and 1,200 rank and file (Sullivan, 1919).



Figure 9: Long Branch Canvas Tents

Source: Heritage Mississauga

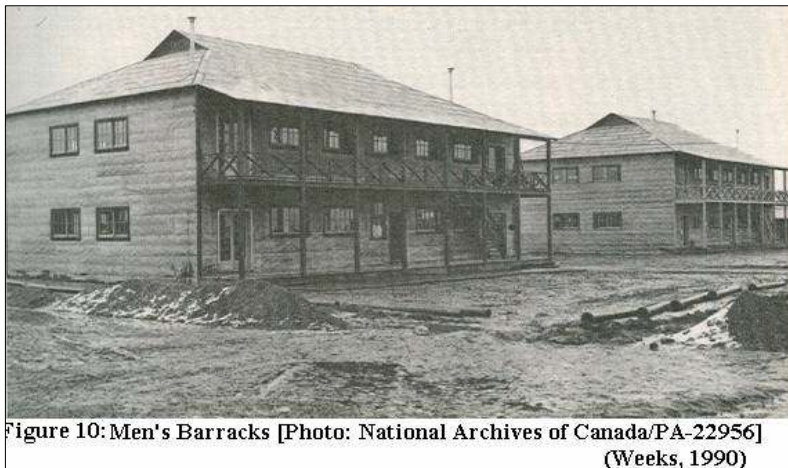


Figure 10: Men's Barracks [Photo: National Archives of Canada/PA-22956]
(Weeks, 1990)

The airfield soon proved to be too confined and facilities inadequate by R.F.C standards for mass flying (Dodds, 1974). The Long Branch Cadet Wing was transferred to Armour Heights, north of Toronto (Ellis, 1954).

Ontario Heritage Trust Plaque



In September of 1969, more than 50 years after the establishment of the Long Branch aerodrome, a plaque was provided by the Ontario Archaeological & Historic Sites Board, now the Ontario Heritage Trust. The unveiling ceremony arranged by the Canadian Aviation Historical Society

was located at the northern end of the former aerodrome where the three hangers once stood (Dodds, 1974). This plaque located at Hydro Road and Lakeshore Road East (Weeks, 1990) marks the site of Canada's first aerodrome.

Appendix A

FULL LIST OF THE GRADUATE PUPILS OF THE CURTISS AVIATION SCHOOL,
TORONTO, DURING THE ENTIRE PERIOD OF ITS OPERATION, 1915-1916

* Royal Naval Air Service

° Royal Flying Corps.

† Killed in action or through air accident

Number	Name	Graduated 1915	Served with
1.	A. S. Ince	July 11	R.N.A.S*
2.	F.H. Smith	July 11	R.N.A.S
3.	C.I. Van Nostrand	July 12	R.N.A.S
4.	G.A. Gooderham	July 12	R.N.A.S
5.	D.A. Hay†	July 12	R.N.A.S
6.	C.N. Geale	July 20	R.N.A.S
7.	E.H. McLachlin	July 20	R.F.C°
8.	D.G. Joy	July 20	R.F.C
9.	C. MacLaurin	July 20	R.N.A.S
10.	W.H. Peberdy†	July 20	R.N.A.S
11.	R.D. Delamere	July 30	R.N.A.S
12.	A.J. Nightingale	July 30	R.N.A.S
13.	A.T.N. Cowley	July 30	R.N.A.S
14.	R.A. Logan	August 29	R.F.C
15.	B.S. Wemp	August 31	R.N.A.S
16.	T.G.M. Stephens	September 1	R.N.A.S
17.	C.H. Darley	September 1	R.N.A.S
18.	G.R.S. Fleming†	September 1	R.N.A.S
19.	R.A. Courtnage	September 1	R.N.A.S
20.	F.C. Henderson	September 1	R.N.A.S
21.	H.J. Page†	September 3	R.N.A.S
22.	G.K. Williams†	September 3	R.N.A.S
23.	E. Potter	September 3	R.N.A.S
24.	G.L.E. Stevens	September 4	R.N.A.S
25.	A.S. Todd†	September 4	R.N.A.S
26.	E.R. Grange	September 20	R.N.A.S
27.	G.C.V. Hewson	September 23	R.N.A.S
28.	C. Day	September 23	R.N.A.S
29.	G.E. Hervey	September 30	R.N.A.S
30.	J. Robinson	September 30	R.N.A.S
31.	T.W. Webber	September 30	R.N.A.S
32.	K.M. Van Allen†	September 30	R.N.A.S
33.	L.E. Smith†	September 30	R.N.A.S
34.	R.J. McDougall	October 3	R.N.A.S
35.	A.O. Brissendon	October 3	R.N.A.S
36.	R.K. Shives†	October 3	R.F.C
37.	G.Thom	October 3	R.N.A.S
38.	A.W. Kilgour†	October 4	R.F.C
39.	A.S. Shearer	October 6	R.N.A.S

40.	D. Whittier†	October 6	R.N.A.S
41.	A. Goulding	October 6	R.F.C
42.	L.A. Nurse	October 6	R.N.A.S
43.	J.J. Lynch	October 13	R.F.C
44.	J.W. Hobbs	October 13	R.N.A.S
45.	D.A.H. Nelles	October 15	R.N.A.S
46.	V.P. Cronyn	October 15	R.F.C
47.	J.K. Waugh	October 17	R.N.A.S
48.	S.B. Lee	October 17	R.F.C
49.	H.G. Leslie	October 19	R.N.A.S
50.	G.N. Hughes	October 31	R.N.A.S
51.	A.M. Shook	November 5	R.N.A.S
52.	G.G. MacLennan†	November 8	R.N.A.S
53.	E.B. Waller	November 8	R.N.A.S
54.	G.S. Abbott	November 8	R.N.A.S
55.	J.K.W. Aird	November 8	R.F.C
56.	E.G. Ryckman†	November 11	R.F.C
57.	A.G. Knight	November 11	R.F.C
58.	M.M. Mowat†	November 11	R.F.C
59.	A.J. Boddy†	November 11	R.N.A.S
60.	J.A. Page†	November 11	R.N.A.S
61.	R.T. Griffin	November 14	R.F.C
62.	G.M. Murray	November 23	R.F.C
63.	D. Cushing	November 23	R.F.C
64.	J.H.N. Drope	November 23	R.F.C
65.	A.W.C. Kidner	November 23	R.N.A.S
66.	N.H. McDiarmid	November 23	R.N.A.S
67.	J.J. Malone†	July 15	R.N.A.S
68.	F.R. Johnson	July 19	R.N.A.S
69.	R.M. Keirstead	July 19	R.N.A.S
70.	J.R. Allan†	July 20	R.N.A.S
71.	R.A. Blyth†	July 22	R.N.A.S
72.	J.A. Morell	July 27	R.N.A.S
73.	S.E. Ellis†	July 29	R.N.A.S
74.	A.C. Reid	August 1	R.N.A.S
75.	H.H. Booth	August 7	R.N.A.S
76.	A.H. Lofft	August 9	R.N.A.S
77.	W.A. Curtis	August 11	R.N.A.S
78.	O.J. Gagnier	August 15	R.N.A.S
79.	R. McDonald†	August 15	R.N.A.S
80.	D.H. Wollatt	August 15	R.N.A.S
81.	M.C. Crerar†	August 17	R.F.C
82.	S.H. McCrudden	August 17	R.N.A.S
83.	A.M. Walton	August 18	R.N.A.S
84.	D.M. Shields	August 22	R.N.A.S
85.	G.H.G. Smyth	August 25	R.N.A.S
86.	R.C. Steele	August 25	R.F.C
87.	N.D. Hall	August 26	R.N.A.S
88.	A.R. Knight	August 26	R.N.A.S

89.	A.E. Cuzner†	September 3	R.N.A.S
90.	C.J. Clayton	September 6	R.N.A.S
91.	F. McP. Bryans†	September 26	R.N.A.S
92.	A.C. Burt	September 26	R.N.A.S
93.	C.E.S. Lusk	September 26	R.N.A.S
94.	G.R. Marshall	October 2	R.N.A.S
95.	J.P. Hales†	October 12	R.N.A.S
96.	H.C.M. Fitton	October 16	R.N.A.S
97.	G.A. Trorey	October 23	R.F.C
98.	G.D. Eckardt	October 24	R.F.C
99.	C.G. Brock	October 28	R.N.A.S
100.	G.B.G. Scott†	October 28	R.N.A.S
101.	A.G.A. Spence	October 28	R.N.A.S
102.	E.C.R. Stoneman	October 28	R.N.A.S
103.	R.T. Eyre	November 5	R.N.A.S
104.	W.N. Smith	November 5	R.N.A.S
105.	F.S. Strathy†	November 5	R.N.A.S
106.	R.F.P. Abbott	November 7	R.N.A.S
107.	W.C. Johnston	November 7	R.N.A.S
108.	N.I. Larter†	November 7	R.N.A.S
109.	R.E. Carroll	November 10	R.N.A.S
110.	P.W. Jenckes	November 10	R.N.A.S
111.	F.A. Major	November 10	R.N.A.S
112.	T.C. May†	November 21	R.N.A.S
113.	P.Wickens	November 21	R.N.A.S
114.	E.S. Campbell	November 22	R.N.A.S
115.	C.H. Weir†	November 26	R.N.A.S
116.	L.J. Dunham†	December 4	R.N.A.S
117.	H.H.S. Fowler	December 7	R.N.A.S
118.	T.L. Glasgow†	December 7	R.N.A.S
119.	H.L. Webster	December 15	R.N.A.S
120.	N.G. Fraser	December 18	R.N.A.S
121.	J.E. Greene†	December 19	R.N.A.S
122.	L.L. Lindsay	December 19	R.N.A.S
123.	R.C. Tyler	December 19	R.N.A.S
124.	C.W.L. Calvert	December 20	R.N.A.S
125.	C.G. Davis	December 20	R.N.A.S
126.	T.B. Holmes	December 20	R.N.A.S
127.	O.F. McGregor	December 20	R.N.A.S
128.	K.V. Turney†	December 20	R.N.A.S
129.	R.C. Whitfield	December 20	R.N.A.S
130.			

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