

the

# OBSERVAIR

Ottawa Chapter Newsletter  
Canadian Aviation Historical Society



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## CHAIRMAN'S MESSAGE

Last month we celebrated the 108<sup>th</sup> Anniversary of powered flight in Canada and this month we celebrate International Women's Day. In honour of both, I thought I would use this month's message to write about some of the prominent women in Canadian aviation.

This year marks the 25<sup>th</sup> Anniversary of Roberta Bondar's flight aboard the space shuttle *Discovery*. Her background as a neurologist and researcher specialising in the nervous system made her well suited for the mission. During the 8-day spaceflight, Bondar conducted experiments relating to the effects of prolonged spaceflight on the human body. She holds the honour of being the second Canadian in space.



Lorna deBlicquy  
© alumni.carleton.ca



Marion Orr © CASM



Roberta Bondar  
© NASA

Lorna deBlicquy made her first solo flight at the age of 14 at the Atlas Aviation Flying School, located at the Uplands airport. She would get her private pilot's licence two years later in 1948 and her commercial licence in 1953. In her nearly five decades of flying she would work all over Canada (including the high Arctic) and in New Zealand, Ethiopia, and Saudi Arabia as a bush pilot and as an instructor. For her work in aviation she received many awards, including the McKee Trophy, The Order of Canada and The Order of Ontario. She was also a member of the Rockcliffe Flying Club.

In 1997, part of Marion Orr's story appeared on TVs across Canada thanks to the always entertaining and educational Heritage Minutes series. (<https://www.historicacanada.ca/content/heritage-minutes/marion-orr>) Orr, inspired by Amelia Earhart, got her private pilot's licence in 1940 and her commercial licence in 1942. During the war years, she worked as an aircraft inspector and later as an air traffic controller, until being accepted to be a pilot with the Air Transport Auxiliary in Britain. After the war, Orr became the first woman in Canada to operate a flying school, Aero Activities Ltd. at Barker Field (later moving it to Maple, Ontario). Hopefully the stories of these women (and many more like them) will continue to inspire young girls and women everywhere to follow their dreams skyward.

Kyle Huth  
Chairman

*The Observair* is the newsletter of the Ottawa Chapter, Canadian Aviation Historical Society (CAHS), 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: William “Ceri” Harris

## – The Sultan of Oman’s Air Force in the 1980s

There were 43 members and guests at the Thursday, 23 February 2017 meeting of the CAHS Ottawa Chapter to see and hear William “Ceri” Harris speak about his time serving in the Sultanate of Oman’s Air Force during the 1980s.

Before recounting that service and his experiences there, Ceri opened his presentation with some historical and cultural background on Oman. Located in the south-west of the Arabian Peninsula, the Sultanate of Oman lies at a strategically important point of the Arabian Gulf. Roughly the same size as the UK and Ireland combined, Oman stretches from the Straits of Hormuz in the north to a southern border with Yemen. On its seaward side, the Sea of Oman and the Arabian Sea border Oman. Landward, Oman faces Saudi Arabia’s Empty Quarter and the United Arab Emirates. Separated from the rest of the country are the enclaves of Madha and Musandam. (See map below.) “As a consequence of its location, Omanis have always been sailors. Think of Sinbad the Sailor,” said Ceri.



W. “Ceri” Harris © William Harris

A Muslim country, Ceri reported that the sect that most Omanis practice is Ibadhi. Ibadhis follow a code of moderation and tolerance. The Imams lead prayers, but they have little power beyond this. Oman’s only resources are oil, frankincense, myrrh and fishing. Many of the country’s services – civil and military – are provided by foreigners; medical services are mainly provided by personnel from Iraq and Egypt, while shops, stores and traders come from India. In 1980, the population of Oman was roughly 750,000. [The current population is more than 4 million; with 2.23 million Omani nationals and 1.76 million ex-patriates.] “Omani’s focus on business, trade, family and camels,” Ceri said.

Portugal had dominated the region between 1507 and 1650. In 1798, Oman and Great Britain signed a Treaty of Friendship, under which Britain guaranteed the Sultan’s rule. Oman became a British Protectorate in 1891, a situation that lasted until 1951, when Oman received its independence from Britain – driven by the increased nationalism of the Middle East and the discovery of oil. Great Britain and Oman would, nevertheless, retain a close relationship; one that endures to this day.



“The Sultan then (1951), Said bin Taimur, remained aloof in his many palaces, detached from the populace,” Ceri said. Nor did he share or distribute any of the riches that poured into the country from oil exports; nothing was spent on education, medical services or resource development. In 1970, the Sultan’s only son, Qaboos bin Said Al Said, backed by the army and British mercenaries, led a near bloodless coup to overthrow his father. Sultan Qaboos declared a general amnesty and toured his new country doling out largesse to local headmen, especially in the southwestern Dhofar region. Qaboos set about to balance tribal, regional and ethnic divisions, and improve his people’s quality of living. He immediately changed the country’s name from “Muscat and Oman” to “The Sultanate of Oman.” Since that time, Oman has emerged as a prosperous and modern nation.

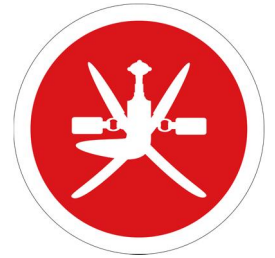
In parallel with reforming the country as a whole, Sultan Qaboos began a process of modernising his armed forces. An Omani national air force existed since March 1959; the British Foreign Office would fund it then, while the RAF had supplied its officers. During the 1970s, new combat aircraft were purchased, while transport and communication capabilities were also enhanced when modern transport aircraft, such as the Short SC-7 Skyvan and Bell helicopters were purchased. These machines proved invaluable in the difficult operating environments of Oman, and provided needed support to the civilian population too. “Loan service” remained a

key element of the SOAF, with RAF officers and NCOs – both serving and retired – holding a variety of positions with the SOAF. These positions ranged across policy, training, and standards areas. The British aviation industry also provided vital support to the air force of Oman, with companies like Airwork Services Limited providing maintenance and technical support to the SOAF. By the 1980s, aircraft were operated by a mix of contracted and seconded RAF “loan service” pilots, with a growing cadre of trained Omani in other roles. It was into this environment that Ceri would enter.

After 16 years, Ceri’s service as an RAF pilot was to end in 1981. He had obtained an Air Transport Pilot’s License (ATPL) and was looking for a flying job in the UK. There was a downturn in British aviation at this time, so Ceri looked for opportunities Overseas. In the Middle East, there were two options for ex-RAF pilots: Saudi Arabia for fast-jet pilots, or Oman for transport and helicopter pilots. Ceri had been to Oman previously while serving with the the RAF. But there were no flying vacancies in Oman at this time, so he accepted a post as an Operations Officer, with the *proviso* that he could keep his flying record current in his off-duty time.

Upon being hired by the Sultan of Oman’s Air Force, Ceri was given the rank of Naqib Tayar (Flight Lieutenant). On his official arrival with the SOAF, Ceri was provided with his uniform, banking facilities, a car, and a weapon:

- Uniform: made to measure overnight by Indian tailors.
- Bank: Standard Chartered. Pay in and transfer money back home.
- Car: 10 minute driver’s test in a Landrover, then given a car. All cars were Toyotas, models appropriate to rank – Ceri was allocated a Corolla. Petrol (gasoline) was free at any petrol station, however, it was wise to keep the tank full as there were few stations in the desert!
- Weapon: Off to Armoury – “What would you like Sir?” Ceri eventually decided on a 9mm automatic pistol with an endless supply of ammunition. He kept his gun in the car’s glove box when off base. Some people (especially Zimbabweans and South Africans) held more frightening weapons, like M16s and flashbangs. “On Fridays (Juma), we would go down to the local beach for a BBQ and beer. There was not much swimming due to sharks and rays, but after lunch a favourite passtime was firing at beer cans in the water,” Ceri said.



The Roundel of SOAF

At the beginning of his assignment Ceri spent a week touring Oman, visiting the air bases at Seeb, Masira, Khasab, and Salalah. Operations at Salalah involved controlling day to day flying and exercises. There were:

- Two rotary wing squadrons with Bell 205, 206, 212 and 214 helicopters;
- One Short SC.7 *Skyvan* squadron;
- One Britten-Norman BN-2 *Islander/Defender* squadron.

Typical operations included:

- Supply operations to army forts in the Dhofar region. Adoo insurgents and incursions from Yemen were a constant worry;
- Civilian transport. Scheduled services that fly anyone and anything;
- War role, including joint exercises with army, navy and friendly forces. Incursions into the west from Yemen were easily controlled by Omani air and ground forces;
- CASEVAC/MEDIVAC operations. Doctors were regularly transported into rural areas to provide much needed care.

“The Air Force Operations Room (AFOR) at Seeb (Muscat) was the only 24-hour facility in the whole of Oman,” Ceri said. Ceri worked shifts, 18 hours at a time; 3 days on, then 4 days off. This provided for plenty of time for personal flying and travel around the country.

“During the holy month of Ramadan, Ibadhis fast from sunrise until sunset. Then they feast all night!,” Cerii said. A Ramadan Bar, with subdued lighting and low volume music, was set up for ex-patriots. Locals came along too, as alcohol was not forbidden. “Beware local drivers when driving to work in the morning,” Ceri said.

“Oman tends to be friendly with all Arab states,” Ceri said. Egypt and Israel were both recognised in 1979. Air defectors from Iran would come under the radar to land at Seeb (Muscat). “There was never



A SEPECAT *Jaguar* of the SOAF © William Harris



A SOAF Short *Skyvan*, circa 1980s © William Harris

time to block runways, so defectors were allowed to land," Ceri said. Pilots were usually granted asylum, and the aircraft were later returned to Iran. Iranian pilots were sent over to recover the aeroplanes.

Ceri would also complete a 3-month detachment operating from Masirah Island. All shipping in and out of the Persian Gulf has to pass through the narrow passage of the Straits of Hormuz. Khasab, a small fishing village on the coast, has a long runway. From the mainland, it is approached through mountain passes. "This is like tackling "Becher's Brook" [a fence jumped during the Grand National], or "Tattenham Corner" [a sharp bend in the track at the Epsom Racecourse] on a race course," Ceri said. In bad weather, pilots had to go the long way around the coast. One of the local pilots, Mohammed Mubarrak, was killed in a *Skyvan* attempting to climb out through the mountains in low visibility.

Ceri would complete his SOAF service in 1983. He then joined the Royal Hong Kong Air Force and later, when the colony was returned to China in 1997, he became the Chief Pilot of the newly-created Hong Kong Government Flying Service, but that's a story we hope to hear about some other time.

A timely and interesting presentation, attendees asked a number of questions before offering their thanks and appreciation to Ceri.

Colin Hine  
Editor

**Editor's Note:** To learn more about the long-standing connections between Britain's and Oman's air forces, see the Royal Air Force Museum's online exhibition, *An Enduring Relationship*: <http://www.rafmuseum.org.uk/research/online-exhibitions/an-enduring-relationship-a-history-of-friendship-between-the-royal-air-force-and-the-royal-air-force-of-oman.aspx>



## New Rules for Flying Recreational Drones in Canada Revealed

Andrew Foote · CBC News · 16 March 2017

Recreational drone users in Canada face new restrictions on where and when they can fly their remote-controlled devices, under new rules being announced by Transportation Minister Marc Garneau. The rules, which are effective immediately, mean recreational users will face a fine of up to \$3,000 if drones weighing more than 250 grams are caught flying:

- Higher than 90 metres.
- Within 75 metres of buildings, vehicles, vessels, animals or people.
- More than 500 metres away from the user.
- At night, in clouds or somewhere you can't see it.
- Within nine kilometres of somewhere aircraft take off or land, or a forest fire.
- Without your name, address and phone number marked on the drone itself.
- Over forest fires, emergency response scenes or controlled airspace.

Some of those rules existed only as guidelines before the announcement, Garneau said, with no specific penalties for breaking them.

RCMP Chief Supt. Brian Stubbs said at the announcement at Toronto's downtown Billy Bishop Airport that police could really only penalize someone using a drone dangerously if they broke a section of the Criminal Code, such as criminal negligence or mischief.

"These regulations will give us a [less harsh] way to manage these types of calls," he said.

"Of course discretion is a part of this as well too. Police officers have the discretion just to educate, perhaps, an operator of a drone, all the way to [using] the Criminal Code."

Transport Canada says anyone who sees someone flying a drone illegally should call 911.

The new rules do not apply to people flying at sites and events sanctioned by the Model Aeronautics Association of Canada, a national model aircraft association Garneau said has an excellent safety record.

To learn more about the new rules, visit: [www.canada.ca/drone-safety](http://www.canada.ca/drone-safety)



## RAMBLING THROUGH RECORDS

Toronto celebrated its Centennial Anniversary in 1934. As part of the anniversary program, Britain's Air Ministry provided an aerobatic team of Hawker *Furies*, drawn from No. 1 Squadron, RAF. They performed for three days (July 2-4), accompanied by the RCAF *Siskin* aerobatic team. As an add-on, a large air show was arranged for Ottawa, again using the *Furies* and *Siskins*, but incorporating several other types. RCAF file 1008-9-8 (Library and Archives Canada Record Group 24, Box 4911) contains interesting details of preparations, as well as newspaper accounts of the event.

Planning began in May and by late-June things were being committed to paper. Wing Commander A.E. Godfrey, Commanding the Ottawa Air Station (Rockcliffe), expected some 27,000 ticket sales (proceeds to go to the RCAF Benevolent Fund). They cost 25 cents for adults and 15 cents for those under age 16. To accommodate the crowds four "comfort stations" were set up (two for men, two for women). There were also three canteens (refreshment stands), manned by RCAF personnel and selected men from Relief Project No. 27, then engaged in airfield improvement. Half the canteen profits were to go to the project's "Comfort Fund," the other half to be credited to the RCAF Airmen's Canteen Fund.



News cuttings from 8 July 1934 editions of Ottawa newspapers © *Ottawa Citizen* and *Ottawa Journal*

Godfrey had more work in store for the Relief Project workers. One hundred men were selected to assist in security, intercepting people who might be trying to evade paying admission, or who might try to cross the airfield during performances. They were each paid one dollar for the day. Final plans were laid down in RCAF Operation Order 76/34, "Display," dated 7 July 1934, with the event scheduled for the afternoon of the 14<sup>th</sup>, using aircraft from Rockcliffe, Trenton, and Camp Borden. The VIP guest lists extended over a dozen pages, from the Acting Prime Minister of the day (Sir George Perley) down.

The crowds were exactly as expected and the weather was perfect. The show began at 1:00 p.m. with an "Aircraft Parade" of 26 machines over the city, landing at Rockcliffe or, in the case of two *Vedettes* and a Vickers *Vancouver*, on the Ottawa River. There was another flypast at the base at 3:00 p.m., followed by a series of special performances. These began with aerobatics by a Fleet trainer (Flight Lieutenant E.G. Fullerton), then a demonstration of Army Cooperation work – message pick-ups and drops by RCAF *Atlas* aircraft piloted by Flight Lieutenant A. Lewis and Flying Officers H.L. Campbell and W.A. Orr – followed by the *Siskins* putting on "synchronised aerobatics," then a solo *Siskin* acrobatic performance by Flying Officer A. Jones.

An *Atlas* machine flown by Orr returned to demonstrate two-way communication between ground and air. However, it was the RAF *Furies* that would dominate attention – first by three fighters (Flight Lieutenant E. Russell Stracey, Flying Officers G.J.S Chatterton and J.W. Donaldson), then some stunt flying by a single *Fury*. The show concluded with a parachute jump by Leading Aircraftman A. Rhodes from a Fairchild 71 piloted by Flight Lieutenant H.M. Carscallen.

Newspaper coverage was ecstatic. The Rockcliffe flypast was led by Ford *Trimotor* G-CYWZ piloted by Flying Officer C.W. Morrison. The *Ottawa Citizen* described the approach of the fleet from the east: "Dropping down until its wheels appeared to nearly touch the tree tops, the huge silver plane levelled off to speed swiftly across the flying field and over the crowd, the skilful hand of Flying Officer Morrison holding it steady not fifty feet above the ground."

There were two untoward incidents during the day. The first was during the "Aircraft Parade." A float-equipped *Moth* piloted by Flying Officer H.H.C. Rutledge had engine trouble and alighted on Dow's Lake, where he had to remain for the day. In mid-afternoon, Flying Officer R. Briese, taking off in a *Siskin*, experienced an engine failure. "Easing his plane over the heads of the crowd, the pilot landed without harm in an open space behind the parking area, reserved for just such an emergency."

Clearly the RCAF could take great satisfaction from the fallout of this event. All three Ottawa daily papers (*Citizen*, *Journal*, and *Le Droit*) praised the day and lamented the Depression economies that had reduced the air force during the "Great Cut." The Conservative-backed *Journal* found solace in the Relief Projects that were ongoing at 130 airfield sites across the nation. The *Citizen* contrasted the former Liberal government, which had provided for "a small but effective defence force," with the Tory Bennett government which had "almost completely disbanded the Royal Canadian Air Force."

Sir George Perley wrote to Major-General A.G.L. McNaughton, Chief of the General Staff, with congratulations on a magnificent show. There were many other such letters. The Surveyor-General, F.H. Peters, proudly declared "the flying which was done by our own people did not suffer at all in comparison with the British Fliers."

And nobody wrote to complain about noisy aeroplanes over their neighbourhoods!

Hugh Halliday

The banner is for the AERO 150 event. It features a blue background with white and red text. At the top, it says "LA PATROUILLE DE FRANCE" and "CANADIAN FORCES SNOWBIRDS". In the center, "AERO 150" is written in large, stylized letters. To the left, it says "A ONCE IN A LIFETIME AVIATION EVENT" and to the right, "UN ÉVÈNEMENT D'AVIATION UNIQUE!". Below this, it says "AERO150.com". At the bottom, it provides the date and location: "SUNDAY, APRIL 30, 2017 – GATINEAU OTTAWA EXECUTIVE AIRPORT – FREE ADMISSION – PARKING \$10" and "DIMANCHE, 30 AVRIL, 2017 – L'AÉROPORT EXÉCUTIF DE GATINEAU-OTTAWA – ENTRÉE LIBRE – STATIONNEMENT : 10 \$". The hashtag "#aero150" is also present. The banner includes illustrations of a large blue and white aircraft (La Patrouille de France) and a smaller white aircraft (Canadian Forces Snowbirds) flying over a field of smaller aircraft.

Vintage Wings of Canada and the City of Gatineau are proud to announce AERO 150, an aviation spectacle in honour of Canada 150 and the 100th Anniversary of the Battle of Vimy Ridge, to be held at the Gatineau-Ottawa Executive Airport (CYND) on Sunday, 30 April 2017.

The Canadian Forces Snowbirds and La Patrouille de France of the French Air Force (l'Armée de l'Air) will soar over the Gatineau Airport in a display of friendship, freedom, and the historic ties between Canada and France. To round out the show, Vintage Wings of Canada will be flying fighter and training aircraft from its historic collection and the Royal Canadian Air Force will be displaying several of its state-of-the-art aircraft.

Gates open at 9:00 a.m., and the aerial display will take place from 1:00 p.m. to 4:00 p.m. Admission is free. Parking is \$10.00

For more information, check out: [www.aero150.com](http://www.aero150.com)

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

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



Bombardier’s *C Series* CS300 Flight Test Vehicle 8 (FTV8) (s/n 55002), C-FFDO, over-nighted at the Ottawa Macdonald-Cartier International Airport (YOW) on 31 January 2017, after a flight from Anchorage, Alaska. The Bombardier CS300, the 130-160 seat version of the *C Series* airliner, has been exceeding performance expectations since it went into service with Air Baltic in December 2016. Bombardier has delivered a total of eight *C Series* aircraft; six CS100 to Swiss and two CS300 to Air Baltic. © Will Clermont

On 9 February 2017, Air Canada launched a new livery featuring black on white with red retained only for the maple leaf roundels. Staff uniforms will also be black. The first example of the new colour scheme to appear at YOW was Airbus A321-211 (s/n 1811), C-GJWO, FIN 460; a second ‘new look’ A321, C-FJWI, arrived later the same day.

© John Buffam



Another view of Air Canada’s Airbus A321-211 (s/n 1811), C-GJWO, FIN 460, from 9 February 2017. Some elements of Air Canada’s new livery are reminiscent of the airline’s look 24 years ago: the red maple leaf roundel has returned to the fin, with another appearing on the aircraft’s black belly. Some 300 Air Canada aircraft must now be repainted as the most recent light blue scheme is replaced.

© Will Clermont

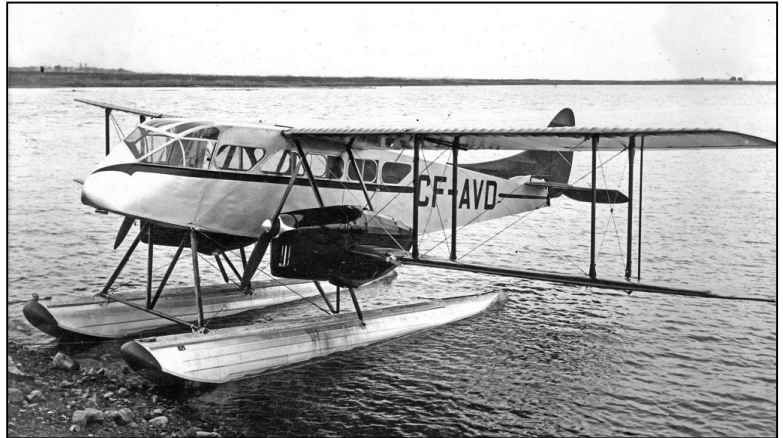
# REPORT OF AIRCRAFT DETECTION CORPS ACTIVITIES April – June 1944 (Errata)

The October 2016 issue of *the Observair* included details of RCAF Aircraft Detection Corps Activities obtained from a DND Directorate of History and Heritage document. One important entry was accidentally missed from the article. Our apologies to Bob Smith for missing this entry. Colin Hine, Editor.

Date	Aircraft	Records	Crew Members
26 May 1944	DH.84 (c/n 6086) <i>Dragon II</i> , CF-AVD, Canadian Pacific Airlines, Montreal	<p>On a regular scheduled flight from Baie Comeau Airport, QC, to Sept Isle, QC, in strong gusty crosswind conditions with five passengers on-board. Shortly after take-off, while still at low altitude, the aircraft stalled and crashed.</p> <p>The location of the crash site was approximately one half mile north of the Baie Comeau Airport. The aircraft was damaged beyond repair.</p> <p>The board of inquiry into the accident stated the aircraft took-off in an overloaded condition on a runway with strong gusty crosswinds; winds crossing the runway at 80 degrees, causing the aircraft to stall and crash before recovery could be effected.</p>	<p>Capt. W. R. Munroe, Pilot Mrs. W. R. Munroe, passenger Miss L. Chouinard, passenger Mr. E. Heuri, passenger Mr. J. Janorski, passenger F/L R. R. Newson, passenger</p> <p>The crash resulted in severe injuries to the pilot and to one of the passengers (not identified) and minor injuries to the remainder of passengers. During the very short flight of CF-AVD passenger Mrs. Munroe had a bulldog on her lap. Neither Mrs. Munroe nor the dog were injured.</p>

**Author's Note:** Many thanks to CAHS Ottawa Chapter member Terry Judge for his assistance in the preparation of this note.

R.H. "Bob" Smith



An earlier view of DH.84 Dragon II CF-AVD on floats © BAE Systems



## Pubs & Mags

### **Aeroplane Monthly** (February 2017)

- 15pp. database feature on the Sopwith Triplane, with several Canadian references

### **Air Forces Monthly** (February 2017)

- 7pp. on RAF ISTAR Force, including the Raytheon *Sentinel* R1, a modified version of the Bombardier *Global Express*

### **Airliner World** (Feb 2017)

- 7pp. on the challenges of flying in the Canadian North by Robert Grant, illustrated with a wide variety of aircraft types and operators;
- 4pp. on the Bombardier CS300 debut in December 2016 with Latvia's Air Baltic

### **Airways** (Apr 2017)

- 8pp. on the swan song of the Hawker Siddeley HS748 with Yukon's Air North;
- 8pp. on the history of Wardair;
- 4pp. on flying a DHC-6 *Twin Otter* with Air Labrador by Robert Grant

### **Legion Magazine** (Mar/Apr 2017)

- 8pp. on the history of women in Canadian military aviation by Danielle Metcalfe-Chenail;
- 4pp. on the development of the Franks Flying Suit;
- 2pp. on air support from No. 16 Squadron, RFC, at Vimy, by Hugh Halliday, to accompany the feature article on the pivotal assault

Bill Clark



## WELDY PHIPPS – The 1960 Forced Landing

In July 1960, noted bush pilot Weldy Phipps had to make an emergency landing on the tundra in the far north. The reasons for the crash are not considered in this short piece as the more important point is the response of those involved that demonstrate the use of initiative required in northern flying.

On 28 July 1960, Weldy Phipps was flying what the RCAF originally reported to be a Piper *Pacer* with one passenger. The aeroplane was later identified as Piper PA-18 (c/n 18-7324) *Super Cub*, CF-LXH. At around 1930 hours, the aircraft suddenly went into a stall with Phipps being able to level the aircraft just above the ground. However, a hard landing was made with the wings shearing off and the undercarriage collapsing. Phipps received a bad cut above the eye, while his passenger, Steve Standish, received a broken leg and was in extreme pain. In the crash the radio was damaged and Weldy had to work for nearly an hour to get it working again.

Dick deBlicquy in a DHC-2 *Beaver* heard the Mayday and reported to RCAF Station Resolute Bay that a Piper had crashed some 70 miles northwest of Resolute Bay (Accident location was Little Cornwallis Island, NWT – 75° 33' N, 100° 03' W) and that he would be proceeding to the station to pick up a doctor and the local RCMP constable. At the same time, RCAF Service Flight No. 6, a C-119, from No. 4 Operational Training Unit, was heading south, having left Resolute after conducting a mercy flight the previous day. The pilot, Flight Lieutenant Alan Pickering, heard deBlicquy's call and, sensing a potential medevac, turned his aircraft around.



Piper Super Cub CF-LXH at the crash site  
© Weldy Phipps Collection via Robert M. Stitt

DeBlicquy picked up the DND doctor, Basil Cooper, and RCMP Constable Terry Jenkin and proceeded to the crash site. Because of the terrain at the site, he had to land some distance away, which required that Standish be carried back over rough terrain in a stretcher. DeBlicquy left the scene around 2200 hours. By this time, the weather at Resolute was closing in, with fog rolling in and the visibility reduced to 100 feet. DeBlicquy was advised that the station had a plan.

Four men with Very pistols were sent to positions north of the button. A fire-truck was stationed east of the button, its red lights flashing. Two snow plows and all available vehicles with their lights shining onto the button were stationed near the firetruck. Once over the beacon, deBlicquy called in to the tower, they advised the firetruck who gave the men with the Very pistols the order to fire away. Between the flares and the lights, he had no problem landing the *Beaver*. Standish was placed in a warm snowmobile and was off to the hospital to have his leg fixed while Phipps was taken for stitches.

Once the patients were treated, they were loaded onto the waiting C-119 and, with the passengers from the original flight, headed south to Churchill. The two patients were in the hospital about 11 hours after the crash. Back at Resolute, the morale of the station was quite high after the rescue effort. The display of Very lights being fired off after the *Beaver* landed was one indicator of their mood.

There are a number of kudos that can be handed out in this event. Phipps' efforts to restore the radio, despite his serious head injury, was the first one. DeBlicquy's rescue flight is noteworthy given the location and the terrain. The RCAF Station Resolute Bay's Construction Engineering Officer, Flying Officer Wally Swenson-Rosenquist, must be given credit for the idea on how to make the runway visible in severely diminished visibility, while F/L Pickering must be commended for turning his C-119 around and making it available for the medevac.

**Postscript:** On 5 August, Weldy Phipps and Russ Bradley arrived at Resolute Bay from Ottawa. It was noted at that time that the crash position indicator of the aircraft had operated for more than four days. It had sheared itself away and was lying quite close to the aircraft. The two left the next day for Little Cornwallis Island to investigate the crash of the aircraft.

*Mathias Joost*

**Editor's Note:** After Mathias submitted this story, other CAHS Chapter members and friends provided further details surrounding the incident. As a result, we were able to confirm the downed aircraft type and to obtain an excellent photograph of the downed aircraft. Many thanks to Sydney Baker, Terry Judge, and Robert Stitt for their help. The book, *Flying the Frontiers – A Half-Million Hours of Aviation Adventure*, by Shirlee Smith Matheson has a chapter about Weldy Phipps that includes a two-page summary of the incident.

*Colin Hine, Editor*

# NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



## **TAGS: A U.S./Canada Development Project Fly-By-Wire Helicopter Flight Control in the Early 1970s Colin Hine**

TAGS, the Tactical Aircraft Guidance System, had its origins in a U.S. Army Air Mobility Research and Development Laboratory (AMRDL) request to the Massachusetts Institute of Technology's (MIT), Charles Stark Draper Laboratories to help them find a way to simplify the pilot's burden when operating military helicopters in a tactical environment. This concept required the introduction of a range of new sensors and controls, including inertial velocity sensors, gyro sensors, pilot controls and, of course, computers. While some forms of computing had been deployed in auto-pilot systems at this point in the 1970s, providing digital computers in a full authority link between the pilot and the helicopter had never been considered before. Colin Hine will speak about his participation in the TAGS development and flight test program.

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

**DATE/TIME:** Thursday, 30 March 2017, 1930 Hours

**LANDING FEES:** \$1.00

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

**Visitors and guests are always welcome**