

the
OBSERVAIR
Ottawa Chapter Newsletter
Canadian Aviation Historical Society



Volume 52, Number 1

January 2015

CHAIRMAN'S MESSAGE

I'd like to welcome you all to 2015 and I hope everyone had a safe and happy holiday. In December, the CAHS National Board held our quarterly conference call. Of the items discussed, the quarterly journal and our upcoming National Convention in Hamilton (June 17-21) were points of interest I wish to share. The quarterly journal is nearly back on track, with the team working to publish five journals in 2015 and 2016 to get out the two remaining missing issues.

The 52nd CAHS Convention is currently in the planning stages, with a call for presentations going out this month. Among the activities being planned, we are talking with the Canadian Warplane Heritage Museum to arrange something special for CAHS members while we are in Hamilton. I will keep you all updated as those details unfold. At the local chapter level, as voted on at the October meeting, we are currently using the proceeds from clearing out the unsold auction books to offset the cost of hiring a bus to get CAHS Ottawa members to and from the Hamilton convention (with hopefully a stop at the RCAF Museum in Trenton).

As a new year begins, I would also like to take this opportunity to update our members on two pieces of local chapter business.

- First, I provided an incorrect email in November for those of you wishing to contact me about sharing their stories with the chapter. The correct email is. kyle.huth@cahs.ca
- Second, in January the chapter executive will be revisiting discussion on our proposed move to Saturdays; we have been implementing and exploring alternative methods of attracting new members to our meetings, and have found many more challenges to our proposed move than expected.

If any member has any questions or comments, please do not hesitate to contact myself or any other member of the executive.

Kyle Huth
Chairman

The Observair is the newsletter of the Ottawa Chapter, Canadian Aviation Historical Society and is available with membership. Membership fees are payable in September. Any material for *The Observair* Newsletter should be directed to the Editor, Colin Hine. All matters relating to [membership](#) should be directed to the Secretary/Treasurer.

Kyle Huth
Mathias Joost
Colin Hine
Don MacNeil
Hugh Halliday
George Skinner
Erin Gregory
Bill Clark

Chairman
Secretary/Treasurer
Newsletter Editor
Program convenor
Official Greeter
Museum Liaison
Research Group
Refreshments

PAST MEETING

Laurel Clegg – *Lost & Found: Canada's Unrecovered*

There were 48 members and guests present for this 27 November, 2014 meeting to hear a fascinating presentation by Ms. Laurel Clegg, a DND forensic biologist who leads a programme that takes care of Canada's Missing and Unrecovered Service Personnel. Laurel provided details of her role and outlined typical cases that she examines. She also discussed recent aviation cases that she has investigated.

The Casualty Identification Coordination role is to recover (when possible), identify and inter, with a name, service personnel who died for Canada, but whose remains were unrecoverable following the end of fighting.

The purpose is to provide dignity to deceased service personnel through the professional research, recovery, identification and eventual interment/marking/protection of their grave. Service personnel include soldiers, airmen, sailors and specialists who died while in the service of Canada; and have been issued a death certificate— but for whom there is no known grave.

Only limited DND personnel are engaged directly in this work. **These include one civilian scientist (Laurel) and one research student.** Other contractor resources are engaged as needed: funeral services; specialist services (isotope testing, DNA testing); as well as specialist expertise, as needed, within the Canadian Armed Forces (divers, EOD disposal, radiation remediation, crash investigation, and odonatologists).

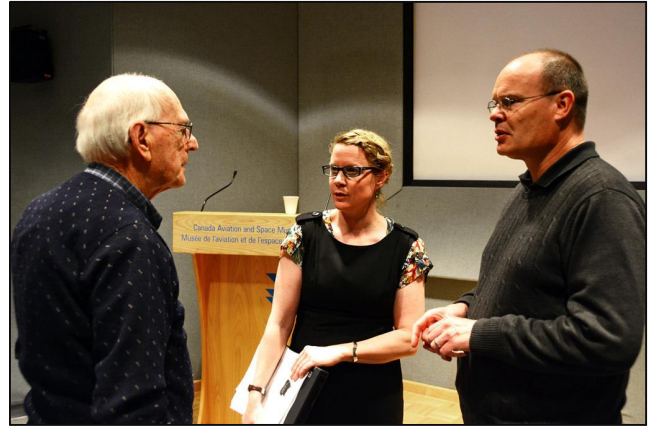
The duties performed in the Casualty Identification Coordination role include: Inquiries (headstone change), Recovery (Second World War), Identification (all), and assistance with UK/US cases in Canada. This requires use of historical research (archives, war diaries, personnel records, dental files) as well as biological research. Rules the group operate by include: No exhumations (as per Geneva Conventions); No repatriations (as per Royal Charter); and No active searches (because of resource limitations).

Missing Canadian personnel totals include: First World War, 19,474; Second World War, 8032; Korea, 17; and Cold War era, 150 plus. Presently Laurel is handling 37 primary cases and monitoring another 164. Within these there are currently 201 soldiers, sailors and airmen under investigation including: 18 Active investigations involving 36 sets of remains of airmen and soldiers; and 26 Monitored investigations involving 167 sets of remains of airmen or soldiers.

The majority of interments occur in France (First World War soldiers). For the most part on-land and underwater recoveries occur in Canada (Second World War airmen). The majority of monitored investigations occur in Myanmar (3 aircraft, 19 persons), Malaysia (8 persons), Germany (10 aircraft, 25 persons), Canada (6 aircraft, 67 persons), and Korea (17 persons). Most of the of costs lie in recovery operations (approximately \$40,000-\$100,000 per aircrew recovery), followed by interment (from approx. \$20,000 per body in Canada to \$70,000 per body in Europe). Identification costs run up to \$15,000 per body.

The process of identification begins with documentation: missing person's records (personnel files, war diaries, graves registration, crash reports); physical profile records and dental records (these can also help reveal other things about the soldier/airman such as health or social status). If these steps don't work a genetic profile of the unknown can be taken using mitochondrial DNA; a hardy form of DNA found in the bones and teeth. This form of DNA is inherited from one's mother and it is passed down through generations unchanged. Modern DNA samples for comparison can be obtained from a niece, nephew, grand-niece, grand-nephew; or brother or sister of a deceased person. Some groups of people from particular parts of the world (e.g. northeast England) share the same mitochondrial DNA, because it is not unique. In such cases one can sometimes look at YSTR (DNA inherited through the male line). This does not always work however, as one is left counting on the fact that the mother is being honest about who the father is.

Stable isotopes represent a new form of analysis. Teeth can help determine where in the world a person lived when their dental enamel was formed from birth to the age of 21. Each oxygen molecule has a signature specific to the geographic region in which it was held in the form of drinking water.



Ottawa Chapter member, Doug Phillips, Speaker Laurel Clegg, and Major Mathias Joost in a post-talk discussion. (© Rod Digney)

A CASE STUDY: 32 Operational Training Unit (OTU) – Patricia Bay, BC

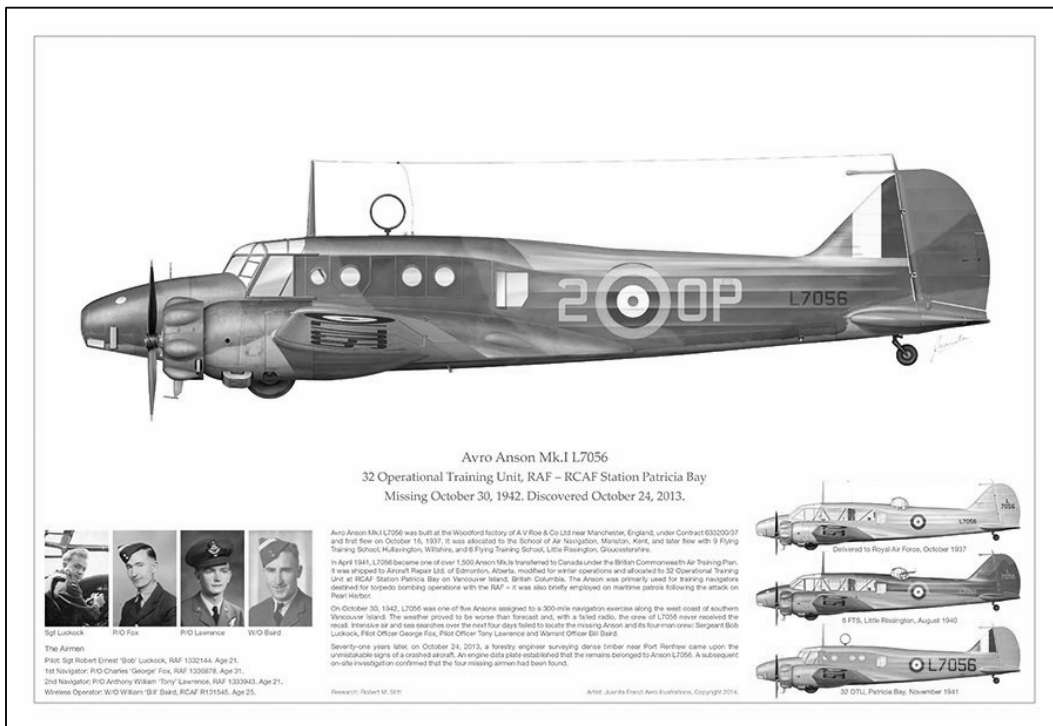
On 30 October 1942, Avro Anson Mk 1, L7056 from No. 32 OTU, Patricia Bay failed to return to the base following an air navigational exercise. Despite a search, the aircraft was never located, and the crew were declared missing, presumed dead. No further search activity was undertaken for the missing aircraft and aircrew after 1948. The crew included:

1332144	Luckock, R.E.	Sgt.	RAF	Pilot
1336878	Fox, G.G.	P/O	RAF	1 st Navigator
1333943	Lawrence, A.W.	P/O	RAF	2 nd Navigator
R131345	Baird, W.	Sgt.	RCAF	Wireless Operator

On 23 October 2013, logging engineers from Teal-Jones Cedar found the wreckage of an aircraft. They reported the find to the police, and DND was notified in November 2013. The serial numbers on the engine plate matched those of the Avro Anson L7056. So on 10 December 2013, Laurel initiated action to determine if remains were present at the site. It was also necessary to identify potential hazards of concern and to determine if radiation would be a problem.

After five hours at the site with EOD and air crash experts, human remains were found and evidence of radiation near the engine was detected. The site was closed off, and negotiation with the regional Coroner's office and CJOC were conducted. Consultations with experts from Director Flight Safety, were also undertaken. During a final planning trip in April it was noted that the radiation concern was worse than previously indicated, so the team's approach of recovery and disposal had to be modified.

The Canadian family of Sgt. Baird and the British authorities were notified of the discovery and plans going forward. Then from May 5-9, 2014, a team of experts – both military and civilian and from the BC Coroner's service hiked to the site and exhumed the remains of the airmen, removed radiation hazards from the site, and remediated environmental hazards. DN Safe checked everything leaving the site for contamination. Autopsies were conducted over the following week and everything needed for identification (personal belongings, number of persons and identification) was catalogued.

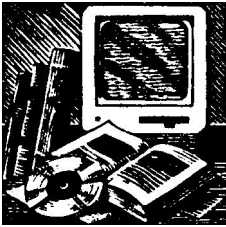


Poster of Avro Anson 1 L7036 discovery (© artist, Juanita Franzi with research by Robert Stitt)

A funeral for the four airmen was held in November in Victoria's Royal Oak Burial Park.

Original prints of the poster above are available from Robert Stitt for \$45.00 per copy, postage and packaging extra.

Colin Hine, Editor



RAMBLING THROUGH RECORDS – ROUNDEL

Long ago and far away, each of the three Canadian services published its own magazine for distribution among all ranks, veterans associations and cadet groups. The **Canadian Army Journal** was relatively academic but the **Crowsnest** and **Roundel** covered such diverse topics as strategic concepts, tactical debates, new equipment, and personalities; all without resorting to footnotes and references. Complete sets can be found in the Canadian War Museum, the Directorate of History and Heritage, Canada Air and Space Museum, and private collections.

Practically every issue of **Roundel** (published 1948 to 1965) is worth dipping into, but the serious researcher wants an index. This magazine published a series of squadron histories, some brief and some lengthy, from 1950 to 1962. They were chiefly written by W/C Fred Hitchins and (from 1957 onwards) by S/L Art Heathcote, with occasional contributions from L.R.N. Ashley, Hugh Halliday and Fred Hatch. For those pursuing a squadron's story, the following may be useful in matching units to **Roundel** issues:

None of these, are as detailed or current as the large number of squadron histories that have been published in the last several years; and these may be found listed at <http://www.canmilair.com/sqnhistories.htm>.

Hugh Halliday

Squadron	Issue	Squadron	Issue
162	March 1961	418	November, December 1960, January, February, March & April 1961
168	January & February 1962	419	November, December 1958, March, April & May 1959
400	January 1950	420	December, 1950
401	June 1950	421	January, 1951
402	March 1950	422	November, 1953
403	November 1950	423	January-February, March & April, 1958
405	April 1950	425	April, May, June, July & August, 1957
406	April, 1951	426	February, 1950
407	January 1954	430	June, 1953
409	August & September 1960	433	March & April 1955
410	July & August 1950	434	March, 1956
411	January, February & March 1960	435	February, 1953
412	August and September 1958	436	March, April, May 1962, July & August, 1962
413	September 1963	438	September, 1950
414	July & August 1954	439	December, 1952
416	May 1951	441	January, 1952
417	November 1954	442	July & August 1951
		443	June 1952

SABLE ISLAND AND A WALRUS REVISITED - ADDENDUM

A section was inadvertently missed from Bob Smith's article in the November issue of the *Observair*. Apologies for the oversight. The missing section is included below.

Colin Hine, editor

Walrus Z1768 was one of six taken-on-strength by the RCAF during the Second World War. The others were: HD909, W3089, Z1771, Z1775, Z1781 and Z1814. They were used by No. 743 Squadron, Dartmouth, NS; No. 1 Naval Air Gunnery School, Yarmouth, NS; No. 14 Service Flying Training School, Aylmer, ONT; and No. 18 SFTS, Souris, MAN.

R. H. (Bob) Smith

CALL FOR PRESENTATIONS – AVIATION HISTORY CONVENTION



The **Canadian Aviation Historical Society (CAHS)** is holding its 2015 convention in Hamilton, Ontario, from 17-21 June, at the [Courtyard Marriott Hotel](#). The theme will be “**Celebrating Canada’s Aviation Industry**” with sessions exploring civilian and military topics.

This convention is open to all – university students, aerospace industry professionals, academics, professionals in aviation or heritage industries, and aviation enthusiasts of every kind. International presenters are also welcome. Our focus will be on history, but we welcome proposals addressing the current aerospace industry and those utilizing multi-disciplinary approaches. Presentations should be 30 minutes in length and may be formal academic papers or informal talks. Power point will be available.

As part of the CAHS 52nd Annual Convention, the conference will include a trip to the Canadian Warplane Heritage Museum for its annual Father’s Day weekend flying event plus other aviation-related events and activities. Held near the Hamilton International Airport and only a short distance from Canada’s primary aviation hub, Toronto Pearson International Airport, a variety of exciting local and regional (Toronto/Niagara Falls) activities promise to make your trip worthwhile.

If you are interested in participating in our conference, please send a **short proposal** as well as a **short biography** (one page each max.) to Richard Goette and Jim Bell at CAHSHamilton2015@gmail.com. The deadline for submissions is **15 February 2015**.

In the coming weeks we’ll be posting more conference information at www.cahs.ca, in our e-newsletter (you can sign up for it on the website), and on Twitter (*CanAvHistSoc*) and Facebook (*Canadian Aviation Historical Society - National*).

Please feel free to forward and post this message widely!

Sincerely,

Dr. Richard Goette

CAHS National Vice-President

2015 Convention Co-Chair

Jim Bell

CAHS National Secretary

2015 Convention Co-Chair

REMEMBRANCES

Larry Gray 1937 – 2014

The following letter from Hugh Halliday was printed in the Ottawa Citizen on 12 November 2014. “Re: Obituary for Larry Gray, 11 November, 2014, <http://www.legacy.com/obituaries/ottawacitizen/obituary.aspx?n=larry-gray&pid=173125488>. It was especially sad to learn, on Remembrance Day, of the death of Larry Gray. Through many years of service, he richly earned his 2011 commendation from the Minister of Veterans Affairs.

“Although his obituary lists the books he wrote, two were especially outstanding. We Are the Dead and Brothers and Sons set new standards for community memorial histories. They are well researched, detailed and lovingly written. Carleton Place and its sons were well served.”

Hugh Halliday

Suzanne Edwards 1931 – 2014

CAHS Ottawa Chapter member Sue Edwards has died <http://thechronicleherald.ca/obituaries/1255315-edwards-suzanne-katherine-sue>. Many of you will remember Sue speaking to the Ottawa Chapter on the release of her biography of her dad, Air Marshal Harold “Gus” Edwards http://gsph.com/index.php?route=product/product&manufacturer_id=121&product_id=245. She also wrote a children’s book about him http://gsph.com/index.php?route=product/product&manufacturer_id=121&product_id=153

John Robert Ellis 1920 – 2014

John Robert Ellis was a founding member of the Canadian Aviation Historical Society. John served in the R.C.A.F. from 1941 - 1945. He is well remembered by many aviation researchers as the author of the *Canadian Civil Aircraft Register*. In retirement John worked in the US, consulting in the aviation industry.

WITH A LITTLE HELP FROM MY FRIENDS!

As the 1967 Beatles song goes, "...I get by with a little help from my friends..." and I am hoping that at least one aviation enthusiast out there can help me! One of the research projects I am working on at the Canada Aviation and Space Museum (CASM) is to record the history of the B-24 Liberator bomber in the museum's collection. It is an interesting story but there is at least one technical detail for which I am still trying to obtain a definitive answer.

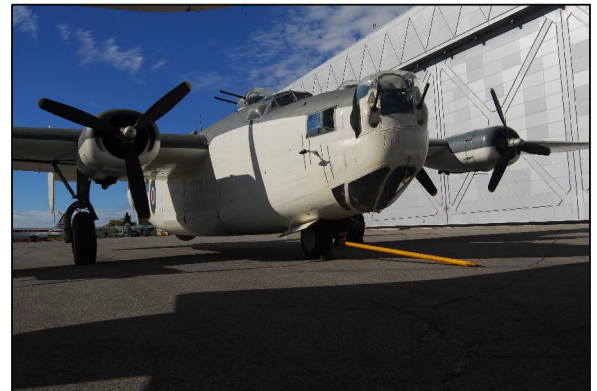
One of the pictures here shows the plane's tail gunner turret. The close-up of the windshield shows port (red) and starboard (green) bearing markers. So far I have been unable to determine the precise purpose for these graduations and how they are used. One suggestion is that they serve as an aid to help determine deflection shooting angle. I would really like to find a definitive answer to this question before completing my research on this airplane, and I am hoping there is an Observair reader out there who might be able to help? One clue might be the plane's original ownership by the RAF. These graduations might be particular to RAF operations. If you have an answer, please contact me at colin@observair.com.

The Consolidated B-24 *Liberator* bomber might not have enjoyed the public image gained by the Boeing B-17 *Flying Fortress*, but during the Second World War it proved to be a true work horse performing many roles (bomber, anti-submarine work, and cargo and troop transportation). More B-24's were built than any other American airplane and it outperformed the B-17 on many criteria including speed, range and bomb-load.

Regrettably, no original examples of Canadian *Liberator* bombers remain; the *Liberator* in Canada's National Aeronautical Collection was donated by the Indian Air Force Museum in an exchange negotiation for a Westland *Lysander*. The selected airplane was a Ford manufactured B-24L originally delivered to the RAF as a *Liberator* GR. VIII, serial No. KN820. This plane arrived in India in July 1945 and served briefly with RAF 355 Squadron. It was later recovered from Chakeri and was used by the Indian Air Force with the serial No. HE773 (nicknamed "*Reluctant Dragon*") after being brought up to GR standard and issued to No. 6 Squadron (Maritime Reconnaissance) as aircraft M. This Indian Air Force squadron flew a total of sixteen *Liberators* on patrol missions.

There is a fascinating story of the airplane's return to Canada flown under the code name *Operation Long Haul*, Canadian Forces Sentinel Magazine, Vol. 8, No. 9, October 1968, written by Col. A. J. Pudsey. The return operation was conducted by an RCAF crew, led by Pudsey, leaving Poona on 5 June, 1968 arriving in Trenton, Ontario on 17 June, 1968 with a total flying time of 69 hours.

The plane was restored at 6RD Trenton. It was refinished as *Liberator* GR. VIII 11130 of the RCAF, the nearest RCAF in production sequence to the IAF *Liberator*. It turns out that the paint scheme used on the restored airplane is incorrect. It was assumed (erroneously) that *Liberator* number 11130 had the same camouflage finish as did Canadian GR. V's and GR. VI's rather than a bare metal finish that the RCAF had on its GR. VIII's. The plane currently resides in the Reserve Hangar at CASM where its size and splendor is somewhat crowded out, lost among other aircraft.



Liberator GR. VIII 11130 on the tarmac at CASM
(© Bill Upton)



Liberator GR. VIII 11130 rear gun turret close-up showing graduation markings (© Bill Upton)

Colin Hine

AIRSHOW

AIRSHOW, a 12-episode original Canadian series produced exclusively for Discovery Channel Canada, premieres on **Monday, 26 January at 10 p.m. ET / 7 p.m. PT.**

<http://www.discovery.ca/Shows/Airshow/Articles/Risky-Business-High-Flying-Daredevils-Realize-With>



Canada's Aviation Hall of Fame to Induct Four New Members and Honour a *Belt of Orion* Recipient

Wetaskiwin, Alberta – December 10, 2014... Canada's Aviation Hall of Fame (CAHF) will induct four new members at its 42nd annual gala dinner and ceremony to be held Thursday, June 4th, 2015, at the Ontario Science Centre, in Toronto.

The new members are:

- **Arthur Roy Brown, DSC:** WWI pilot and combat leader
- **James Stuart "Jim" McBride:** aviation entrepreneur
- **George Miller, CD:** leader of the Snowbirds aerobatic team, 1973
- **Owen Bartley "O.B." Philp C.M., DFC, CD:** a military pilot and driving spirit behind the formation of Canada's Aerial Demonstration Squadron – the Snowbirds.
- **AeroVelo Inc. – Belt of Orion Award for Excellence.**

CAHF inductees are selected for their contributions to Canada's development through their integral roles in the nation's aviation history. This year's inductees will join the ranks of the 216 esteemed men and women inducted since the Hall's formation in 1973. Jim Morrison, CAHF chairman of the board of directors, said, "The CAHF is proud to honor these four well-deserving individuals for their significant contributions to Canadian aviation, and to Canada's development as a nation. Our 2015 inductees come from backgrounds that span the width of Canada's unique aviation industry. Aviation has brought Canadians together as a country, unlike any other form of transport. Our new inductees reflect that cohesion through their pioneering activities and spirit."

Arthur Roy Brown, DSC: Known to most Canadians for his decisive involvement in the epic action of 21 April 1918 resulting in the demise of Manfred von Richthofen, the "Red Baron." Brown had an outstanding record of service in the Royal Naval Air Service and the Royal Air Force. He was an outstanding combat leader who persevered on active duty despite poor health and injuries. He never lost a member of his flight because of the care he took in introducing newcomers onto operations. Postwar, his steadfast interest in flying led him to found a highly successful aviation company operating in northern Ontario and Quebec westward to Manitoba throughout the 1930s. In poor health and suffering the medical effects of his wartime crashes, he died at the young age of 50 in 1944.

James Stuart "Jim" McBride: From initial roots in the technical side of the RCAF, Jim McBride used his entrepreneurial talents to build successful franchises for the marketing of Piper aircraft and Hughes helicopters across Canada. From modest beginnings in the charter business supporting Manitoba Hydro in its major power projects in northern Manitoba, he went on to develop profitable and innovative air transport businesses culminating with the rescue and turnaround of the Winnipeg based regional carrier, Transair. Later he developed aircraft franchises and helicopter based charter operations in support of the resource industry in western Canada.

George Miller: combined several careers in Canada's aviation world and his accomplishments have cemented his reputation as an outstanding leader. His 35 years of service in the RCAF/CF were marked by many superlatives, chief amongst them his selection as the 1973 leader of the "Snowbirds" aerobatic team. Many of the signature elements of the current team's identity and operational approach were implemented during his tenure ranging from the nine aircraft formation to the team's distinctive branding. His post air force career included running air shows in Ottawa, the significant and sustained development of the Langley Regional Airport into a major part of the airport infrastructure of British Columbia and the leadership of a new formation team active in the Lower Mainland, the "Fraser Blues".

Owen Bartley "O.B." Philp, C.M., DFC, CD: Widely acknowledged as the driving spirit behind the founding of the acclaimed "Snowbirds" air demonstration team, "O.B." Philp was a revered and decorated air force leader. His wartime service included operational flying in both Europe and Burma. As Base Commander at CFB Moose Jaw, he created the nucleus of an aerial demonstration team for Canada that finally won official recognition as 431 Aerial Demonstration Squadron in 1978 - the Snowbirds. The International Council of Air Shows acknowledged him as the "Father of the Snowbirds" in 1984. He was made a Member of the Order of Canada in 1993 in recognition of his outstanding contribution to the military history of Canada. He died in 1995.

Belt of Orion Award for Excellence: AeroVelo Inc.

The AeroVelo story is one of the most remarkable accomplishments of Canadian applied aeronautical engineering during the entire history of manned flight in this country. The team of researchers and engineers who make up AeroVelo were the first to accomplish two of the seminal feats of human powered flight: the first flight of a human powered ornithopter in 2011 and the first flight of a human powered helicopter in 2013. Both accomplishments have resulted in significant international and Canadian recognition. The flight of the human powered ornithopter was certified as a "first" by the Fédération

Aéronautique Internationale (FAI) and won the McKee Trophy in 2011. The human powered helicopter flight won the coveted "Sikorsky" prize established for such an accomplishment by the American Helicopter Society 33 years ago plus a prestigious FAI award and the 2013 J.A.D. McCurdy Award from the Air Force Association of Canada. AeroVelo Inc. will be represented at the Hall of Fame inductions by Todd Reichert and Cameron Robertson.

Brief History of The Hall:

Canada's Aviation Hall of Fame is located in the hangar at the Reynolds-Alberta Museum in Wetaskiwin, Alberta, south of Edmonton. The Hall was founded in 1973, and its inductees have come from all across Canada having led extraordinary lives as military and civilian pilots, doctors, scientists, inventors, engineers, astronauts and administrators.

The Hall strives to increase the public's understanding and interest in aviation history by making its displays, archives, records and artefacts accessible to current and future generations. The heroism and courage embodied in the Members of the Hall serves to kindle the spirit of adventure in Canada's youth.

The annual induction ceremonies and gala dinner will be held on Thursday June 4th, 2015, at the Ontario Science Centre, in Toronto.

Ticket Information:
Canada's Aviation Hall of Fame

Media Contact:
Jamie McIntyre

SAYING FAREWELL TO AUDREY

On October 11, Barbara and I returned from a holiday in Scotland and Ireland aboard KLM's Flight 671 from Amsterdam Schiphol (AMS) to Montreal Pierre-Elliott Trudeau (YUL). It was a smooth flight, marked by only one unexpected event: just over halfway across the Atlantic, the man in the seat behind me had a heart attack. Fortunately, there were three doctors aboard the flight who made him comfortable. Declaring a medical emergency, Captain Petersen diverted to Keflavik International Airport (KEF), where an ambulance awaited our arrival. After disembarking the patient and refueling, we took off again for Montreal, where we arrived at the end of a very long day. Full marks to all the KLM crew for their professionalism throughout a tense situation.

Two weeks later, the same aircraft in which we had flown, KLM's MD-11 PH-KCE *Audrey Hepburn*, made history by operating KLM's final MD-11 scheduled passenger flight, KL672 from Montreal to Amsterdam. It was an occasion for both celebration and nostalgia. The flight marked the end of an eighty year partnership between KLM and Douglas which began with KLM's purchase of the DC-2 away back in 1934. It also marked the end of the MD-11's service with the world's airlines. The celebrations were marked with an attention to detail: for example, both champagne and special MD-11 cake were served during the flight, and a parade of airport vehicles together with a traditional water-cannon salute greeted PH-KCE upon her arrival at Schiphol.

There were no empty seats on the flight, many being occupied by MD-11 geeks who stayed awake all night throughout the flight. There were emotional blogs and twitters, such as "So sad to see these ladies go" and "Bye-bye MD-11, bye-bye. I really cried". Fortunately, KLM has laid on three one-hour "farewell" flights over the Netherlands on November 11, they are already sold out!

Peter Robertson



Aviation enthusiasts with binoculars and cameras have watched planes come and go for many years as a hobby and a passion. For the past few years, though, the Ottawa airport has used these amateur plane spotters as an extra line of defence to protect passengers.

<http://www.cbc.ca/player/News/Canada/Ottawa/ID/2644909138/>

CFL & CANADIAN NORTH UNVEIL A CFL-BRANDED BOEING 737-300 IN TIME FOR THE 102nd GREY CUP

In July 2014, the Canadian Football League (CFL) and Canadian North announced a new three-year partnership that would see the airline become the official airline of the League. On 18 November 2014, Canadian North and the CFL unveiled a first-ever CFL-branded aeroplane at the Canadian North Hangar in Edmonton, Alberta. Boeing 737-36N (s/n 28596), C-GCNO, FIN 598, is emblazoned with the CFL logo on both sides of its tail, and the logos of all nine CFL franchise teams on its fuselage; the five CFL West Division Teams on the port side, and the four CFL East Division Teams on the starboard. The Canadian North logo – a polar bear standing against a backdrop of the midnight sun and the Aurora Borealis – adorns the aircraft's two engine cowlings. The work was completed for Canadian North and the CFL by Premier Aviation Overhaul Center, a paint and heavy maintenance provider based in Trois-Rivières, Quebec. Canadian North flies to 21 destinations throughout the Northwest Territories and Nunavut, via its southern gateways of Edmonton (YEG) and Ottawa (YOW). The eye-catching aircraft was scheduled to return the Grey Cup Champion Calgary Stampeders from Vancouver, British Columbia, to Calgary, Alberta, on Monday, 1 December 2014. For additional details and images, as well as a time-lapse video showing the aircraft receiving its custom CFL paint job, see the Canadian North news release: <http://www.canadiannorth.com/about/news/0054266-cfl-canadian-north-unveil-cfl-branded-boeing-737-300>



The starboard side of C-GCNO features the team logos of the CFL East Division Hamilton Tiger-Cats, Toronto Argonauts, Ottawa Redblacks, and Montréal Alouettes. (© Canadian North)



The port side of C-GCNO features the team logos of the CFL West Division BC Lions, Edmonton Eskimos, Calgary Stampeders, Saskatchewan Roughriders, and Winnipeg Blue Bombers. (© Canadian North)



CANADIAN NORTH



NEXT MEETING OF THE OTTAWA CHAPTER, CANADIAN AVIATION HISTORICAL SOCIETY

Sarah Hogenbirk

Re-fashioning Canada's Peacetime Military: Canadian Women's Military Service, 1950s- 1960s

Sarah Hogenbirk is a fourth year PhD Candidate in the Department of History at Carleton University under the co-supervision of Dr. Norman Hillmer and Dr. Joanna Dean. Her talk draws from her Social Sciences Humanities Research Council of Canada funded dissertation research that traces the integration of women into the Canadian army, navy, and air forces from 1939 to 1965. Her research also explores how the identity and job categories of women soldier, sailor, and airwoman came to be established and what those categories tell us about gender norms and citizenship.

For many, the 1950s conjure up images of suburbia with stay-at-home mothers, working fathers and children playing outside. While historians have argued that women had a diversity of experiences which include but are not limited to being a suburban housewife, they have paid little attention to the fact that the 1950s also saw women once again enlisting and subsequently serving in the Royal Canadian Air Force. Sarah's talk examines the on and off-duty life of airwomen and female officers in the RCAF during the 1950s and 1960s. Drawing from sources including civilian and military media, meeting minutes, reports, and servicewomen's accounts, she explores how airwomen were recruited, what trades were open to them, the constant debate over whether and where they should serve, and some of their off-duty activities. Sarah briefly highlights some women who served during the Second World War and rejoined in the 1950s. Lastly, she discusses some of the mixed messages that stem from the tensions between women's gender and military identities. Reassurances that women would maintain their femininity in the military co-existed with the message of the potential for a military career for women.



Source: Ottawa: Queen's Printer, 1956,
© DND Directorate of History and Heritage

Location: Bush Theatre, Canada Aviation and Space Museum, Rockcliffe

Date/Time: Thursday, 29 January, 2015, 1930 Hours

Meetings include guest speakers, films, slide shows, coffee and donuts.

Visitors and guests are always welcome.

Landing Fees: \$1.00