

Fascinating Canadian History

Peter Crawford reminded us of **Canada's first Aerodrome**. Residents of the Port Credit area of Mississauga will remember Ontario Power Generation's Lakeview Generating Station on Lakeshore Road, which operated from 1961 until 2005. Many will not know that the property has the distinction of being the first aerodrome in Canada and home to the first flying training school.



Camp Long Branch was situated on a 100-acre property on Lakeshore Road, just west of the current Dixie Road, in Toronto Township. The aerodrome was officially opened on 20 May 1915 by Curtiss Aeroplanes and Motors Company as a flying training school. Aircraft such as the Curtiss JN-4 "Jenny" soon became a common sight at the airfield, which included 3 aircraft hangars and a grass strip for landing.

In January 1917, the newly designated Royal Flying Corps, Canada, the forerunner to the Royal Canadian Air Force, opened the RFC Training Centre at Camp Long Branch. The training centre also provided instruction on flying boats at nearby Hanlon's Point in Toronto Harbour, the first seaplane base in Canada.

By July 1917, the flight school had re-located to the Camp Armour Heights in the present Yonge Street/Highway 401 area. Long Branch then became the Cadet Ground Training School for the Royal Flying Corps. Both the school and the aerodrome closed in 1919.

Today, except for a historical plaque erected at the site in 1969, one would not know the role that the property played in the history of aviation in Canada.

Ron Kawchuk gave us the details on Air Canada Flight 143, commonly known as the **Gimli Glider**. This was a Canadian scheduled domestic passenger flight between Montreal and Edmonton that ran out of fuel on July 23, 1983, at an altitude of 41,000 feet (12,500 m), midway through the flight. The flight crew successfully glided the Boeing 767 to an emergency landing at a former Royal Canadian Air Force base in Gimli, Manitoba that had been converted to a motor racing track. This unusual aviation incident earned the aircraft the nickname "Gimli Glider". The accident is commonly blamed on mistaking pounds for kilograms, which resulted in the aircraft carrying only 45% of its required fuel load.

The Boeing 767 had a Fuel Quantity Indication System (FQIS) with two redundant channels, but a design flaw caused it to fail if only one channel failed. This caused a much higher failure rate than expected. The FQIS on the aircraft had failed, and Air Canada's only spare FQIS had also failed. A technician applied a temporary



workaround to the aircraft's FQIS and logged the repair, but another technician misunderstood the logbook entry and undid the repair. The Boeing 767 may not be flown with inoperative fuel gauges, but a miscommunication led the flight crew to fly using only a dipstick measurement of the fuel tanks. The crew needed to enter the fuel quantity into the flight computer in kilograms, but they mistakenly did the calculation with the density of jet fuel in pounds/litre. The aircraft ran out of fuel halfway to Edmonton, where Air Canada maintenance staff were waiting to install a working FQIS that they had borrowed from another airline.

The Board of Inquiry found fault with Air Canada procedures, training, and manuals. It recommended the adoption of fueling procedures and other safety measures that were already being used by US and European airlines. The Board also recommended the immediate conversion of all Air Canada aircraft from Imperial units to metric units, since a mixed fleet was more dangerous than an all-Imperial or an all-metric fleet.

Mark Inkster presented **the Kirkfield Lift Lock** is a boat lift located in the city of Kawartha Lakes, Ontario, Canada, near the village of Kirkfield. It is designated "Lock 36" of the Trent-Severn Waterway, Construction of the lock took place between 1900



and 1907. It was contrived by Richard Birdsall Rogers, a Canadian engineer, who adopted the design of the Lifts on the old Canal du Centre in Belgium. The concept of the hydraulic lift lock had never been implemented in the harsher Canadian climate prior to the construction of the Peterborough Lift Lock. The successful completion of the locks was therefore considered a significant technological breakthrough. Situated at the highest section of the canal (256.2 m)

the Kirkfield Lift Lock lifts or lowers the boats 49 feet. It is Canada's second lift lock, the other one is the Peterborough Lift Lock, located on the same canal system.