

**the**

# OBSERVAIR

**Ottawa Chapter Newsletter  
Canadian Aviation Historical Society**



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**April 2016**

## CHAIRMAN'S MESSAGE

On 4 April 2016, George Neal (1918-2016) passed away at his home in Downsview, Ontario. George had begun flying in 1935 at the age of 16 in a de Havilland Gipsy Moth flown out of the Toronto Flying Club. In 1938, he started work at de Havilland Canada as an aircraft mechanic, beginning his 45-year career with the company. During the Second World War, George flew Avro Ansons as a check pilot, instructor, and later flight commander at No.10 Air Observer School in Chatham, New Brunswick.

After the war, George returned to his maintenance job at de Havilland Canada (DHC), from which he hired on as a test pilot by Russ Bannock in 1948 to assist in that work. In that role, George was the first Canadian civilian to fly the de Havilland D.H.100 Vampire jet-fighter and the first to fly the DHC-3 Otter, the DHC-4 Caribou, and the Canadian-built Grumman Tracker. Overall, George had flown more than 150 different aircraft types in his career, with the DHC-1 Chipmunk and the DHC-2 Beaver said to be his favourites. He retired in 1983 as Director of Flight Operations at de Havilland Canada.

In 1995, George Neal was inducted in Canada's Aviation Hall of Fame for his contribution to the evolution of STOL aircraft in Canada. In 2015, he was named in the Guinness Book of World Records as the world's oldest active licensed pilot (trying to get up flying at least once a week in his Chipmunk).

There are three aircraft in the Canada Aviation and Space Museum's (CASM) collection that have a personal connection to George Neal. The first is the Sopwith Pup, which he built in 1967. The second is the Hawker Hind, which was recovered from Afghanistan in 1975 and restored by George between 1984 and 1988. The third is the prototype of the de Havilland Canada DHC-2 Beaver, CF-FHB, which George picked up from Sault Saint Marie and delivered to the Museum, taking CF-FHB on its last flight.

An interview with him at the CASM in 2010 can be seen here: <https://www.youtube.com/watch?v=YoW4QzIERkw>

*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

Kyle Huth	Chairman
Mathias Joost	Secretary/Treasurer
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Don MacNeil	Program Convenor
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George Skinner	Museum Liaison
Erin Gregory	Research Group
Bill Clark	Refreshments

## PAST MEETING – Marc-André Valiquette

Some 45 members and guests attended Marc-André Valiquette's presentation on his latest book, *Fangs of Death – 439 Sabre-Toothed Tiger Squadron*. The book traces the full 75-year history of the RCAF's No. 439 "Sabre-Toothed Tiger" Squadron. It covers:

- The squadron's beginnings in Canada during the Second World War as the School of Army Co-operation and later No. 123 Army Co-operation Training Squadron;
- Its eventual transfer Overseas in 1943 for operational fighter-bomber missions as 439 Squadron flying the *Hawker Typhoon* out of England and mainland Europe;
- Its post-war re-birth and service flying F-86 *Sabres* in the day-fighter role in Canada, England, and France during the 1950s & '60s;
- Its service as a Strike/Reconnaissance, Attack and Tactical Fighter Squadron with the CF-104 *Starfighter* in France and Germany from 1964 to 1984;
- Its conversion to the CF-188 *Hornet* multi-role fighter in Germany from 1985 to 1993; and
- The squadron's service since 1994 at Bagotville, QC, as a Combat Support Squadron flying the CT-133 Silver Star, the CH-118 *Iroquois* and the CH-146 *Griffon*.

Marc-André has written a number of Canadian military aviation books including:

A four-volume series on the *Avro CF-105 Arrow jet interceptor*:

- Volume 1, *Per Ardua Ad Astra*, addresses the start of Avro Canada, including the *Avro Jetliner*, the CF-100, the CF-103 and the start of the *CF-105 Arrow*;
- Volume 2, *Supersonic Dreams*, dedicated to the Arrow, from its rollout;
- Volume 3, *Seeds of Suspicion*, addresses the final weeks of the Arrow project up to "Black Friday";
- Volume 4, *Master in our own house?*, addresses the project cancellation, the destruction of aircraft, engines and materials.

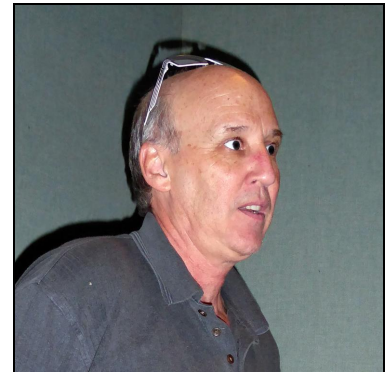
*Je te plumerai: 425 Alouette Squadron - Defending freedom since 1942*

*Fangs of Death* follows the same format as these other books with bilingual text and copious never-before-published photographs and illustrations. "There's also more than just pilots in the book," Marc-André said. His name is now recognized and several painters have offered licenses to include their paintings in his books. He also received help from No. 439 Squadron personnel to obtain historical details.

General Thomas Lawson, then Chief of Defence Staff, wrote the foreword to the book. Lawson served in No. 439 Squadron flying CF-18s. Marc-André noted that when he asked Lawson to write the foreword at short notice he responded in 15 minutes.

Marc-André noted that he had worked for CAE on flight simulators for some 30 years and he continues to work for the company in a consulting role. Marc-André's books are designed and produced in Canada, without financial help from any level of government.

Copies of *Fangs of Death* as well as all his other titles were available for purchase that night at a *Special CAHS Ottawa Chapter Price*.



Marc-André Valiquette. © Rod Digney

Colin Hine  
Editor

**Errata:** The report on Bill Casley's talk at the March 2016 meeting incorrectly noted that before the *Arrow* program was terminated an agreement with Pratt and Whitney was put into place to manufacture the *Iroquois* engine. The agreement was in fact with Curtiss Wright.



## RAMBLING THROUGH RECORDS

In 1980, *Canadian Airmen and the First World War* was published; the first volume of a long-delayed official history of the Royal Canadian Air Force (RCAF). The author of record was the late Sidney Wise, although the work was begun years earlier by Wing Commander Fred Hitchins. The reason for the delay was simple – from 1946 onwards, RCAF senior officers had ignored their own history, starved the RCAF historical section, and treated Hitchins in a manner that can only be described as shabby. It was only after the integration of the Canadian Armed Forces that work began to correct this and to treat historical records seriously, with Charles P. Stacey and later Sid Wise pushing hard.

Many people contributed to the making of *Canadian Airmen and the First World War*, including CAHS Ottawa Chapter member Owen Cooke. One problem was that the exact number of Canadians who served in the First World War flying services was uncertain (distinct Canadian citizenship dates are only from 1947 onward) and the definitions of what constituted a “Canadian” were somewhat elastic. Using those definitions and available records, the late Ron Dodds compiled lists of Canadians in the Royal Flying Corps (RFC), Royal Naval Air Service (RNAS), and early Royal Air Force (RAF) squadrons. These are available to researchers at the Directorate of History and Heritage as file 73/1553.

The list for No. 40 Squadron includes 37 names (including six Americans with Canadian associations). Of these, seven were killed, six wounded, and two taken prisoner. The list includes John Henry Tudhope (1891-1956), although he was South African; his connection with Canada began only after the war. Some of the listed had very brief service – Second Lieutenant Earl Henry Mulley (St. Catharines, Ontario) arrived on October 24, 1918 and was killed on October 30. Two were decorated; Captain Albert Earl Godfrey and Lieutenant Louis Bennett.

The list for No. 70 Squadron provides another illustration of the ubiquity and contributions of Canadians. The list compiled by Dodds shows 78 men serving up to the Armistice, including six Americans with Canadian connections and one officer (F.C. Gorringe) who had only tenuous Canadian connections *via* brief service in the Canadian Expeditionary Force. The list shows twenty men reported killed or missing, nine wounded or injured, and fifteen taken prisoner. A further eight men were decorated. Some postings were very brief; Lieutenant Hubert Orr MacDonald of Ottawa reported in on July 24, 1918 and was taken prisoner three days later.

It is a fascinating exercise to lay these lists alongside other sources, including my own data bases on honours and awards. In addition, Christopher Shores, Norman Franks and Russell Guest have compiled what is probably the most comprehensive listing of British and Commonwealth “aces” (*Above the Trenches*, published in 1990). They have carefully distinguished between credits for “Destroyed” and “Driven Down, Out of Control”. Thus, Raymond Collishaw’s much-touted 60 victories are broken down as one captured, 27 destroyed, one shared destroyed, 28 driven down out of control, two shared out of control and one driven down. William Barker’s accepted total of 50 is remarkable for the proportion that were confirmed as destroyed (45 including nine shared).

The Dodds list for No. 1 Squadron includes 63 names. Of these, seven are Americans with Canadian connections (principally enlisting in Canada, training in Canada, or transferring from the Canadian Expeditionary Force). Of the 63, thirteen are listed as killed in action, seven as wounded or injured in accidents, and four as taken prisoner. Their ranks include Malcolm McBean Bell-Irving of Victoria, BC, who joined the unit on 29 December 1914. Five of the Canadians were decorated, including Bell-Irving (DSO, MC, twice Mentioned in Despatches). *Above the Trenches* estimates that the squadron had about 350 wartime victories, and that 31 pilots achieved “ace” status. Three of these appear on the Dodds list – Harold Albert Kulberg (an American who joined the RFC in Canada, 19 victories), Guy Borthwick Moore (Vancouver, BC, ten victories, killed in action 7 April 1918) and William Wendall Rogers (Saint John, NB, nine victories).

The Dodds lists are indeed a valuable source for researchers interested in Canadian aviators who participated in First World War operations.

*Hugh Halliday*

**Errata:** The photograph ascribed to Loudon Pierce Watkins in the March 2016 *Rambling Through Records* article about National Archive collections and Canadian War Museum records was incorrect. The photograph should have been ascribed to Arthur T. Whealy.



Arthur T. Whealy

## SABLE ISLAND REVISITED – PART 5

On Thursday, 26 November 1981 the 575-foot long bulk grain carrier *Euro Princess* ran aground off Sable Island in heavy weather. At 1930 hours, the crew of CH-124 Sea King 12407 of No. 423 Sqn, CFB Shearwater, NS, was notified that a helicopter rescue was necessary as four attempts to evacuate the 26-man crew aboard the *Euro Princess* had failed. The crew of 12407 were from the air detachment of *HMCS Assiniboine* and was comprised of: LCdr D.C. Cradduck, US Navy, Pilot; Lt. D.W. Amberley, 2<sup>nd</sup> Pilot; Capt A.D. MacQuarrie, Navigator; MCpl D. Hutchinson, AESO (Airborne Electronic Systems Operator), and MCpl R. L'Archeveque, AESO.

The Sea King crew established radio contact with an on scene (top cover) CH-115 Buffalo aircraft (serial number unknown) from No. 413 Transport and Rescue Squadron, CFB Summerside, PEI, and with the mobile oil rig *Rowan Juneau* drilling off Sable Island and situated only 900 yards from the floundering freighter. They learned that a CH-113A Voyageur 11318 helicopter had been dispatched from No. 413 Transport and Rescue Sqn. Summerside to assist in the rescue attempt.

The Navigator aboard the Sea King, Capt. A.D. MacQuarrie, was lowered to the deck of the grain carrier in rain showers with winds at 55-60 knots and seas running at 15-20 feet. He briefed the Yugoslavian crew on the procedures to be used, and, as a result, there was no panic amongst the crewmen and they did exactly as instructed.

The Sea King hoisted 13 sailors from the ship and proceeded to the helicopter pad on Sable Island to drop off the survivors and to refuel. The landing area was illuminated by automobile headlights.

The Sea King crew learned that CH-113A Voyageur 11318 had begun the task of lifting the remaining 13 crewmen off the *Euro Princess* and Capt. MacQuarrie was joined by MCpl C.N. Healey, a Search and Rescue Technician from No. 413 Transport and Rescue Squadron. These two men were instrumental in the rescue of all 26 survivors. They were the last men to leave the ship.

The crew of Sea King 12407 spent two hours on the landing pad at Sable Island, hand pumping 2,700 pounds of JP-4 fuel into the helicopter and departed on the long trip home to Shearwater.

The following year saw the five crew members of Sea King 12407 receive the Chief of Defence Staff Commendation for their efforts in SAR *Euro Princess*. In November 1982, LCdr D.C. Cradduck returned to the US Navy.

The island of sand has truly earned its sinister and morbid title as the graveyard of the Atlantic.

R.H. "Bob" Smith



## Pubs & Mags

*Airports of the World* (Mar/Apr 2016) - 6pp on Iqaluit airport (YFB)

*FlyPast* (Apr 2016) - 7pp, plus centrespread, on the career and tragic 1945 Calgary crash of Mosquito B.IX LR503 *F-for-Freddie*, now honoured through the restored Mosquito B.35 VR296

Bill Clark



## YOWza – Images of recent sightings at Ottawa’s Macdonald-Cartier International Airport (MCIA) (YOW)



This Delta Airlines Boeing 757-232 (c/n 24390), N650DL, provided a rather capacious ride for the NHL’s Anaheim Ducks when they played the Senators on 26 March 2016. © Lawrence Glew



Country singer Garth Brooks travelled to Ottawa on this Bombardier CL-600-2B16 (c/n 5600), N810GT, registered to 8Ten LLC, for his Canadian Tire Centre shows, the weekend of 1-3 April. © John Buffam

Two of our photographers were privileged to spend the Sunday afternoon of 27 March 2016 on the open balcony of the MCIA air traffic control tower, giving their lenses a unique view of otherwise normal airline operations.



Air Canada Embraer ERJ 190-100 IGW (c/n 19000116), C-FMZR, Fin 336, lifts off from YOW’s Runway 14. © Will Clermont



Sunwing’s Boeing 737-8K5 (c/n 37265), G-TAWD, wet-leased from Thompson Airways in the UK, is seen from the tower as it lifts off from Runway 14 at YOW heading to a southern winter destination. © John Buffam



Airbus ACJ319-133 (c/n 1335), A7-HHJ, operated by the Qatar Amiri Flight. Qatar Amiri Flight is a VIP airline owned and operated by the Government of Qatar to undertake worldwide charters exclusively to the royal family and other VIP government staff. © Will Clermont



Qatari Minister of Foreign Affairs His Excellency Sheikh Mohammad bin Abdulrahman Al-Thani was in Ottawa the week of 28 March to 1 April 2016 for talks with Canadian Government officials. This Airbus ACJ319-133 (c/n 1335), A7-HHJ, operated by the Qatar Amiri Flight, is undoubtedly luxuriously equipped for its VVIP role. © John Buffam

This page is contributed and coordinated by CAHS Ottawa Chapter member Rod Digney

# MUSEUM ACQUIRES LAST RCAF CC-130E HERCULES

On 5 April 2016, the RCAF's last operational Lockheed CC-130E Hercules was retired from military service and delivered to the Canada Aviation & Space Museum where it will eventually go on permanent display.

An Air Force crew from 424 Transport and Rescue Squadron undertook the two-hour last flight (call-sign "Tiger 307") from 8 Wing at Trenton, first para-dropping some SARTECHs over home base before flying along the St Lawrence River to Montreal, then back up the Ottawa River to the Rockcliffe Airport where it did a fly-past before its final landing and shutdown just after 1130 hrs. A sizeable crowd of invited guests, museum and government officials, former Hercules crew members, school children, media, aircraft enthusiasts, and amateur photographers greeted the aircraft's arrival at the museum.

Hercules 130307 (originally 10307, c/n 382-4041) had served with the CAF and RCAF since 1965 and earned her retirement with less than a handful of hours left on the clock. It was the third of 24 'E' model Lockheed Hercules acquired by the Canadian military; over the ensuing 51 years, 307 served in the transport, navigation training, and search and rescue roles at Namao, Winnipeg and Trenton. Today, the RCAF employs a fleet of 17 of the newest 'J' model Hercules and an unknown remaining number of 'H' models.

Rod Digney



Flypast of the RCAF's last remaining Lockheed CC-130E Hercules 130307 (originally 10307, c/n 382-4041) at the Rockcliffe Airport (YRO) on 5 April 2016. © Rod Digney



Lockheed CC-130E Hercules 130307 on landing approach at the Rockcliffe Airport on 5 April 2016. © Rod Digney



Public and officials assembling by Lockheed CC-130E Hercules 130307 prior to the RCAF-to-Canada Aviation and Space Museum (CASM) hand-over ceremony on 5 April 2016. © Rod Digney



Tiger 307 Mission Patch

## SYDNEY BAKER – PART VI

### I decide to stay in Canada

I had taken no leave during the last five months and had accumulated enough leave to take a month off, so I decided to return to England for Christmas. This would give me an opportunity to reflect on the past five months and to make up my mind if Canada was the place for me. I think my flight to England and return is worth a mention, if only to compare with today's modern airline travel. I left Ottawa on December 15<sup>th</sup> on a Trans-Canada Airlines Douglas DC-3; in Montreal a change was made to a Canadair North Star. After stops at Gander and Prestwick, we arrived in London having been in the air for 11 hours, 35 minutes. After 25 days in England, I decided I would return to Canada. Prospects looked much better in Canada than in England.

The return flight of 11 January 1953 was somewhat different; we made stops at Shannon, Keflavik, Gander, and Montreal before arriving in Ottawa. Our total flight time was 22 hours, 15 minutes, but I understand several diversions were made due to unusual weather conditions.

After arriving back in Ottawa, the next two months were spent in the hangar preparing the Lockheed P-38s for the coming photo survey season. I also assisted with modifications to a recently purchased P-38; this was very interesting.

In all, ten P-38s (known as Lockheed Lightnings in the U.S.) were operated by Spartan Air Services over a five year period. Four were involved in serious crashes with the loss of five lives; two were broken up for spares and four were sold back into the U.S.

In March 1953, I was assigned to a P-38 aerial survey tour of the U.S. using two of our P-38s and one belonging to Aero Services of Philadelphia. We were subcontractors and received our instructions and reported to Philadelphia. We started off in Fort Worth, Texas, then headed north into Colorado, Wyoming, and Montana, completing photo survey contracts in each state.

It had been decided that flying piggy-back in the P-38s was too uncomfortable for engineers; also the space behind the pilot had been reduced by the installation of additional radio equipment. So, as long as there was airline service to the base of operations the engineer would use it. On this tour, I logged 17 hours, 20 minutes of airline time, mostly in DC-3s.

I really enjoyed this, the bases we operated from had ideal maintenance facilities and as long as you purchased fuel from them the ground crew were very helpful. Of course there was always a little spare time when one could take in a little local sight-seeing.



Changing the Turbo Charger on a P-38, Miles City, Montana, 1953



Lockheed P-38 (Lightning) at Miles City, Montana, 1953

At Miles City, Montana, we ran into a major maintenance problem; the turbo charger on the left engine had failed. I phoned Ottawa for a replacement; they in turn located one in the U.S. and had it shipped to Miles City. Changing this unit was no mean task. I had flown in a P-38 at night and the exhaust turbine section of this unit, situated on top of the tail boom, runs red hot. Also it is exposed to the elements when the aircraft is parked outside. These conditions resulted in most of the bolts holding the unit in place being rusted in and they had to be sheared off or drilled out. However, with help from a local engineer (Sig Urgan) the replacement was installed, the aircraft successfully test flown and our survey at Miles City was completed.

I arrived back in Ottawa on 26 May 1953, but my stay there was very short. On 31 May, I was off again on our Canadian summer operations. These stretched from Ottawa to Vancouver and as far north as Fort McMurray. This again entailed a lot of airline flying; on this tour 56 hours, 20 minutes. This was a very successful photo survey season. The weather had been very kind to us and we completed many contract assignments. After spending seven months away from Ottawa; the remainder of the year was spent in the hangar.

During the early months of 1954, I was engaged in preparing the aircraft for forthcoming survey contracts and assisting with some recent modifications. About this time, the helicopter section moved out of the hangar to an excellent new facility built at the east side of Uplands Airport. Spartan had really expanded and were now operating 14 Bell 47 series helicopters. These were mostly used in support of government exploration contracts in the Canadian Arctic.

In March, I was on a short photo survey contract covering areas from Ottawa to Kapuskasing, about 500 miles northwest. This was completed in ten days. In April, I made a short trip to Earlton, Ontario, to pick up a Fairchild Husky aircraft, registration CF-BQC. This was a single engine plane, similar to the Beaver or Norseman. It had a door opening at the rear of the fuselage for easy loading and it could be fitted with floats or skis. It had been parked outside all winter so we had to dig it out of a snowdrift. With the aid of a fire pot we managed to get thawed out and to get the engine running; this took two days. After satisfying ourselves things were okay and that the aircraft was airworthy, we made an uneventful flight back to Ottawa with Weldy Phipps at the controls.

April 25<sup>th</sup> saw me off on another P-38 photo survey tour, this time back to Edmonton, then to Sawmill Bay and several bases in between; completing the tour in September back in Edmonton. From here, we were told to stand by for the possibility of some work in the United States.

Ottawa told us to proceed to Wichita, Kansas, where Aero Services would give us information regarding the areas for a photo survey. The weather was a problem in this area, but we managed to get some good photo survey flights in. All this was very interesting, we were in the heart of farming and cowboy country and with time due to non-flying we were able to do some sight-seeing. I arrived back in Ottawa on December 15<sup>th</sup> after a very busy year and another 57 hrs. 5 min. of airline flying.

1955 started off with a short survey to North Bay and Kapuskasing. These surveys were usually for logging companies. The photos produced helped the logging companies in planning their season's cutting operations. Then in April, I was off to Toronto for the start of another busy photo survey season which took me across Canada and as far north as Dawson City in the Yukon. The airplane was a P-38; Dave O'Brien was pilot and Fred Gordon the navigator/camera operator.

This tour was a little different. Early in the year, I had bought a 1952 Pontiac and I persuaded the company to allow me to drive it out to the season's operations, suggesting it would save airline and taxi costs. We always used taxis from hotel to the airport while on field operations. The company agreed to this and I received the then current mileage rate.

This was a wonderful season. We completed a number of photo survey contracts and we were able to explore parts of Canada we had not seen before, especially in British Columbia and the Yukon. It involved an awful lot of driving. I never kept an accurate account of the mileage, but it was well over 5,000 miles. While in Whitehorse late in September, I traded my 1952 Pontiac for a new 1955 Oldsmobile 88.

During the summer of 1955, Spartan Air Services purchased 15 Mosquito Mk. B 35 aircraft from war surplus in England. Ten of these were being serviced by Derby Aviation and flown to Ottawa by Peter Nock, a ferry pilot. The first of these were in the hangar being modified when I arrived back in Ottawa. These planes were to replace the P-38s. They were considered more efficient taking a shorter time to reach 35,000 feet and with a longer range. From October 1955 to June 1956, most of my time was spent assisting in the modification of these aircraft. The modifications provided for camera and operator space in the rear fuselage, as well as access doors. The bomb bay doors and bomb racks were removed and a long range fuel tank was installed. A fuel dump system was designed and installed and provision was made for a navigator position in the nose; there would now be a three man crew. Additional radio equipment was also installed.

These modifications were designed by pilot Weldy Phipps and aeronautical engineer Bill Law and were approved under a restricted C of A (aerial survey only) by the Department of Transport. I obtained an endorsement on my Canadian engineers license number YZM 250 to cover this aircraft.

During this period I also made a trip to RCAF Station Camp Borden in Ontario. Spartan Air Services had purchased three Avro Lancaster aircraft from Crown Assets. I, along with two other engineers, and our chief inspector Jack Sanders were to inspect and service the Lancasters, making them ready for the flight to Ottawa. These planes had previously been used for ground instruction of RCAF pilots and ground crew. All military equipment had now been removed. The aircraft



were in surprisingly good condition and we encountered no problems in preparing them for the flight to Ottawa. Our requirement was for two aircraft, so the third Lancaster was sold to a Barrie scrap metal dealer for a few hundred dollars; today it would be worth a fortune.

Later, back in Ottawa, one of the Lancasters was registered CF-IMF. It was modified for the installation of SHORAN positioning and air profile recording equipment. During the summer of 1956, this aircraft did survey work out of Coral Harbour on Southampton Island.

Also the company purchased a Douglas DC-3, CF-ICU, and over the next ten years this turned into a multi-purpose aircraft. It was used in the following roles: cargo supply; aerial photo; magnetometer survey; SHORAN positioning and air profile recording. Later a second DC-3, CF-ITH, was purchased and fitted with Pratt and Whitney R-1830-94 1,350-hp supercharged engines which allowed it to operate at higher altitudes.

Late June 1956 saw me off on another tour; two months of which was spent at Pelly Lake in the North West Territories at a very remote spot northwest of Baker Lake. We were flown in on our own DC-3 with equipment and supplies. The sand and gravel landing strip with wooden huts for accommodations and a kitchen was built by Spartan Air Services, even down to a refrigerator which happened to be a tunnel dug inside of a hill! Everything was flown in; including a D8 tractor in a dismantled condition. The air strip had to be dragged due to sand build-up from wind storms.

DC-3 and York aircraft flew in all the gasoline in 50 gallon barrels, all of which had to be hand pumped into the aircraft. A Mosquito held more than 600 gallons, so pumping and handling the barrels and fighting off the live mosquitoes left one a little tired and sore at the end of the day. We soon learned that we were the main target of the mosquitoes. They were vicious and we wore mosquito nets all the time. All the same, it was just about impossible to avoid being bitten.

Two significant incidents occurred while we were at Pelly Lake. Weldy Phipps was flying one of the two Mosquitos we were operating 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; fortunately we had provided for this situation by flying in a spare engine earlier on. We also had an unmodified Mosquito flown in for spares. In spite of the very primitive conditions and equipment the engine change went very well and the Mosquito was soon back on the survey.

The second incident involved a runaway propeller on a Mosquito flown by 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; the left engine was now on fire. Al escaped through the roof hatch unharmed, but, with no fire-fighting equipment, there was little we could do but watch the aircraft be completely destroyed by fire. Both the camera operator and navigator were picked up uninjured by a floatplane that was operating in the area.

We had a Piper Super Cub (CF-HXA) that had been fitted with large donut wheels. Weldy Phipps flew the plane into Pelly for an extended exploration flight into the Arctic. We serviced the plane and loaded as many ten-gallon drums of fuel on board as we could. Weldy made the flight, planting a Canadian flag at what he believed to be the North Pole. A few days later, with Al MacNutt piloting the Super Cub, we made a short flight to Garry Lake where Father Bouchard lived a solitary life ministering to the sparse population of the area. He told us about the frequent trips he made to Inuit settlements in the area. A few years later, I learned that he did not return from one of these trips and he was never found.



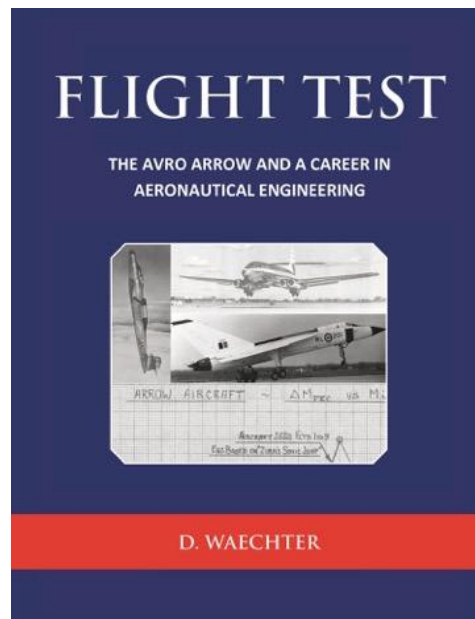
WWII RCAF Lancaster bombers at Camp Borden bought from Crown Assets serviced by a Spartan team under Sydney Baker's leadership and flown to Uplands. Tragically these planes were later broken up and sold off for scrap.



Mosquito Mk 35 belly lands at Pelly Lake after engine failure. Aircraft totally destroyed, crew uninjured.

*Colin Hine*

# NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



## FLIGHT TEST – THE AVRO ARROW AND A CAREER IN AERONAUTICAL ENGINEERING

**David Waechter**

David Waechter's talk will focus on his book *Flight Test* describing the work of his late-father, Ralph William Waechter, and those with whom he worked at Avro Aircraft Limited. Ralph Waechter's work at Avro included Mach meter calibration and aircraft performance analysis. The book reproduces and explains key excerpts from documents that Ralph Waechter retained after leaving the company.

David Waechter is a professional engineer who has worked in research and development for his entire career. He holds BAsC and MASc degrees from the University of Toronto and a PhD from Carleton University, all in electrical engineering. He has worked on technologies used in aerospace, defence, energy, and medical applications and now resides in Kitchener, Ontario.

Copies of David's book will be on sale at discount prices: \$20 soft cover, \$40 hard cover.

**LOCATION: Bush Theatre, Canada Aviation and Space Museum, Rockcliffe**

**DATE/TIME: Thursday, 28 April 2016, 1930 Hours**

**LANDING FEES: \$1.00**

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

**Visitors and guests are always welcome**