

CHAPTER 11

PO 230 – DISCUSS CANADIAN AVIATION HISTORY



ROYAL CANADIAN AIR CADETS
PROFICIENCY LEVEL TWO
INSTRUCTIONAL GUIDE



SECTION 1

EO M230.01 – DISCUSS AIRCRAFT FLOWN DURING WWI AND WWII

Total Time:	30 min
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PREPARATION

PRE-LESSON INSTRUCTIONS

Resources needed for the delivery of this lesson are listed in the lesson specification located in A-CR-CCP-802/PG-001, Chapter 4. Specific uses for said resources are identified throughout the Instructional Guide within the TP for which they are required.

Review the lesson content and become familiar with the material prior to delivering the lesson.

Create presentation slides or handouts of all the figures located at Annex A.

PRE-LESSON ASSIGNMENT

N/A.

APPROACH

An interactive lecture was chosen for this lesson to present background material to the cadets and to promote an interest in aircraft flown during WWI and WWII.

INTRODUCTION

REVIEW

N/A.

OBJECTIVES

By the end of this lesson the cadet shall be expected to discuss aircraft flown during WWI and WWII, the Battle of the Atlantic, the Battle of Britain and the aircraft flown during those conflicts.

IMPORTANCE

It is important for cadets to know about the aircraft flown in WWI and WWII so that they can better understand Canada's role during these conflicts and to understand the meaning of the parades used to commemorate the fallen men and women who gave their lives during these conflicts.

Teaching Point 1**Discuss Aircraft Flown During WWI**

Time: 5 min

Method: Interactive Lecture

AIRCRAFT FLOWN DURING WWI**Sopwith Triplane**

- The Sopwith Triplane was a single-seater Triplane fighter aircraft used by the British in WWI.
- It was nicknamed the Tripe or the Tripehound.
- The Triplane was a successful attempt to produce a fighter with outstanding manoeuvrability and excellent visibility for the pilot.
- Even though the Triplane remained in front-line service for less than a year, it was so successful that it inspired several German Triplane designs.
- The all-Canadian B Flight of No. 10 Squadron, equipped with Triplanes, downed 87 enemy aircraft between May and July 1917.
- The all-Canadian B Flight was called the Black Flight because of the black markings of their airplanes. Their aircraft were named: Black Maria, Black Sheep, Black Prince, Black Roger, and Black Death.



Present slide or distribute handouts of Figure A-1 to the cadets.

Bristol F.2B Fighter “Brisfit”

- The versatile Bristol Fighter (B.F.) was a manoeuvrable, heavily armed two-seater biplane.
- One of the most successful fighters of the war, it got off to a poor start during “Bloody April” when it was introduced to the Western Front by the inexperienced pilots and observers of 48 Squadron.
- In the mistaken belief that the aircraft was structurally weak, pilots were instructed to avoid violent manoeuvres during combat.
- Heeding this advice, the pilots of six B.F. 2B fighters encountered Manfred von Richthofen (The Red Baron) and his flight of five Albatros D.III near Douai (northern France). In a fight that lasted almost 30 minutes, four Bristol Fighters were shot down.



Present slide or distribute handouts of Figure A-2 to the cadets.

CONFIRMATION OF TEACHING POINT 1

QUESTIONS

- Q1. What type of aircraft was the Sopwith Triplane?
- Q2. What were the names of the aircraft in the Black Flight?
- Q3. What plane was the most successful fighter of the war?

ANTICIPATED ANSWERS

- A1. The Sopwith Triplane was a single-seater Triplane fighter aircraft used by the British in World War I.
- A2. Black Maria, Black Sheep, Black Prince, Black Roger, and Black Death.
- A3. The Bristol F. 2B Fighter was the most successful fighter of the war.

Teaching Point 2**Discuss the Importance of the Battle of the Atlantic**

Time: 5 min

Method: Interactive Lecture

DURATION OF THE BATTLE

- The Battle of the Atlantic began on the first day of the war in Europe on September 1, 1939 and continued until May 8, 1945.
- It was the longest campaign of WWII, an extremely bloody one, and the single battle on which the whole outcome of the war depended.
- Only with the delivery of massive North American resources to Britain and Europe could the Allies defeat Hitler's Germany, the most powerful of the Axis nations.
- For six long years the Canadian Navy was one of the principle contenders in what was to be known as the "Battle of the Atlantic."
- Beginning the war with a mere 13 vessels and 3000 men, the Royal Canadian Navy ended the Battle of the Atlantic with 373 fighting ships and over 90 000 men.
- Bridging the Atlantic was the key to strategic supply. To transport as many men and goods as possible, it was necessary to organize and control ship movements and protect ships from enemy attack. Therefore, convoys were formed to regulate ship movements and more effectively provide escorts both by sea and air.
- It was in maintaining the Atlantic lifeline through convoy protection that Canadian seamen and airmen played an increasing vital role.
- The RCAF had been flying patrols from Newfoundland since 1939 and the first Maritime patrol squadron had been stationed at Gander since 1940. It now provided air support to the Newfoundland Escort Force. In the eastern Atlantic region, the convoys were guarded by the RAF Coastal Command which included RCAF squadrons. Thus flying from both sides of the Atlantic and from Iceland, aircraft patrolled the entire route except for a gap of about 483 km in mid-ocean.
- More and more Canadian seamen were crossing the Atlantic to engage in battle closer to the enemy. As they returned to British waters, men of both the Canadian Navy and Air Force showed the benefits of training and hard experience.

ALLIED FORCES AND AXIS POWERS

- The Battle of the Atlantic was a struggle between the Allied and Axis powers (mainly Britain and Germany) for control of the sea routes between the Americas, Europe and Africa.
- From the very onset of hostilities, Britain faced a second threat to her survival. This menace came from the sea as Germany was determined to starve the British people into submission by destroying their sea communications and cutting them off from overseas supplies.
- Gaining control of the entire coast of Europe from Narvik, Norway to the Pyrenees Mountains in France and Spain, the Germans set out from every harbour and airfield in western Europe to cut the lifelines to Britain.

- During the six years of the Battle of the Atlantic, the Axis powers lost over 700 U-boats and 32 000 seamen, and the Allied powers lost more than 3000 ships and 40 000 seamen. The vast majority of the Allied losses were merchant ships and the civilian seamen and passengers who sailed in them.

CONFIRMATION OF TEACHING POINT 2

QUESTIONS

- Q1. What were the dates of the Battle of the Atlantic?
- Q2. Who was the struggle between?
- Q3. How many ships and people were lost in the struggle?

ANTICIPATED ANSWERS

- A1. The Battle of the Atlantic began on the first day of the war in Europe on September 1, 1939 and continued until May 8, 1945.
- A2. The Battle of the Atlantic was a struggle between the Allied and Axis powers (mainly Britain and Germany) for control of the sea routes between the Americas, Europe and Africa.
- A3. During the six years of the Battle of the Atlantic, the Axis powers lost over 700 U-boats and 32 000 seamen, and the Allied powers lost more than 3000 ships and 40 000 seamen. The vast majority of the Allied losses were merchant ships and the civilian seamen and passengers who sailed in them.

Teaching Point 3

Discuss the Aircraft Flown During the Battle of the Atlantic

Time: 5 min

Method: Interactive Lecture

AIRCRAFT FLOWN

B-24 Liberator Bombers

- The B-24 Liberator was a ten-seat long-range bomber/reconnaissance aircraft.
- An unsung hero of the Allied war effort, the B-24 Liberator was actually produced in greater numbers than any other U.S. aircraft during WWII.
- First flown on December 29, 1939, the Consolidated Aircraft Corporation's B-24 Liberator came along more than four years after the famous and popular Boeing B-17 Flying Fortress, and showed somewhat improved range and payload capabilities over the Fortress.
- The Liberator is best known for the daring long-range raids on the oilfields of Ploesti, Romania in 1942 and 1943 and for its effectiveness as a submarine hunter.
- Though instrumental in both the European and Pacific theatres, the B-24's long-range capabilities were particularly effective in the vastness of the Pacific where it excelled as a bomber, reconnaissance platform and as a supply transport.



Present slide or distribute handouts of Figure A-3 to the cadets.

Curtiss Kittyhawk Mk.1 Fighter-Bomber

- The Curtiss Kittyhawk Mk.1 served initially at Dartmouth, Nova Scotia where it was the only fighter unit available for east coast defence, and subsequently transferred to Annette Island, Alaska as part of the RCAF reinforcement for the USAAF.
- The pilots made the 644 km trip by air – the first fighter unit to fly from coast to coast.
- The Kittyhawk Mk.1 served with the RCAF from October 9, 1941 to December 16, 1946 before being struck off strength. However, they were used predominantly in the home air defence role, which was reduced during the latter portion of the war.
- The Kittyhawk Mk.1 mounted four .50 cal. machine guns in the wings and had shackles under the fuselage for a 52 U.S. gallon drop tank or a 136-227 kg bomb.
- Racks on the outer wings could also carry six nine kg bombs.



Present slide or distribute handouts of Figure A-4 to the cadets.

CONFIRMATION OF TEACHING POINT 3

QUESTIONS

- Q1. What type of plane was the B-24 Liberator?
- Q2. What is the B-24 Liberator best known for?
- Q3. What were the dates the Kittyhawk served with the RCAF?

ANTICIPATED ANSWERS

- A1. The B-24 Liberator was a ten-seat long-range bomber/reconnaissance aircraft.
- A2. The Liberator is best known for the daring long-range raids on the oilfields of Ploesti, Romania in 1942 and 1943 and for its effectiveness as a submarine hunter.
- A3. The Kittyhawk Mk.1 served with the RCAF from October 9, 1941 to December 16, 1946 before being struck off strength.

Teaching Point 4

Discuss the Importance of the Battle of Britain

Time: 5 min

Method: Interactive Lecture

DURATION OF THE BATTLE

- The Battle of Britain was fought from August 8, 1940 until October 31, 1940.
- The Battle of Britain was the first major battle to be fought wholly in the air, with both sides having roughly the same number of fighter aircraft.
- It was the largest and most sustained bombing campaign yet attempted and the first real test of the strategic bombing theories that had emerged since the previous World War.
- The battle can be roughly divided into four phases:

- July 10–August 11: Kanalkampf, the Channel battles,
 - August 8–August 23: Adlerangriff, the early assault against the coastal airfields,
 - August 24–September 6: the Luftwaffe targets the airfields – the critical phase of the battle;
 - September 7 onward: the day attacks switch to British towns and cities.
- The Battle of Britain marked the first time that the Nazis were stopped and that air superiority became clearly seen as the key to the war. Though the battle was small in the number of combatants and casualties, had the Germans won, the war would have taken a very different path.
 - The British victory marked the first failure of Hitler’s war machine.
 - The Royal Air Force lost 375 pilots and 358 pilots were wounded.

ALLIED FORCES AND AXIS POWERS

- The Battle of Britain was between the United Kingdom and Germany and Italy.
- The Battle of Britain is the name commonly given to the attempt by the German Luftwaffe, as part of German Blitzkrieg tactics, to gain air superiority over the Royal Air Force (RAF), before a planned sea and airborne invasion of Britain (Operation Sealion).
- Neither Hitler nor the German Wehrmacht believed it possible to carry out a successful amphibious assault on the British Isles until the RAF had been neutralized.
- Secondary objectives were to destroy aircraft production and ground infrastructure, to attack areas of political significance, and to terrorize the British people with the intent of intimidating them into seeking an armistice or surrender.
- The RAF roll of honour for the Battle of Britain recognizes 510 overseas pilots as flying at least one authorized operational mission with an eligible unit of the Royal Air Force or Fleet Air Arm between July 10 and October 31, 1940. This included pilots from Poland, New Zealand, Canada, Czechoslovakia, Belgium, Australia, South Africa, France, Ireland, the United States of America, Jamaica, Palestine and Southern Rhodesia (Zimbabwe).
- The highest scoring unit during the Battle of Britain is remarkably the No. 303 Polish Fighter Squadron.

CONFIRMATION OF TEACHING POINT 4

QUESTIONS

- Q1. What were the dates of the Battle of Britain?
- Q2. Who was the battle between?
- Q3. What were two of the other countries involved in the Battle of Britain?

ANTICIPATED ANSWERS

- A1. The Battle of Britain was fought from August 8, 1940 until October 31, 1940.
- A2. The Battle of Britain was between the Allied Forces and Axis powers.
- A3. Poland, New Zealand, Canada, Czechoslovakia, Belgium, Australia, South Africa, France, Ireland, the United States of America, Jamaica, Palestine and Southern Rhodesia (Zimbabwe).

Teaching Point 5**Discuss the Aircraft Flown During the Battle of Britain**

Time: 5 min

Method: Interactive Lecture

HAWKER HURRICANE MARK I

- The Hawker Hurricane Mark I was a single-seater fighter with a Rolls-Royce Merlin engine.
- It was a low-wing all-metal cantilever monoplane armed with eight Browning machine-guns – four in each wing set to fire forward outside the airscrew disc.
- The maximum speed was 539 km/h.
- The Hurricane was regarded as less ‘twitchy’ than the Spitfire and provided a more stable gun platform.
- The RAF’s preferred tactic was, if possible, to deploy the Hurricane’s awesome fire power against formations of less-agile bombers and to set up the Spitfires against fighter escorts waiting to pounce from a higher altitude.



Present slide or distribute handouts of Figure A-5 to the cadets.

THE SPITFIRE MARK 1

- The Spitfire Mark 1 was a similar single-seater fighter with a Rolls-Royce Merlin engine.
- It was a low-wing all-metal cantilever monoplane armed with eight Browning machine-guns – four in each wing set to fire forward outside the airscrew disc.
- The Spitfire’s one-piece sliding moulded canopy gave the best visibility, the pilot having a better chance of spotting an enemy.
- The maximum speed was 589 km/h.

QUALITIES OF BOTH AIRCRAFTS

- In both these aircrafts the armour in the front and back protected the pilot.
- The Spitfire and Hurricane would out-turn the Bf-109E or Emil (German Aircraft) because the Bf-109 pilots were afraid to push the plane to its limits due to the fact that the Bf-109 did not give the pilot any warning that it was going to stall, unlike the Spitfire and Hurricane, which gave the pilot plenty of warning that the plane was about to stall by shaking violently.
- Both the Spitfire and Hurricane were slower in a power dive and had the drawback of being equipped with a float-type carburetor, which cut out under negative g-forces.
- Both the RAF fighters were easy to fly and forgiving with both rough handling and novice pilots.
- The Hurricane was a superbly steady gun platform and the closely clustered .303 machine guns in each wing proved very destructive.
- A drawback to the Hurricane was the presence of a fuel tank just behind the cockpit firewall, which could catch fire and within a few seconds severely burn the pilot before he managed to bail out.



Present slide or distribute handouts of Figure A-6 to the cadets.

CONFIRMATION OF TEACHING POINT 5

QUESTIONS

- Q1. What was the maximum speed of the Hawker Hurricane?
- Q2. What was the maximum speed of the Spitfire Mark 1?
- Q3. What was a drawback to the Hurricane?

ANTICIPATED ANSWERS

- A1. The maximum speed of the Hawker Hurricane was 539 km/h.
- A2. The maximum speed of the Spitfire Mark 1 was 589 km/h.
- A3. A drawback to the Hurricane was the presence of a fuel tank just behind the cockpit firewall, which could catch fire and within a few seconds severely burn the pilot before he managed to bail out.

END OF LESSON CONFIRMATION

QUESTIONS

- Q1. What were the nicknames of the Sopwith Triplane?
- Q2. What was the longest campaign of WWII?
- Q3. Which plane was less twitchy than the Spitfire?

ANTICIPATED ANSWERS

- A1. The Tripe or the Tripehound.
- A2. The Battle of Britain was the longest campaign.
- A3. The Hawker Hurricane.

CONCLUSION

HOMEWORK/READING/PRACTICE

N/A.

METHOD OF EVALUATION

N/A.

CLOSING STATEMENT

It is important for cadets to know about the aircraft flown in WWI and WWII so that they can better understand Canada's role during these conflicts and to understand the meaning of the parades used to commemorate the fallen men and women who gave their lives during these conflicts.

INSTRUCTOR NOTES/REMARKS

If the squadron is participating in the parades listed in TPs 2 and 4 this EO should be conducted prior to the parade dates.

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A3-033 *Canada's Air Force, Aircraft: Historical Aircraft. (2006).* Retrieved 20 March 2007, from http://www.airforce.forces.gc.ca/equip/historical/hist_e.asp.

A3-038 VAC Canada Remembers. (1998). *The Battle of the Atlantic.* Retrieved 19 February 2007, from <http://www.vac-acc.gc.ca/remember/sub.cfm?source=history/secondwar/canada2/bata1>.

A3-039 Canada's Air Force. (2004). *World War II -1939-45.* Retrieved 19 February 2007, from http://www.airforce.forces.ca/hist/ww_2_e.asp.

A3-042 Milberry. L and Halliday. H. (1990). *The Royal Canadian Air Force At War 1939-1945.* Toronto: CANAV Books.

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C3-079 Canadian War Museum. (2004). *The Battle of the Atlantic.* Retrieved 9 February 2007, from http://www.warmuseum.ca/cwm/newspapers/operations/atlantic_e.html.

C3-103 Ace Pilots. (2007). *Legendary Aviators and Aircraft of World War One.* Retrieved 26 February 2007, from <http://www.acepilots.com/wwi/main.html>.

C3-122 *The Battle of Britain August-October 1940.* (1941). Published by his Majesty's Stationary Office, London: Crown Copyright Reserved.

C3-123 The Aviation History On-Line Museum - Aviation History. (2006). *The Sopwith Triplane.* Retrieved 20 March 2007, from <http://www.aviation-history.com/sopwith/triplane.html>.

C3-124 Aces and Aircraft of World War I. (2007). *The Aerodrome: Bristol F.2b Fighter.* Retrieved 20 March 2007, from http://www.theaerodrome.com/aircraft/gbritain/bristol_f2b.php.

C3-125 Beehive Hockey Photos. (2006). *Consolidated B-24 Liberator Bomber.* Retrieved 20 March 2007, from http://www.beehivehockey.com/photo_18liberator.htm.

C3-129 Spaight, J. M. (1941). *The Battle of Britain 1940: The Interceptors Take Off.* Strand London: Geoffrey Bles.

C3-130 Canadian Aviation Museum. (2006). *Sopwith Triplane.* Retrieved 22 March 2007, from <http://www.aviation.technomuses.ca/collections/artifacts/aircraft/SopwithTriplane.shtml>.

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AIRCRAFT FLOWN DURING WWI AND WWII



Aviation History, The Sopwith Triplane – Great Britain. (2006). The Aviation History On-Line Museum. Retrieved 20 March 2007, from <http://www.aviation-history.com/sopwith/triplane.htm>

Figure A-1 A Sopwith Triplane



Aces and Aircraft of World War I, 2007, The Aerodrome. Bristol F.2B Fighter. Retrieved 20 March 2007, from http://www.theaerodrome.com/aircraft/gbritain/bristol_f2b.php

Figure A-2 Bristol F.2B Fighter



"Consolidated B-24 Liberator Bomber", Beehive Hockey Photos (2006). Retrieved 20 March 2007, from http://www.beehivehockey.com/photo_18liberator.htm

Figure A-3 B-24 Liberator



Department of National Defence. (2006). Canadian Forces Aircraft. Retrieved 20 March 2007, from http://www.airforce.forces.gc.ca/equip/grfx/equip_gallery/historic_gallery/wallpaper/harvarda9.jpg

Figure A-4 Curtiss 87A Kittyhawk



Department of National Defence. (2006). Canadian Forces Aircraft. Retrieved 20 March 2007, from http://www.airforce.forces.gc.ca/equip/grfx/equip_gallery/historic_gallery/wallpaper/harvarda9.jpg

Figure A-5 The Hawker Mark 1 Hurricane



Department of National Defence. (2006). Canadian Forces Aircraft. Retrieved 20 March 2007, from http://www.airforce.forces.gc.ca/equip/historical/spitfirelst_e.asp

Figure A-6 The Spitfire

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ROYAL CANADIAN AIR CADETS
PROFICIENCY LEVEL TWO
INSTRUCTIONAL GUIDE



SECTION 2

EO M230.02 – DISCUSS SIGNIFICANT EVENTS IN 20TH CENTURY CANADIAN MILITARY HISTORY

Total Time:

30 min

PREPARATION

PRE-LESSON INSTRUCTIONS

Resources needed for the delivery of this lesson are listed in the lesson specification located in A-CR-CCP-802/PG-001, Chapter 4. Specific uses for said resources are identified throughout the Instructional Guide within the TP for which they are required.

Review the lesson content and become familiar with the material prior to delivering the lesson.

Create presentation slides or handouts of all the figures located at Annex A.

PRE-LESSON ASSIGNMENT

N/A.

APPROACH

An interactive lecture was chosen for this lesson to present background material to the cadets and promote an interest in aircraft flown during significant events in history.

INTRODUCTION

REVIEW

N/A.

OBJECTIVES

By the end of this lesson the cadet shall be expected to discuss Armistice Day (Remembrance Day) and D-Day and the planes flown during D-Day.

IMPORTANCE

It is important for cadets to know about the aircraft flown during significant events in history like D-Day so that they can better understand Canada's role during this conflict. It is also important for the cadets to understand the meaning of Armistice Day and the parades used to commemorate the fallen men and women who gave their lives during wartime.

Teaching Point 1**Discuss the Importance of Armistice Day (Remembrance Day)**

Time: 10 min

Method: Interactive Lecture

ANNUAL DAY OF COMMEMORATION

- “At the eleventh hour, of the 11th day, of the 11th month of the year 1918, after more than four years of continuous fighting, hostilities on the main battlefield of the greatest war in history came to an end” (Brigadier C. N. Barclay, 1968).
- An annual day of commemoration for Canada’s war dead began after WWI.
- With some 60 000 Canadians killed, the war produced a profound sense of loss in a country whose greatest military tragedy to date had been 267 dead in the South African War of 1899-1902.
- The huge cost of the so-called “Great War” was startling for Canada, as it was for all combatant nations.
- As early as April 1919, Isaac Pedlow, Member of Parliament (MP) for South Renfrew, Ontario, introduced a motion in the House of Commons to institute an annual “Armistice Day” to be held on the second Monday of November.
- Members agreed that there should be a special day to mark the Armistice, but were split over the day on which it should be held.
- Responding to the views of the veterans’ community, many argued that it should occur on the actual anniversary of the Armistice—November 11.
- Those who had come through the war felt that a solemn occasion marking the deaths of 60 000 comrades was important enough to merit this distinction.
- A special appeal sent out by King George V to the Empire on November 6, urging the year-old Armistice be marked by the suspension of all ordinary activities and the observance of two minutes of silence at precisely 11:00 a.m. on November 11, settled the issue.
- This was how Canada marked its first Armistice Day.

WHAT DOES ARMISTICE DAY MEAN?

- The term “armistice” denotes the cessation of hostilities in a conflict and it was used universally for the final silencing of the guns that ended the WWI at 11:00 a.m. on November 11, 1918.

NAME CHANGE

- On March 18, 1931, A.W. Neil, MP for Comox-Alberni in British Columbia, introduced a motion in the House of Commons to have Armistice Day observed on November 11 and “on no other date.”
- Concerns about the holiday’s impact on business, he claimed, were “irrelevant.”
- At the same time, another MP, C.W. Dickie of Nanaimo, also speaking on behalf of veterans, introduced a motion changing the name from Armistice to Remembrance Day.
- This term, he felt, better “implies that we wish to remember and perpetuate.”
- As historian Denise Thompson has suggested, “the term ‘Remembrance Day’ placed the emphasis squarely upon memory – and by extension upon the soldiers whose deaths were being remembered – rather than upon the Armistice, a political achievement in which rank-and-file soldiers were not directly involved.”
- Parliament quickly adopted these resolutions and Canada held its first Remembrance Day on November 11, 1931.

- Remembrance Day has remained the official title for the annual commemoration ever since, although the term Armistice Day is sometimes used interchangeably, but unofficially.
- Remembrance Day, a more flexible and inclusive term, readily accommodates the remembrance of war dead from WWI, WWII, the Korean War, other conflicts and peacekeeping.

CONFIRMATION OF TEACHING POINT 1

QUESTIONS

- Q1. When did the annual day of commemoration begin?
- Q2. How did Canada mark its first Armistice Day?
- Q3. When did Canada hold its first Remembrance Day?

ANTICIPATED ANSWERS

- A1. An annual day of commemoration for Canada's war dead began after World War I.
- A2. A special appeal sent out by King George V to the Empire on November 6, urging the year-old Armistice be marked by the suspension of all ordinary activities and the observance of two minutes of silence at precisely 11:00 a.m. on November 11 settled the issue.
- A3. Canada held its first Remembrance Day on November 11, 1931.

Teaching Point 2

Discuss How Canadians Commemorate Remembrance Day by Organizing Yearly Ceremonies

Time: 5 min

Method: Interactive Lecture

COMMEMORATING REMEMBRANCE DAY

- Every year, ceremonies are held at cenotaphs in cities and towns across the country, involving prayer, recitations and playing the traditional military bugle calls of "Last Post" followed by "Reveille."
- The largest, carried live by national television networks, is held at the National War Memorial in Ottawa and attended by the Prime Minister, the Governor General and the "Silver Cross Mother," a mother who has actually lost a child or children in action.
- Remembrance Day ceremonies offer veterans the opportunity to remember and salute fallen comrades and all Canadians an occasion to reflect on the sacrifices made and the tragedies endured in their name.

CONFIRMATION OF TEACHING POINT 2

QUESTIONS

- Q1. What happens every year at cenotaphs?
- Q2. Who attends the country's largest Remembrance Day ceremony?
- Q3. What do Remembrance Day ceremonies offer?

ANTICIPATED ANSWERS

- A1. Every year ceremonies are held at cenotaphs in cities and towns across the country, involving prayer, recitations and playing the traditional military bugle calls of "Last Post" followed by "Reveille."

- A2. The largest, carried live by national television networks, is held at the National War Memorial in Ottawa and attended by the Prime Minister, the Governor General and the “Silver Cross Mother,” a mother who has actually lost a child or children in action.
- A3. Remembrance Day ceremonies offer veterans the opportunity to remember and salute fallen comrades and all Canadians an occasion to reflect on the sacrifices made and the tragedies endured in their name.

Teaching Point 3

Discuss the Importance of D-Day

Time: 5 min

Method: Interactive Lecture

CONFLICT BETWEEN THE ALLIED FORCES AND GERMANY

- On June 6, 1944, the “Second Front” became a reality.
- In the weeks before that, the Allied Air Forces had attacked the transportation network used to move German troops and equipment.
- On D-Day itself, delayed one day by bad weather in the English Channel, powerful air and naval support, as well as ground-breaking specialized armoured vehicles, such as tanks capable of “swimming”, helped the infantry to get ashore on five beaches—two each for the Americans and British and one for the Canadians.
- Anglo-American-Canadian forces landed on the open beaches of Normandy, north and west of the city of Caen, France.

CANADIAN SOLDIERS LANDING AT JUNO BEACH, FRANCE

- Canadian airmen and sailors were among the first into action.
- The Royal Canadian Air Force had already been involved for several months in bombing key enemy targets in the invasion area; roads, bridges, railways, airfields and command and communications centres.
- Now they flew as part of the 171 Allied squadrons that attacked on D-Day.
- As H-Hour approached, RCAF Lancasters of No. 6 Bomber Group dropped thousands of tons of explosives on German coastal defences.
- While it was still dark in the early hours of June 6, Allied paratroopers, including 450 Canadians, jumped from aircraft or landed in gliders behind German coastal defences.
- 3rd Canadian Infantry Division and 2nd Canadian Armoured Brigade formed the Canadian assault force on D-Day, while 1st Canadian Parachute Battalion jumped as part of the great airborne force protecting the flanks of the landing.
- Canadian destroyers, corvettes, minesweepers, landing ships and landing craft supported the landings, as did the many RCAF squadrons overhead.
- Separated by gusty winds, outnumbered and only lightly armed, they nevertheless captured a German headquarters, destroyed a key bridge and seized an important crossroad, all the while sowing confusion and disorder within enemy ranks.
- 340 Canadian soldiers died, 547 were wounded and 47 were taken prisoner.

CONFIRMATION OF TEACHING POINT 3

QUESTIONS

- Q1. What is the date of D-Day?

- Q2. Between whom was the conflict?
 Q3. How many Canadian soldiers died on D-Day?

ANTICIPATED ANSWERS

- A1. June 6, 1944.
 A2. The Allied Forces and Germany.
 A3. 340 Canadian soldiers died on D-Day.

Teaching Point 4

Discuss Aircraft Flown During D-Day

Time: 5 min

Method: Interactive Lecture

AIRCRAFT FLOWN DURING D-DAY

Black and White Striped MK IXB

- The black and white striped MK IXB was a Spitfire.
- The day before D-Day at the RAF Station Tangmere near Chichester in the south of England ground crew painted black and white “invasion stripes” on their Spit IXs.
- In the dangerous skies over France, these markings would indicate to friendly fighters to not shoot.
- Aircraft without stripes were fair game.



Present slide or distribute handouts of Figure A-1 to the cadets.

Halifax LW170

- The Halifax LW170 had an unusual combat history in the RCAF.
- From May to August 1944 this aircraft participated in 28 missions to Germany and France during the critical days preceding and during D-Day.
- The Halifax LW 170 participated in the bombing and destruction of the German heavy guns, which threatened the entire Allied invasion fleet on the historic morning of June 6, 1944.
- Finally, due for major maintenance in August 1944, LW170 was replaced by other Halifaxes and consigned to repairs, or at worst, the scrap yard.
- Fate intervened and this Halifax was repaired and was to be handed over to a weather patrol squadron where it soldiered on until just after the end of the war in 1945.



Present slide or distribute handouts of Figure A-2 to the cadets.

RCAF Lancaster

- The four-engine Avro “Lancaster”, a direct development of the unsuccessful twin-engine Manchester became the ‘mighty pulveriser’ of the RAF’s Bomber Command, able to carry the great 990 kg “Ten-Ton Tessie”, also known as the “Grand Slam”, the heaviest bomb-load lifted by any bomber of WWII.
- Its most notable exploits were the breaching of the Mohne and Eder dams in the Ruhr, Germany in May 1943 and also the sinking of the German battleship Tirpitz in November 1944.
- A total of 420 Lancaster Xs were built in Canada in Malton, Ontario and Canadian units in the Commonwealth Tiger Force would have flown Lancaster Xs in the Pacific had the war lasted into 1946.
- After service with the twelve squadrons of the RCAF’s No. 6 Group in Bomber Command during the war, the Lancaster was used by the RCAF in varied post-war roles, including photo reconnaissance, air/sea rescue and maritime reconnaissance.
- The Lancaster was finally retired from the RCAF on April 1, 1964, after being used in service for more than twenty years.



Present slide or distribute handouts of Figure A-3 to the cadets.

CONFIRMATION OF TEACHING POINT 4

QUESTIONS

- Q1. What did the black and white stripes indicate to friendly fighters?
- Q2. How many missions did the Halifax LW170 participate in during the critical days preceding and during D-Day?
- Q3. What was the Lancaster’s most notable exploits?

ANTICIPATED ANSWERS

- A1. In the dangerous skies over France these markings would indicate to friendly fighters to not shoot.
- A2. From May to August 1944 this aircraft participated in 28 missions to Germany and France during the critical days preceding and during D-Day.
- A3. Its most notable exploits were the breaching of the Mohne and Eder dams in the Ruhr, Germany in May, 1943, and the sinking of the German battleship Tirpitz in November 1944.

END OF LESSON CONFIRMATION

QUESTIONS

- Q1. What does the term “armistice” mean and what is Armistice Day?
- Q2. Why did Armistice Day change to Remembrance Day?
- Q3. Who were among the first into action at Juno Beach?

ANTICIPATED ANSWERS

- A1. The term “armistice” denotes the cessation of hostilities in a conflict and it was used universally for the final silencing of the guns that ended the WWI at 11:00 a.m. on November 11, 1918.
- A2. Remembrance Day, a more flexible and inclusive term, readily accommodates the remembrance of war dead from WWI, WWII, the Korean War, other conflicts, and peacekeeping.
- A3. Canadian airmen and sailors were among the first into action.

CONCLUSION

HOMEWORK/READING/PRACTICE

N/A.

METHOD OF EVALUATION

N/A.

CLOSING STATEMENT

It is important for cadets to know about the aircraft flown during significant events like D-Day so that they can better understand Canada’s role during this conflict. It is also important for the cadets to understand the meaning of Armistice Day and the parades used to commemorate the fallen men and women who gave their lives during wartime.

INSTRUCTOR NOTES/REMARKS

This class should be taught before the Remembrance Day parade so cadets may gain an appreciation and full understanding of the significance behind this event.

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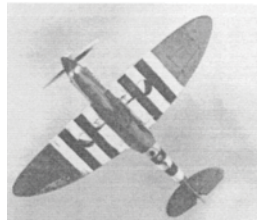
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AIRCRAFT FLOWN DURING D-DAY



Above: It's the day before D-Day and at RAF Station Tangmere near Chichester in the south of England groundcrew of 411 Squadron are hastily painting white and black "invasion stripes" on one of their Spit IX's. In the crazy skies over France the next day these markings would tell friendly flak and fighters not to shoot. Aircraft without stripes would be fair game. In the second photo at left, the simple effectiveness of their stripes is evident on a Spit. (DND PI30827, RE20421-1)

L. Milberry and H. Halliday, The Royal Canadian Air Force at War 1939-1945, CANAV Books (p. 171)

Figure A-1 Black and White Painted Spitfire IX



Department of National Defence. (2004). Canadian Forces Historical Aircraft. Retrieved 22 March 2007, from http://www.airforce.forces.gc.ca/equip/historical/Halifax_e.asp

Figure A-2 Halifax Bomber



Department of National Defence. (2006). Canadian Forces Aircraft. Retrieved 22 March 2007, from http://www.airforce.forces.gc.ca/equip/grfx/equip_gallery/historic_gallery/wallpaper/lanc.jpg

Figure A-3 The Avro 683 Lancaster

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