

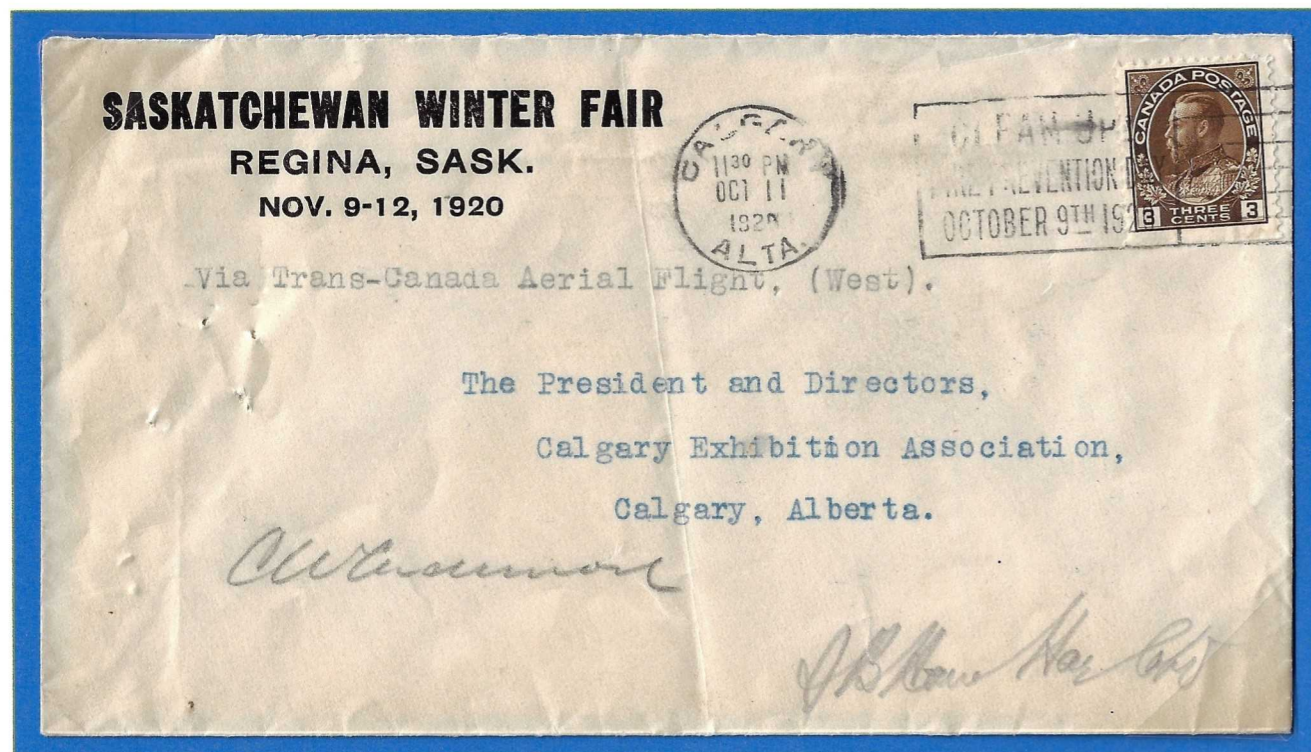
Centenary of Trans-Canada Air Flight 7-17 October 1920

On 12 August 1920, Wing Commander J.S. Scott, Superintendent of the Certificate Branch of the Air Board, requested from the Air Board that approval be given for a transcontinental flight from Halifax to Vancouver:

“to demonstrate the feasibility of such a flight from the commercial point of view; to prove the possibility of a fast trip from coast to coast without undue strain on the pilots or machines; and to serve as recruiting propaganda for the Canadian Air Force, and to stimulate an interest in aviation by commercial firms and the public generally”.

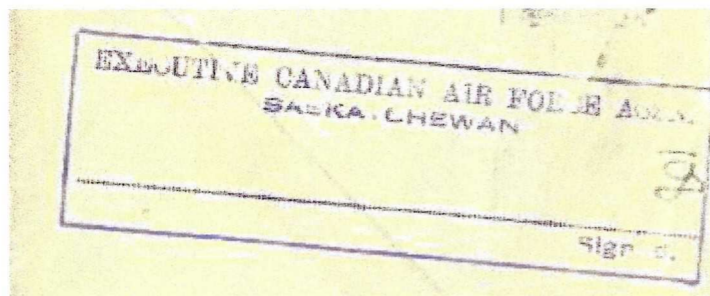
The Air Board approved the project, and the flying was supported by two branches with the Flying Operations Branch (supervised by W/C R. Leckie, DSO, DSC, DFC) covering Halifax to Winnipeg and Canadian Air Force (commanded by Air Commodore A.K. Tylee from Winnipeg to Vancouver.

Rare items are framed in **BLUE**

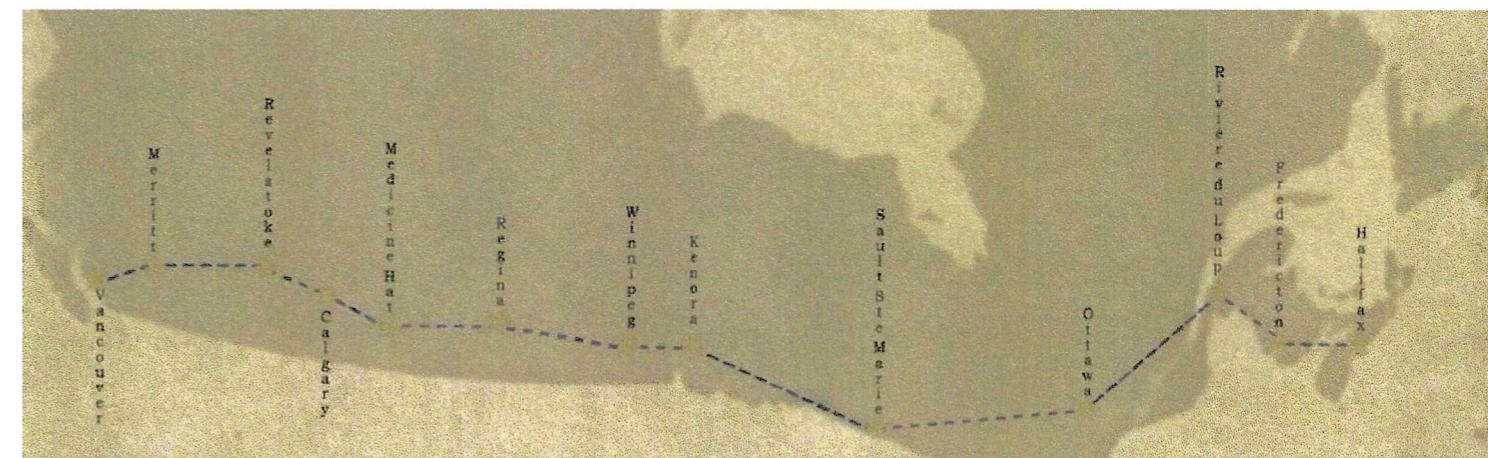


While not officially an Airmail flight, letters were carried from Halifax to Vancouver. Additional mail was picked up and mailed at various point along the route. The cover above was picked up in Regina and delivered and cancelled in Calgary on 11 October. It is also signed by one of the pilots on this leg Flt Lt J.B Home-Hay at the lower right.

The back has a handstamp which was applied in Regina and says, “Executive Canadian Air Force Assn., Saskatchewan”. Mail was usually cancelled at the arrival city – Calgary in this case.



Plan Page 1 Title/Plan Original Flight	1970 Commemoration Page 2-3 Summer flight re-creation October flight commemoration	2020 CAS Commemoration Page 4-8 Dartmouth Museum CAS Commemoration
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The flight went as follows (view map) – depart Shearwater(Halifax) 7 Oct, the Fairey aircraft was badly damaged in weather on the Fundy crossing and a replacement Curtiss HS-2L flying boat from Halifax was needed. Refueling in Fredericton they flew on to Riviere-du-Loup arriving in the evening. The morning of 8 October they used a Felixstowe F3 flying boat to continue the flight to Ottawa. Engine trouble delayed the departure to 9 October for Sault St Marie. Fog in the Sault prevented the departure until 10 October, and they went through Kenora, did some repairs, then headed for Winnipeg. Heavy mist forced them to land at Selkirk north of Winnipeg. The mail was brought down to Winnipeg St Charles Airfield and Tylee and Home-Hay left for Calgary on their DH9A. A plane change was forced in Regina, but they carried on to Calgary via Medicine Hat arriving in the evening. Bad weather delayed their Calgary departure to 13 October, and they made it to Revelstoke before again being blocked by weather.. On the 15th they made it to Merritt, but weather again delayed them from leaving on 17 October and they finally made it to Vancouver Minoru Park on 17 October. On 19 October, an addon was proposed to go to Victoria. They used and HS2L flying boat to go to Esquimalt on 20 October, but again some bad weather forced them to stop the night on San Juan Island in the US before getting to Victoria on 21 October.

The Air Board considered the flight a success as they had been trying to stimulate interest in aviation. In spite of bad weather on many sections of the flight and various equipment problems, they did get from sea to sea taking 10 ½ days, actual flying time of 49 hours and 7 minutes, with a distance of 3341 miles at an average speed of 63 mph.

This success led to the opening up of many remote areas that became accessible by air.. As the airplanes became more powerful and having longer ranges the vast distances became more closely connected. By the late 1920’s airmail service was becoming more common.

The remainder of this exhibit shows items that were made to commemorate the 1970 50th Anniversary and the 2020 Centenary events.