

SPARROW LAKE HISTORICAL SOCIETY

Spring 2019



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Please see our website sparrowlake.ca for a complete list of executive and contacts.

PRESIDENT'S COMMENTS



Hello All,

The land around Sparrow Lake is coming alive with the fresh green of spring; and the cycle repeats. We often talk about things that cycle in history, fashion, economic trends, and the bounties of nature. Climate change and the oddities of politics might lead us to think cycles and repeating trends can have within them some things that stand out, and unique happenings. While we say history repeats itself, we strive to record and preserve the events of “our” time so others will know what came before them. What facts, stories, and artifacts should we

preserve? The vision of the Sparrow Lake Historical Society is dedicated to preserving and telling local history.

After years of work in our communities, perhaps it is time for us to re-evaluate our purpose and path. What do we want to preserve and pass on? How do we accomplish that end? We are a small but devoted group; lets make this a year a year to confirm our purpose and role in our communities.

Our presentation on May 25th will have a flavour of change over time, and history written by people following the times. Please come and hear a story of the pioneer family of Clipshams. Bring a friend and share refreshments with good company. Hope to see you there, **May 25, 2019, at 7 PM, Severn Bridge Community Hall at 1035 Southwood Rd.**

Sara Clipsham

Stanton Airways 1976-2000

Stanton Airways began in 1976 as a sightseeing operation with a single float-equipped aircraft based in Port Stanton. The property owned by John Stanton was federally licensed as the Port Stanton/Sparrow Lake seaplane base, and the operation was well received by the various tourist resorts on the lake at that time.



The first commercially registered aircraft was a Cessna 170B 4-place aircraft. Scheduled seaplane tours were conducted on a weekly basis at all the lodges on the lake which included Bayview-Wildwood Resort, Wild Echo Lodge, Stanton House, Wenona, Grandview Lodge, Delmonte in the Pines, and Torpitt Lodge.



A second aircraft was purchased new in 1977—a Cessna 185—a real workhorse 5-place machine. The air service expanded over the next four years to include Charter Air Service taking scheduled seaplane flights as required. Many of these charter flights commenced at the Toronto Island Airport—

now known as Billy Bishop Airport—and went to locations to the north, including the Muskoka Lakes and Georgian Bay.



The third aircraft was a Cessna 206 which did the bulk of the heavy lifting and air charter work—a 6-place machine which was operated from 1982 until 2000 when the business was sold.



Another Cessna 185 was purchased in 1989 to replace the first one, and another in 1995.

