

the
OBSERVAIR
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Canadian Aviation Historical Society



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CHAIRMAN'S MESSAGE

February is here, which means Canada is in the grip of winter. Thousands of Canadians will go outdoors to embrace and celebrate winter with the various winter festivals and activities. Those of us with an interest in Canadian aviation have our own reason to celebrate this month, the anniversary of the first powered heavier-than-air flight in Canada. On February 23, it will be 106 years since J.A.D. McCurdy flew the Silver Dart off a frozen Baddeck Bay in Nova Scotia. Not only was this a first in Canada, but it was also the first powered, heavier-than-air controlled flight by a British subject in the British Empire.

Alexander Graham Bell and his boys of the Aerial Experiment Association would start Canada down a path that would see Canadians make the aeroplane our own. Canadian inventors such as Wallace Turnbull or craftsmen such as the Elliot Brothers of Sioux Lookout (whose aircraft skis would equip Admiral Byrd's Ford Trimotor for three of his Antarctic flights) would bring new ideas and improvements to the aeroplane. While manufacturing foreign designed aircraft Canadian engineers would design Canadian variants, making those aircraft better equipped to operate in our harsh climate. Many BCATP students learning to fly in the skies above Manitoba or Saskatchewan would be grateful for the enclosed cockpit and cockpit heating of the Canadian-built variant of the de Havilland Tiger Moth. Post-war, our aircraft industry would grow into its own, producing such world renowned aircraft as the Noorduyn Norseman, the de Havilland Canada Chipmunk, Beaver, and Twin Otter, and the Bombardier CL-415 and Q400.

The aeroplane has helped to shape Canada, helped it grow, and brought Canadians from coast to coast to coast together. Please join me on the 23rd celebrating the past 106 years of achievement.

I would like to add as a reminder, February 16 is Heritage Day, get out and visit your favourite museum (aviation or otherwise) and enjoy some heritage!

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: Mat Joost

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PAST MEETING

Sarah Hogenbirk – *Women in the Peacetime Military to 1965.*

Fourteen people braved the storm on 29 January to hear Sarah Hogenbirk speak on Women in the Peacetime Military to 1965. Sarah is a Ph.D. candidate at Carleton University, studying history under the guidance of Doctor Norman Hillmer and Doctor Joanna Dean. For purposes of this presentation she excluded Nursing Sisters from the topic.

Sarah noted that during the Second World War, many women had formed voluntary service organizations which then lobbied successfully for their recruitment into the armed forces. The British example added impetus to their campaign. Ultimately, some 50,000 women did join, including 17,000 in the RCAF. In the immediate postwar period, some thought was given to retaining women in Reserve formations; however by 1947 their respective branches of the forces had already been disbanded. The formation of NATO and the Korean War placed new demands on the forces, and by 1951 the enlistment of women had begun again. Their wartime counterparts had been paid two-thirds (later three-quarters) of male personnel but the new generation of female service personnel received equal base pay. Distinct ranks had also been abolished – “Section Officer” and “Flight Officer” had become “Flying Officer” and “Flight Lieutenant.”

What to call them? In 1951, Air Marshal W.A. Curtis was all for revival of the wartime phrase, “Women’s Division” (WDs). However the phrase did not catch on, thus reflecting the degree to which they were accepted as integral members of the force.

Women’s recruitment generated discussions from Cabinet level down. There was concern that they should not displace civilians already employed by the forces. At the same time, women were to be regarded as something more than Headquarters clerks and some 28 trades were opened to them including those of Safety Technician, Radar Technician and Meteorological specialists. The peak strength of RCAF women was reached in July 1953, by which time some 3,100 had been enrolled. Thereafter, the size of the air force stabilized and the urgency for recruiting dissipated. In 1955 the Air Council placed a ceiling on female strength (2,500). Limits were then introduced on training – women would not be considered if they needed more than 16 weeks trade instruction. By 1963 the RCAF was down to 1,800 women in 13 trades.

Retaining women was always problematical – their average service career was a mere 30 months. The initial appeal for enlistment lay in the opportunity for travel and adventure, especially after the RCAF re-established its presence in England and on the Continent. But, there were still too few trades open to them, and advancement within many specialized trades was limited, regardless of gender. The thought that women might serve as aircrew was suggested but never seriously considered. When women gave up on the service life, the principal reasons cited was boredom or the desire to marry (often within the force). In the late 1950s the RCAF offered women courses in money management and personal grooming to brighten up life away from the job.

There were always restrictions. Veterans of the Second World War Women’s Division were allowed to join up to the age of 40, but otherwise the age of 29 was the cut-off and “Married women need not apply.” On the other hand, there was no exclusion policy based on race; Metis and Japanese-Canadian women were among those “enlisted.” Because they were relatively few in numbers, women were encouraged to be part of the air force “team” rather than to be segregated by sex.

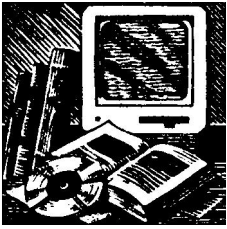
The design of women’s uniforms had to consider several factors. One was utility and comfort at work. Another was general feminine appeal – would the service dress attract other women to enlist? Ultimately, no one could ever describe the uniform as “sexy.” RCAF women wore longer skirts than the wartime “WDs”.

Hugh Halliday

Editor’s Note: Because of the unfortunately low turn-out due to weather, and due to interest expressed by absentees, we are planning to run a repeat presentation of Sarah’s talk later in the year, likely in September or October.



Sarah Hogenbirk. (© Rod Digney)



RAMBLING THROUGH RECORDS – STATION VICTORIA ISLAND

Last month I listed squadron histories that were published in the old *Roundel* magazine. While compiling this, I stumbled upon an article in the October 1962 issue about Station Victoria Island. It happened that I worked there from 1960 to 1965. At the time I was immersed in my duties as an RCAF historian and I did not appreciate what a remarkable place this was. Most of the buildings I knew are gone now and the place seems almost haunted when one visits it today, particularly in winter.

Access to the island is via the Chaudière Bridge where a National Capital Commission sign is posted. One turns east along what used to be called Middle Street, then a short drive takes one under the newer Portage Bridge, past the burned-out shell of a huge stone building and ending at what is now a faux First Nations encampment. One can park, then stroll past a totem pole to the tip of the island and enjoy the best view of Parliament Hill in the city.



Victoria Island totem 2014 © Hugh Halliday

Four hundred years ago, travelling up the river, Champlain met Algonquin tribes who paused there for sacred ceremonies and portaged around the boiling rapids (now largely drowned by dams). Early in the 19th Century, industry in the form of mills and offices invaded as the Chaudière Falls were harnessed. Hydro-Electric Plant No.4, built in 1904, still generates power. About the same time, Thomas Leonard “Carbide” Wilson built the stone edifice that would dominate the island; and there he manufactured calcium carbide and acetylene.



Victoria Island hangar circa 1927 (© RCAF Roundel)



Victoria Island hangar & buildings circa 1927 (© RCAF Roundel)

After Wilson’s death in 1915, the Air Force found another use for his mill. Beginning in 1922, seaplanes returning to Ottawa for the winter would alight in the river near the present Alexandria Bridge, then taxi to the foot of Victoria Island from where they would be hauled up a slipway and serviced in the converted structure which also served as a supply depot. It went by various names - No.1 Depot, No.1 RCAF Depot, and No.1 Aircraft Depot. Besides RCAF overhaul, the site was also used by the Ottawa Car Manufacturing Company who had a contract to recondition Avro training aircraft. As of 1932 there were three officers and 65 Other Ranks stationed on Victoria Island. For part of its history it was administered as an extension of Rockcliffe; at other times it was a self-accounting unit.

A hangar was built in 1927, near where the totem pole now stands. The Ottawa Car and Aircraft Factory continued to assemble Wapitis and Avro 621s, but their Albert Street location was too close to homes to test-run the engines, so that work was done on Victoria Island. The aircraft were then towed through Ottawa streets to Rockcliffe for flight testing.

The outbreak of war brought in new tenants. The stone mill was now too small for use as an aircraft overhaul depot (the depot was moved to Toronto) but the mill continued to house instrument repair shops, storage space (as No.1 Sub-

Equipment Depot and then No.17 Equipment Depot), detention quarters, RCAF records, and the Canadian Armed Forces Identification Bureau. Beyond the main structure, “temporary” wartime buildings were occupied by numerous administrative offices of Air Force Headquarters (which was not a single entity but dispersed across the city). Two such offices were the *Roundel* and the *Air Historian*. In 1963 the *Air Historian* was relocated in the former hangar, then in 1965 it was amalgamated with the other military historians and moved to an upper floor of the Ogilvie Furniture Store (now gone - think Rideau Centre).

The move of *Air Historian* was accompanied by other transfers to integrated headquarters elsewhere. Victoria Island had been taken over by the National Capital Commission, that intended to turn it into a park, but most of their plans remain unrealized. In the 1980s the island was reclaimed by First Nations, with little resistance from an NCC which really did not know what to do with it. It thus reverted to its role of 400 years ago. Some personal recollections of the island in its RCAF heyday may be found on-line at <http://www.airmuseum.ca/bios/barclay.html>.



PUBS & MAGS

Airliner World (Jan 15) - 9 pp on current aircraft and operations of *First Air*

Combat Aircraft (Dec 14) -6 pp. on deployment of the RCAF CF-188 detachment to NATO's Baltic Air Policing mission in Lithuania.

FlyPast (Nov 14) - 7 pp. on the CWH Lancaster “VRA” tour of Great Britain, plus a 23”x32” double-sided in-flight poster, -6 pp. on previous multi-Lancaster occasions in UK skies,

-8 pp. on the exploits of some RCAF and RAF aircrew flying *Liberators* in WWII.

Warbirds International (Jan/Feb 15) - 1 p. on the recovery from Lake Muskoka in October 2014 of RCAF Northrop Nomad 3521 following a mid-air crash in 1940.

A Follow-up on CASM Liberator GR. VIII tail-gunner window graduation markings

In last month's issue I asked for help explaining the purpose of the bearing graduation markings on the windscreen of the Consolidated Liberator tail gunner turret, and today (23 January 2015) I received an answer. Second World War RCAF pilot Flying Officer Bob Power flew some 50 missions in Liberators with RAF No. 356 Squadron in the Indian theatre. At the end of the war Bob pursued a career in medicine in the Air Force, retiring with the rank of Lt. Colonel in 1970. Dr. Power continued his career in medicine in civilian life. He is now 95 years old.

Bob explained that the window graduations were used as a tail gunner aid in determining and reporting the bearing of airborne threats and targets to the pilot, thus helping the pilot decide on appropriate action. Many thanks to Bob Power for this explanation; wonderful hearing from a veteran of the South-East Asian campaign. Also many thanks to Ottawa Chapter member Keith Walker for taking the time to refer Bob to me in response to my question.

No.356 Squadron was a heavy bomber squadron that operated over South East Asia and that took part in the last bombing raid of the Second World War. The squadron was formed in India in January 1944, and was equipped with Liberators. The squadron had a lot of RCAF members because the British Commonwealth Air Training Plan Liberator Conversion Unit was located in Boundary Bay, BC. The squadron was used to attack Japanese bases in Burma, Sumatra and Malaya and to drop sea mines. In July 1945 the squadron moved to the Cocos Islands in preparation for the planned invasion of Malaya. On 7 August 1945 three Liberators from No.356 Squadron took part in the last bombing mission of the Second World War http://www.historyofwar.org/air/units/RAF/356_wwII.html.

Colin Hine, Editor

Air Shows

The RCAF has posted the airshow dates for both the Snowbirds and the CF-18 Demo teams:

- <http://www.airforce.forces.gc.ca/en/snowbirds/schedule.page> and
- <http://www.airforce.forces.gc.ca/en/cf-18-demo-team/schedule.page>

Ottawa/Gatineau is on the schedule for both teams twice:

- 30 June, Gatineau and like last year, there is another youth leadership summit at VWoC;
- 1 July, Ottawa (Canada Day Flypast over Parliament Hill).
- 20 September is Battle-of-Britain Sunday and the 75th Anniversary of the Battle of Britain, likely limited to a flypast at the CASM at Rockcliffe as there are no plans for the larger Wings over Gatineau/Ottawa Airshow this year.

Atlantic Canada International Airshow, 22-23 August, is at the Greater Moncton International Airport (Dieppe), NB, (YQM).

SPARTAN'S MOSQUITOS

CAHS Ottawa Chapter member Sydney Baker worked for Spartan Air Services for more than 30 years. Members might recall his video interview with Stephen Quick presented at a chapter meeting in 2013. Syd's written memoirs provide some background on the de Havilland Mosquitos that Spartan operated between the mid-1950s and mid-1960s. Two significant incidents involving Mosquitos occurred while Syd was working at Pelly Lake in 1956.

Pilot Weldy Phipps was flying one of the two Mosquitos Spartan was operating there, and he experienced an engine failure while flying close to Pelly. He flew several circuits of the base before making a perfect single engine landing. This failure necessitated an engine change. Syd recalls that in spite of the very primitive conditions and equipment on-site the engine change went very well and the Mosquito was soon back on the survey.

The second incident, on 10 July, 1956, involved a runaway propeller on Mosquito CF-HMR flown by pilot Al Macnutt. Without control of the propeller the aircraft quickly became difficult to handle. Al instructed the camera operator and navigator to bail out, then he flew the aircraft into Pelly for a wheels up landing; with the left engine on fire. Al escaped through the roof hatch unharmed, but with no fire-fighting equipment there was little anyone could do but watch the aircraft be completely destroyed by fire. Both the camera operator and navigator were picked up uninjured by a float plane that was operating the area.

Syd was later flown out to Baker Lake, then on to Churchill where he worked on Mosquitos engaged in photo survey contract work from various bases as far west as Calgary. Then in December he was on his way again this time to Colombia, South America, and his first overseas assignment. Three Mosquitos were deployed on these contracts and Syd first went to Tampa Bay, Florida to service Mosquito CF-HMS for the flight to Bogotá, Colombia. Rocky Laroche was pilot and Vince Kluge the navigator. With CF-HMS on its way, Syd drove to Miami and boarded an Avianca Constellation for Bogotá via Kingston, Jamaica and Barranquilla. This turned out to be a very interesting tour; with a lot of photo survey work operating from bases in Bogotá, Villavicencio, Cali, Cututa and Bucaramanga.



Mk 35 Mosquito CF-HMR belly lands at Pelly Lake after engine failure. Aircraft totally destroyed, crew uninjured. © Sydney Baker

1965 saw an end of Spartan's relationship with the Mk 35 Mosquito. Six Mosquitos were written off in serious crashes with the loss of six lives. Five were left in England and later broken up for spares and one was broken up in Ottawa. To the best of Syd's recollection three of Spartan's Mk 35 Mosquitos remain in Canada in various stages of restoration; CF-HML, CF-HMQ and CF-HMS. Further to this, a replica of Spartan's Mosquito CF/HMR is being restored in Windsor using the engines recovered from the wreckage of the original plane at Pelly Lake.

In 1966 Don Campbell purchased HML from Spartan. The plane was moved to Kapuskasing, ON where restoration work began with support from the Air Cadets of No. 647 Squadron. In 1979 Don made a deal with Mike Meeker, owner of Anglo-American Cedar Products of Mission, BC for the Mosquito to be transported to BC for completion. After a number of changes and attempts at restoration CF-HML is now fully restored to airworthy status. This work was done by Victoria Air Maintenance Ltd at Victoria International Airport, British Columbia and the plane made its first post-restoration flight on 16 June 2014 piloted by Steve Hinton prior to delivery to its current owner Bob Jens. The plane made its first public demonstration flights at Abbotsford Air Show on 9 August 2014.

The aircraft is painted in representation of the Mosquito LR503, known as *F for Freddie* of RCAF 105 Squadron that performed some 213 operations over occupied Europe. Sadly it was destroyed following a crash in Calgary, Alberta in 1945. CF-HML now flies with civil registration number C-FHMJ, the closest number to the original available.

Details on restoration of CF-HML can be found at <http://www.calgarymosquitosociety.com/feature49/feature49.htm>, as well as the Victoria Air Maintenance web site <http://www.vicair.net/>. A 90 minute video documentary filmed by April Butler of Pan Productions is available in DVD, Blue-ray or digital download from <http://gainingaltitude.com/shop/>.

Mosquito CF-HMQ/VP189 is now on display at Alberta Aviation Museum. The plane was restored in 1995 and finished as HR147/TH-Z of RCAF 418 Squadron [http://www.albertaaviationmuseum.com/Aircraft/De_Havilland_Mosquito_B-35_\(representing_FB-VI\)_1943/#!mosquito1](http://www.albertaaviationmuseum.com/Aircraft/De_Havilland_Mosquito_B-35_(representing_FB-VI)_1943/#!mosquito1).

As indicated earlier, Spartan's Mosquito CF-HMR/B.35 TA661 crashed and was destroyed by fire on an aerial survey flight on 10 July 1956. The remains, primarily the engines, were recovered some 40 years later by members of the Windsor Mosquito Bomber Group, Windsor, Ontario. The plane is being restored for static display, but all construction is being undertaken to airworthy standards. The fuselage is to be from a rebuild of New Zealand Mosquito [NZ2308](http://www.mossie.org/windsor/windsor.htm). The aircraft is to be painted in the livery of Mosquito KB161, the first Canadian-built Mosquito to be delivered to the RAF and is on view at the Canadian Historical Aircraft Association hangar at Windsor airport <http://www.mossie.org/windsor/windsor.htm>.

Mosquito CF-HMS B.35 RS700 is now owned by the City of Calgary. It was originally purchased from Spartan Air Services by Lynn Garrison in 1964. The Calgary Mosquito Aircraft Society, a volunteer-based organization, was formed to restore it to static display, with engines in running condition, in partnership with the Bomber Command Museum of Canada (Nanton, AB).

On December 2011, the City awarded stewardship of the aircraft to the Calgary Mosquito Aircraft Society and restoration work began in August 2012 <http://www.calgarymosquitosociety.com/index.htm>. April Butler of Pan Productions is currently filming videos for the Calgary Mosquito Society and on Sunday, 11 January 2015 she interviewed Sydney Baker as part of a video on Spartan Air Services. It was a fascinating interview in which Syd presented some interesting details of his experiences with Spartan's Mosquitos as well as his views on the aerial survey firm's history <http://www.facebook.com/Gainingaltitude documentary>.



Spartan Mk 35 Mosquito CF-HMQ at Pelly Lake 1956
© Sydney Baker



A Spartan Mk 35 Mosquito, likely CF-HMS, at Barranquilla enroute to Bogata, Colombia 1956 © Sydney Baker



Mosquito C-FHMJ (formerly CF-HML) landing June 18, 2014 © Dan Dempsey

CHOOSING THE PATH FORWARD

Sometimes biographers get it all wrong—even when they're professional historians. To cite just a few possibilities that might be due to built-in bias, lack of proper information, or simply not having an in-depth knowledge of a particular field. Unfortunately, these errors can often get repeated and interpreted as fact in various media from new books to the Internet. The following is a prime example from the aircraft industry policy field where these factors may have come into play.

No doubt most are aware of C.D. Howe's accomplishments over several decades in various Canadian government ministries. The aviation industry is just one area where his influence is considered to have been extensive. The biography of Howe by Robert Bothwell and William Kilbourn may be the most in-depth study of the politician's career. The writers touch on Howe's influence on the direction of Canada's aviation industry should take post war; but they got one thing very wrong.

On this subject, they wrote: "Howe's determination to bring Canada into newer technology irritated Ralph Bell, his Director-General for Aircraft Production. Howe saw no reason why Canada could not continue producing aircraft after the war. There were plenty of plants, with lots of skilled workers, and no one could doubt that aviation would expand after the war. Bell disagreed."

This statement is entirely misleading, as it gives the impression that Bell was against the idea of Canada producing aircraft post-war, and as well, that he was some sort of Luddite who didn't want to foster ventures into new technology. Nothing could be further from the truth. Bell was an ardent believer in the future of the aircraft industry in this country and pushed hard to make it happen. The only disagreement he had with Howe was the manner—or path forward—by which success could be achieved.

Bell, from Nova Scotia, had achieved business success in the fishing and timber industries before the Second World War. In 1940, Howe selected him to become Director-General of Aircraft Production in the Department of Munitions and Supply. As head of that division, Bell led the rapid transformation of Canada's small aircraft manufacturing industry into an immense one that produced trainers, fighters and bomber aircraft in the thousands. On the new technology front, he was instrumental in obtaining the Vidal patents for an innovative molded wood process that was eventually used on the Anson V.

By December 1942, Bell had already begun thinking about the post-war industry. He wrote to Howe suggesting that a permanent board be established to keep the government advised and help direct the industry once hostilities ended. AVM Ernest Stedman, the RCAF's Director General of Research, supported Bell's idea in a letter of his own to Howe.

Howe resisted boards, so Bell further expounded on his ideas in a January 1943 letter. This one was copied to Sir Archibald Rowlands, the Permanent Secretary to the British Ministry of Aircraft Production, and renowned Canadian aeronautical engineer Beverley Shenstone.

Bell was also attempting to establish strong design teams in the country. He believed that if the industry were to survive it "must become capable of creating design." His efforts were such that, by early 1943, he'd received hints that either Sir Roy Fedden, of the Bristol Engine Company, or Sydney Camm, of the Hawker group, might be induced to come to Canada to head up such a team.

Howe finally relented and agreed to a small committee. It formed in April, met for the first time in June and, soon thereafter had identified five civil and military aircraft types that would be of interest to Canada in the immediate post-war period.

By January 1944, the committee again discussed the need to maintain adequate design and engineering staff. Minutes reveal that "It was the unanimous opinion that action calculated to achieve this purpose would be most likely to result if the Government would appoint a permanent board to advise the Government in connection with the Aircraft Industry."

Bell's plan was that "the board would at all times be in a position to advise in respect to the policy best calculated to maintain the [industry] on a basis fairly comparable with that of the countries with which Canada has to compete." The foundation for this thinking was the British and U.S. model that provided contracts to support design staff and develop aircraft. The initiative went as far as the drafting of an Order in Council for the establishment of a new committee known as the Technical Advisory Committee on Aeronautics. And Bell felt the Permanent Secretary to the committee should be Shenstone. The draft was signed off by Howe and C.G. Power, Minister of National Defence for Air. But that's as far as things went. For, with the creation of a new Department of Reconstruction in June 1944, Howe decided that he no longer needed Bell.

Howe not only dispensed with Bell but with the direction in which Bell had been heading. Instead, Howe moved toward having the two largest players in the industry at the time to be taken over by foreign parent companies. Eventually, Victory

Aircraft became Avro Canada as part of the British firm A.V. Roe; and Canadair was sold to the Electric Boat Company in the U.S. Howe did not expect the government to play any major part in the direction of the industry post-war and wanted foreign investment.

So, there was the difference. Bell wanted to build Canadian design teams during the war and produce aircraft for Canada and other markets afterwards. Howe wanted to get out of the business and let British and American companies take over, seeing advantages in license agreements such as that for the Douglas DC-4 (which became the North Star). This might explain why Howe decided to bid farewell to Bell during the dissolution of Munitions and Supply and the creation of the Department of Reconstruction.

One can only wonder what would have happened if Bell's plan had taken hold. For, hindsight shows that Howe's direction would fall apart within two decades.

Wayne Saunders

Sneak Peek: Trailer for Lancaster documentary goes viral

A trailer from a documentary film about the historic trip by Hamilton's *Lancaster* to England last summer is going viral online. *Return of Giants*, produced by the Dundas documentary company Suddenly SeeMore, is scheduled for release this summer.

The company was hired by the Canadian Warplane Heritage Museum, which is hoping to have the documentary shown on television and then sold on DVD.

"I think the trailer is unbelievable. They've done a fantastic job," said museum spokesperson Al Mickeloff. The restored Second World War era bomber known as *Vera* spent an unprecedented seven weeks in the United Kingdom before returning to Hamilton in late September.

The plane appeared at more than 20 air shows flying alongside the world's only other airworthy *Lancaster*, which is owned by the *RAF Battle of Britain Memorial Flight*. In addition to formal air shows, the *Lancaster* made more than 50 flypasts in England, Scotland, Northern Ireland, the Channel Islands as well as in Iceland and Greenland. The video is also posted on the [Canadian Warplane Heritage Museum's facebook page](#) with almost 100,000 views.

Mark McNeil, Hamilton Spectator

More on the Lancaster

More than a few persons gasped when it was announced last spring that the Canadian Warplane Heritage *Lancaster* FM213, was going to be flown to England for an extended visits. There were signs of relief when it finally touched down at Coningsby on 8 August. The subsequent British tour with the *Lancaster* operated by the Battle of Britain Memorial Flight probably exceeded expectations. Nigel Price, writing in FLYPAST (November 2014), described it as "*Lancaster* mania". There were many outstanding moments, not least being the visit of FM213 to Dunham Tees Valley airport on 27 August. Its previous name was Middleton St. George - the home station of No.419 Squadron and Andrew Mynarski, VC, memorialized by that very airplane.



Vera, Hamilton's *Lancaster* bomber, as it returned home following a two month visit to the UK. A trailer was released Thursday of the documentary being made about the trip. © Gary Yokoyama, *The Hamilton Spectator*

The visit was also a triumph for Anglo-Canadian friendship. Steve Bridgewater (*Aeroplane Monthly*, November 2014) described the village of Tattershall, thus: "The entire village was bedecked in a mixture of Canadian and Union Jack flags proclaiming a warm welcome to our Canadian visitors. With bunting hung from homes, pubs, shops and other businesses, the pretty village was transformed into a fluttering example of British eccentricity and hospitality. It genuinely warmed my heart to see the efforts the locals had gone to, so I can only imagine how the Canadian crews must feel every time they pass the spectacle on the way to RAF Coningsby."

"Our" *Lancaster* was met in Hamilton on 28 September by hundreds of cheering onlookers and a Scottish marching band. It has been another demonstration of historic pride on which one cannot put a price.

Hugh Halliday

Images of recent sightings at the Ottawa Macdonald-Cartier International Airport (YOW).

This winter's cold weather has led to brisk business for several air carriers flying Canadians to warmer southern destinations. In addition to Air Canada and Westjet, Sunwing, Air Transat, Canjet and Canadian North are flying sun-seekers from Ottawa to destinations in Florida, Mexico, Cuba, Dominican Republic, Jamaica, Bahamas and St Maarten. Sunwing, Air Transat and Canjet have all augmented their fleets by seasonally leasing numerous Boeing 737s from several European carriers. The Canadian Aviation News website at <https://canadianaviationnews.wordpress.com/> provides a good source of information about the comings and goings of aircraft within the fleets of Canadian air carriers.

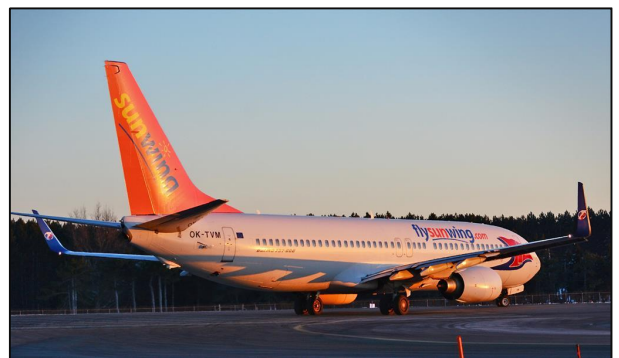


Heading for the sun. Westjet Boeing 737-6CT, C-GWSL (c/n 34633) heads off runway 25 on a cold winter afternoon. 19 December 2014. (© Rod Digney)



Air Transat Boeing 737-73S, C-GTQI (c/n 29080) readies for takeoff to Cancun Mexico on 22 January 2015. This is one of several 737s leased by Air Transat for the winter holiday season, this one coming from French carrier Europe Airpost, thus its bright yellow hybrid colour scheme and fleet number TE displayed on the nose landing gear door (the aircraft is registered F-GZTE in France.

(© Rod Digney)



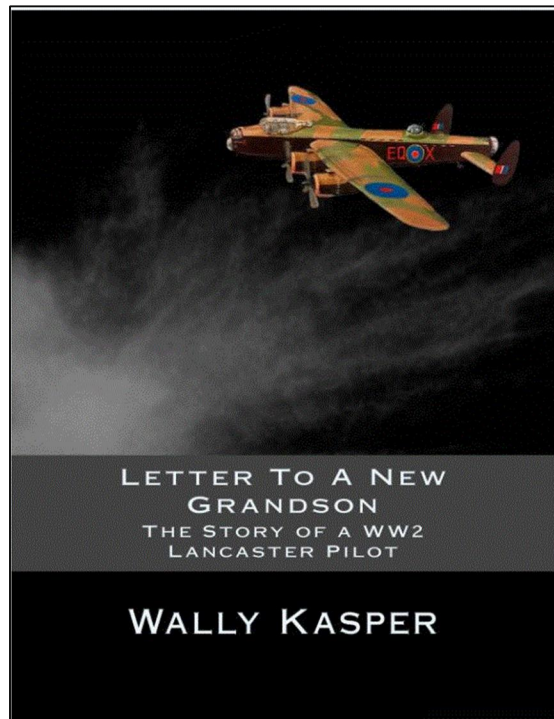
Sunwing Boeing 737-8FN, OK-TVM (c/n 37077) is ready for a runway 25 departure to a warmer Southern destination, 19 December 2014. This is one of several Boeings wet leased by Sunwing from foreign carriers for the winter season, this one being from Czech company Travel Service. (© Rod Digney)

NEXT MEETING OF THE OTTAWA CHAPTER, CANADIAN AVIATION HISTORICAL SOCIETY

Wally Kasper

Letter to a New Grandson* *The story of a WW2 Lancaster Pilot

Wally Kasper's book, *Letter to a New Grandson*, depicts the fears, tactics and dramas encountered by the brave men of Bomber Command during the war. Wally's unique style takes the reader along with his crew on missions fraught with danger. The story of a young couple in war torn England touches the heart and bring to mind the realities of war. It is a story suitable for the young as well as for more seasoned military historians. An engrossing and memorable story of the Second World War.



This event will feature selected readings from the book about Wally's wartime experiences including some of the missions he and his crew flew in Lancasters of Bomber Command.

Copies of Wally's book will be on sale and Wally will be available to sign copies.

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

Date/Time: Thursday, 26 February, 2015, 1930 Hours

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

Visitors and guests are always welcome.

Landing Fees: \$1.00