

ANIMATING HISTORY

FIRST FLIGHT

Field Trip Guide



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About the Program

Animating History is a one-day animation workshop on a historical adventure inspired by the first flight from Minoru Park in Richmond. Students work cooperatively with a professional animator and museum interpreter to storyboard the film's plot using archival material, create characters, animate their creations using computer-operated digital cameras, and add dialogue and sound effects. A short animated story will be completed by the end of the day and sent to you the following week.

Schedule

9:15am	Arrival and introduction.
9:30am	Introduction to the first flight from Minoru Park.
9:45am	Introduction to animation and demonstration of storyboard.
10:30am	In small groups, students are assigned their first scene to prepare for.
11:15am	Animating begins. Groups rotate as they finish their scenes, then go for lunch.
12:30pm	Students are assigned their second scene.
1:15pm	Animating continues. Groups rotate with sound station, extra scenes and clean-up.
2:15pm	Program wrap-up—animation will be ready within a week.
2:30pm	Departure.

Learning Objectives

- Identify three Canadian aviation milestones which took place in Richmond, BC.
 - The first powered flight in Western Canada, 1910.*
 - The first solo flight in Canada by a female pilot. 1913.*
 - The first flight across the Rocky Mountains, 1919.*
- Describe the *historical significance* of these three flights.
- Perform basic animation techniques.

Richmond Museum & Heritage Services – School Programs Policy

To mobilize Museum resources on the history and culture of Richmond to spark interest in and encourage active engagement by people of all ages and backgrounds in an interactive learning environment.

Curriculum Connections

Grade 4

Core Competencies

- Communication
- Thinking
- Personal & Social

Big Idea

- British Columbia followed a unique path in becoming a part of Canada

Curricular Competencies

- Use Social Studies inquiry processes and skills to ask questions; gather, interpret, and analyze ideas; and communicate findings and decisions.
- Sequence objects, images, or events, and determine continuities and changes between different time periods or places (continuity and change).
- Construct narratives that capture the attitudes, values, and worldviews commonly held by people at different times or places (perspective).

Content

- The history of the local community.

About the Field Trip

Preparing for your visit

- Organize your class into **six teams** that can work well collaboratively. The class will be working in these teams for most of the day and each team will be responsible for creating and completing two (2) scenes.
- Prepare nametags that indicate the student's name and team number/colour. These nametags help the Program Facilitators keep groups together, identify lost children and deliver the best possible experience for all.
- Ask parents to complete photo waivers and bring these forms with you. Parents who do not consent to photos of their children **should not** fill out a form.
- Introduce the history of aviation in Canada and the first flights from Richmond, BC, in the classroom. Discuss the historical significance of these flights.

When you arrive

- Please arrive at **9:15am** and check-in with the Front Desk, who will collect your payment of **\$15 per student**. The Program Facilitator will be there to greet you.
- A bin will be provided to store all jackets, backpacks, and other belongings. This bin will be stored in the Program Room for you to access during snack/lunch breaks **ONLY**.

Other important info:

- The Richmond Museum is located inside the Library and Cultural Centre at 7700 Minoru Gate, Richmond, BC. Free parking is available in the parkade next to the building. Students can also be dropped-off at the Minoru Boulevard entrance to the building.
- Adult chaperones are encouraged for every 5-8 students (or one adult per 1-2 groups). Chaperones are asked to accompany children to the washroom, monitor students during snack/lunch times, and assist with program activities. There is no cost for adult chaperones.
- Cancellations require two weeks notice for a full refund. We will charge 50% of the fee for cancellations made under two weeks and 100% of the fee for failure to attend the program without notice.
- Photography is allowed in the museum **without flash**. There is limited time for taking pictures during this program. We prefer that elementary aged students do not bring cameras. Teachers and chaperones are welcome to take pictures throughout the program.

Sample Name Tags

Name

Group:

Name

Group:

Name

Group:

Name

Group:

Name

Group:

Name

Group:

Name

Group:

Name

Group:

City of Richmond

Photograph (Still/Digital) Waiver / Release

I, _____ *(please print name)*, agree to permit the City to take one or more photographs of me and/or my child and to use, reproduce and release to others such images, whether in photographic, digital, electronic or other form without payment or other compensation to me or my child, for any City purposes.

I release the City and its employees, officials, officers, volunteers, representatives, agents or contractors, from all liability relating to the use, reproduction or release of my image or that of my child for any City purposes.

I also agree to the inclusion of my name, and/or my child's name in connection any of the matters referred to herein: ☐ Yes ☐ No

Personal contact information will be treated as confidential, subject to any statutory requirements or lawful orders or directives, unless you consent in writing to a further request for its release.

Participant's / Child's Name	Age of Participant / Child

Signature (or Parent Signature – if for a child under 18 yrs old)

Date

Email or other Contact Address

Phone Number

(For City of Richmond Office Use Only)

Activity/Event & Location: _____

Photo Description (of person): _____

Photographer Name: _____ Phone Number: _____

Photo Title or Number: _____

Location in (S:) Drive: _____

About Aviation in Richmond

Background Information

Minoru Park was home to a number of aviation events in the early years of the 20th century, before the Vancouver Civic Airport was constructed on Sea Island. The openness of the landscape made it an ideal place for takeoff and landing. The site of many aviation milestones was a simple grassy field next to the racetrack. No true runway was ever built, although the Aero Club of BC trained here for many years, beginning in 1914. A second airstrip was built south of Alexandra Road during World War I, but both early airfields were eclipsed by the new airport which opened on Sea Island in 1931. The Minoru airfield continued to operate until 1941, when wartime gas rationing forced its permanent closure.

Aviation Milestones at Minoru Park

Italicized items are part of the Animating History storyboard, and explained in more detail below.

- *In 1910, the first powered flight in western Canada was undertaken by American pilot, Charles Hamilton.*
- *Also in 1910, Hamilton raced his aircraft against thoroughbred horse Prince Brutus over the one-mile track. Prince Brutus won, having a 3/8 mile head start.*
- In 1911, the first airplane constructed in greater Vancouver flew from Minoru Park, but crashed into a fence. The plane had been constructed by William and Winston Templeton. William would later become the first manager of the Vancouver International Airport.
- In 1912, William Stark flew the first airplane passenger in British Columbia, James Hewitt. Stark's aircraft was not built to take passengers so Hewitt sat on a board strapped to the plane.
- *In 1913, the first solo flight in Canada by a woman pilot was made by Alys McKey Bryant.*
- *In 1919, Captain Ernest Hoy flew the first airmail flight from Minoru Park across the Rocky Mountains to Calgary.*

About the Story

The story is actually three stories of historic flights from Minoru Park. The first is a story about Charles Hamilton, an American pilot, took off from Minoru Racetrack on March 25, 1910 in front of a crowd of approximately 3,500. He flew from Richmond to New Westminster and back, marking the first powered flight in Western Canada. On March 26, Hamilton challenged a racehorse, Prince Brutus, to a one-mile race which, much to Hamilton's embarrassment, the horse won by ten seconds.

The second story is of the first solo flight by a woman in Canada, which was made by Alys McKey Bryan on July 31, 1913. Alys was a bit of a daredevil and always looking for adventure. She rebuilt the wreckage of a Curtiss Pusher Plane in 1912 and taught herself to fly. Alys practiced flying often and was invited to join Frank Bennett's travelling air show as an accomplished stunt pilot. She held the altitude record for a female of 2,900 ft. and flew to a height of 2,200 ft. on her second day at Minoru. Alys married the star pilot of the show, daredevil John Bryant but sadly their marriage only lasted 10 weeks as he died while performing a show in Victoria, BC. He was Canada's first aviation fatality. During WWI, Alys used her technical expertise to work as an aircraft mechanic and also trained pilots for military service at Lansdowne Park, which was used until 1931 when the Airport on Sea Island opened.

The third story is about the first flight through the Canadian Rockies on August 7, 1919, which was accomplished by Ernest Hoy and his Curtiss JN4, commonly referred to as a 'Jenny', aircraft. Up to this point, nobody had been able to fly over the western mountain ranges, though many were convinced it could be accomplished. A cash prize of \$1,000 was offered by the Calgary Herald and the Lethbridge Daily Herald to the first person to fly from Vancouver to Calgary in less than 18 hours.

Ernest was born in Manitoba, served during World War I, and moved to Vancouver when he was 24 years old. There were very few airports or air routes in the country in those days, so his route basically followed railways and highways for safety reasons. Preparations for this historic flight consisted of adding an extra 12 gallon (54.5 litre) fuel tank on the seat of the front cockpit (Hoy flew the plane from the back cockpit.), which increased the fuel capacity to 34 gallons (155 litres) and ensured the aircraft could remain in the air for at least four hours. Hoy's navigation equipment consisted of a pocket watch and a railway contour map, which left much to be desired in the way of giving any reliable figures of mountains along the way. Hoy also carried a bundle of special edition newspapers from the Vancouver Daily World and a pack of officially marked letters (45 in all) addressed to the mayors and other officials in the towns he would be stopping at along his way.

At 4:13 a.m. on August 7, Hoy took off from the Minoru Park race track in Richmond. Unknown to him at the time, another plane, piloted by Lieutenant Ernest O. Hall, was also attempting to fly from the coast to the prairies, and had left a few days earlier than Hoy. The two pilots crossed paths at Midway and again over Nelson. They seemed to be flying in company and from this point, it seemed like the two airmen would complete the rest of their flight together; however, this was not to be.

The two men parted ways at Balfour, where Hoy went east through Crawford Pass and Hall went south towards Creston, both with plans to stop in Cranbrook to refuel. Hall soon realized he could not make it to Cranbrook so picked out a hayfield and landed without a problem. After Hall acquired what he needed and was about to get under way, his plane had a power failure and crashed to the ground (went nose into a motor car and turned a complete summersault, wrecking it almost completely). Hall escaped with minor bruises as did the female occupant of the automobile.

Hoy, meanwhile, continued onwards to Lethbridge. The 5,000 people who were on hand to witness this historic event were not disappointed. Hoy touched down and then, pushing the throttle full ahead, took off, circled the crowd and came in for a perfect landing. There was much pomp and circumstance as Hoy met with officials and listened to speeches on the importance of this flight and the possibilities it opened up as he waited for his plane to be serviced.

Classroom Activities

Introduce the History of Aviation in Richmond

1. Explore the City of Richmond Archives, A Pictorial History of Minoru Park, to locate the first flight from Minoru Park and how Minoru Park has transformed over the years:
<http://goo.gl/n6xS1S>.
2. Take a tour of YVR. Both guided and self-guided tours are available:
www.yvr.ca/en/navigating-yvr/yvr-tours.aspx.

Introduce Historical Thinking Concepts

Historical Significance: Events, people or developments have historical significance if they resulted in change or reveal/shed light on the “big picture”. The key point here is to rank based on a criteria/evidence.

1. Students write, draw or make a timeline of their life story that includes the five most significant events or developments in their life. Ask them to explain why they made the choices they did. By using criteria to rank according to importance, this is the beginning to analyzing historical significance.
2. Give students a list of topics that will be covered in an upcoming unit (or past unit) and ask them to draw on their prior knowledge to rank the topics from most to least historically significant based on the “resulting in change” criterion.

For more information and lesson plans, visit www.historicalthinking.ca or purchase *The Big Six* by Peter Seixas and Tom Morton.

Vocabulary: Animation Terms

Cut: an instantaneous change from one scene or shot to another.

Dubbing: the post-production process of adding sound and dialogue to a film.

Foley: the post-production process of adding sound effects to a film.

Frame: an amount of film equal to one exposure.

Frames per second (FPS): the number of frames of film within a second. The rate varies depending on the technology. Film = 24 fps / Video = 30 fps.

Narration: when an unseen character (narrator) describes the action in the accompanying scene.

Perspective: the appearance of depth in objects receding from one's point of view.

Pre-production: the processes that are created before animation begins.

Production: the processes that create movement of the film.

Post-production: processes involved in the completion of the film and its preparation for screening and distribution.

Rough: loose preliminary drawings, indicating basic shapes and structures and lacking in detail.

Rough cut: a rough version of the completed film.

Scene: a section of the film that shows a character from one specific point of view. A scene ends when that point of view changes.

Shot: the basic unit of film—a single piece of film without cuts. A shot is the moving picture seen from the time the camera is turned on until it is turned off. Shots are then strung together to form scenes and sequences.

Sequence: a series of scenes, in an order that deals with a specific idea or happening usually in the same location.

Storyboard: a series of small drawings or pictures that visually indicate the action that will take place within a story. Usually includes dialogue and information on sound and camera transitions.

Thumbnail sketch: a small quick sketch about the size of a postage stamp.

Useful Resources

Watch cut-out animation videos online

JOE by Jill Haras

www.nfb.ca/film/joe

Trawna Tuh Belvul

www.nfb.ca/playlists/speak_up/viewing/trawna_tuh_belvul

Books

Richmond Museum. *Brighthouse District: A Self-guided Historical Tour*.

Available for purchase at the Richmond Cultural Centre, 7700 Minoru Gate.

Richmond Museum. *Sea Island: A Self-guided Historical Tour*.

Available for purchase at the Richmond Cultural Centre, 7700 Minoru Gate.

Websites

Canadian Museum of Flight

www.canadianflight.org/content/aviation-history

100 Years of Flight in Canada

www.2learn.ca/specialedition/canflight100/canflight100.asp

Canadian Women in Aviation Online Exhibit

http://casmuseum.techno-science.ca/microsites/en/high_flyers/popup_en.html

How Things Fly

<http://howthingsfly.si.edu/>

Flight Factors Lesson Plan

www.artgalleryofnovascotia.ca/site-agns/media/agns/Flight%20Factors.pdf

Brushstrokes and Wingtips: Painting Canada's Skies – Four (4) different activities

<http://casmuseum.techno-science.ca/microsites/en/brushstrokes/story.php?story=1&lang=en&v=>



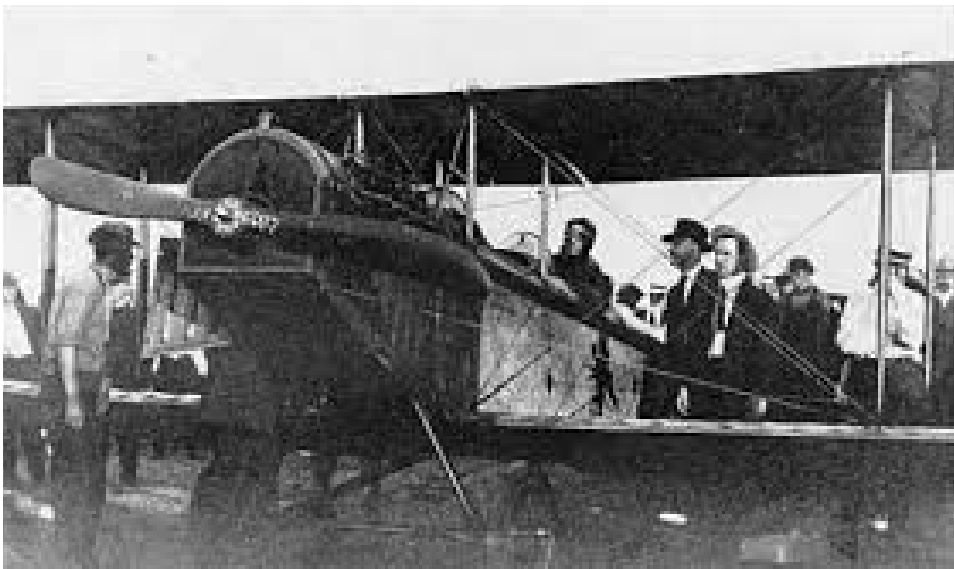
Photograph of the first flight from Minoru Park. City of Richmond Archives 1978 15.



Photograph of Charles Hamilton and his mechanic, Charles Doley, at Minoru Park. City of Richmond Archives 2010 32 2.



*Photograph of Ernest C. Hoy in the Curiss JN-4 "Canuck" he used to fly over the Rockies for the first time on August 8, 1919.
Canada Aviation and Space Museum 23 1 11.*



*Photograph of Ernest Hoy ready to take off. Ernest Hoy and his Vancouver to Calgary flight August 1919—a forgotten moment in BC History.
<http://illahie.blogspot.ca/2013/10/ernest-hoy-and-his-vancouver-to-calgary.html>*



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