

# the OBSERVAIR

Ottawa Chapter Newsletter  
Canadian Aviation Historical Society

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## CHAIRMAN'S MESSAGE

I hope many of you got out to see the Patrouille de France, either at the very cold and rainy Aero150 air show on Sunday or on Tuesday when they and the Snowbirds did a flypast over Parliament Hill. Aero150 was only the third time the Patrouille de France have visited Canada and the first show of the 2017 season for the Snowbirds. What a wonderful way to kick off the air show season and wrap-up another great programming season for CAHS Ottawa. (*Editor's Note: If you missed the air show, the webcast of the show can be viewed at: <http://www.aero150.com/webcast>*) Of course, if you missed seeing the flypast, you can always catch the Snowbirds and the RCAF Air Demonstration Team CF-18 Hornet on Canada Day.



Patrouille de France © Aero150

As you all know, the CAHS National Convention is less than a month away in London, Ontario, June 8 to 11. There are some great speakers and tours lined up, including a trip Saturday morning to nearby Tillsonburg, Ontario, to participate in the Canadian Harvard Aircraft Association's Fly Day. Growing up in Southwestern Ontario, I can say there are few sounds as memorable as a flight of Harvards overhead. Convention merchandise is now available online, including the new 2018 CAHS calendar, and can be seen and purchased here: <http://cahs.ca/events/merchandise/online-store>

I would like to say a big thank you to everyone who made this CAHS Ottawa programming season such a great success. If any members have any suggestions or concerns for the coming season, please let us know! We are always happy to hear from you. Together we can ensure that the CAHS continues to promote and share Canada's aviation heritage.

Have a safe and happy summer.

Kyle Huth  
Chairman

Find us on Facebook at: <https://www.facebook.com/CAHSOttawaChapter>  
*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](mailto:MatJoost@cahs.ca)

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Refreshments



Our April speaker, Chris Terry. © Hugh Halliday

## PAST MEETING: Chris Terry – One Last Presentation of Aeronautical Treasures

There were 52 members and guests in the Bush Theatre of the Canada Aviation and Space Museum (CASM) for the Thursday, 27 April 2017 meeting of the CAHS Ottawa Chapter to see and hear Chris Terry, make “one last presentation of aeronautical treasures.”

Chris opened his talk with a recollection that his first talk to the Chapter took place more than 25 years ago when Tim Dubé had asked Chris to fill in when a planned speaker had come down with food poisoning. The rest is history. This talk covers some three years of travel; 2014 through 2016.

The first location Chris addressed was the College Park Aviation Museum, (<http://www.collegeparkaviationmuseum.com>) College Park, Maryland, where the US Army got the Wright Brothers to train its first two aviators. It is the oldest continually used airport in the USA. ERCO *Ercoupe* aircraft were manufactured at a plant in College Park, but there is no longer any

evidence of the manufacturing plant. The museum is not large, but it is very child friendly. The day that Chris was there the place was “teeming with kids.” If one is in the Washington, DC, area, this museum is well worth a visit.



Monocoupe 110, NC12345, College Park Aviation Museum, College Park, MD, 15 April 2014. © Chris Terry



Bowls Senior Albatross, NC2191, National Soaring Museum, Elmira, NY, 16 April 2014. © Chris Terry

The next place Chris visited on this trip was the National Soaring Museum (<http://www.soaringmuseum.org>) at Elmira, New York. This is a different place, but, if you are interested in gliding, this museum is well worth visiting; a magnificent collection in an unpretentious setting. Well organized in a limited amount of space. Chris noted that there are a lot of other interesting museums and other locations worth a visit in this area including: the Wings of Eagles, the Curtiss Museum; and the National War Plane Museum. He also highly recommends a visit to the Corning Glass Museum – unrelated to aviation, but well worth a visit.

The Glenn H. Curtiss Museum (<https://www.glennhcurtissmuseum.org>), in Hamondsport, New York, has a large collection of aircraft from the Curtiss era:

### Originals

- 1917 Standard J-1 (on loan from Henry Ford Museum)
- 1919 Curtiss *Seagull* Flying Boat (on loan from Henry Ford Museum)
- 1927 Curtiss *Robin*
- 1929 Mercury *Chic* (on loan from Mercury Aircraft)
- 1929 CW *Pusher* (on loan from Curtiss-Wright)
- 1943 Curtiss C-46 *Commando* (on loan from NASM)
- 1951 *Doppelraab* Glider

### Restorations

- 1917 Curtiss JN-4D *Jenny*
- 1919 Curtiss *Oriole*
- 1929 Curtiss *Fledgling*
- 1931 Mercury S-1 *Racer* (on loan from Mercury Aircraft)
- 1931 Curtiss-Wright *Junior* (on loan from H. Hale - NY)



## Reproductions

- 1904 Baldwin Dirigible Gondola
- 1907 AEA Glider
- 1908 AEA *June Bug* (on loan from Mercury Aircraft)
- 1909 AEA *Silver Dart*
- 1910 Curtiss *Albany Flyer* (currently in progress)
- 1911 Curtiss A-1 *Triad* Seaplane
- 1912 Curtiss *Headless Pusher*
- 1913 Curtiss *Model E* Flying Boat
- 1914 Curtiss *America* Flying Boat
- 1943 Curtiss P-40E *Warhawk* (in ¾ scale)

One of the Canadian museums Chris visited in 2014 was the Aero Space Museum of Calgary, since re-named The Hangar Flight Museum (<http://www.thehangarmuseum.ca>). The building in which the museum calls home had its origins in the British Commonwealth Air Training Plan (BCATP). Built in 1941, it was the drill hall for No. 37 Service Flying Training School. One innovative development at the museum that Chris is really impressed with is the installation of covered structures for aircraft outside of the main museum buildings; thus protecting aircraft from the weather and other damaging environmental condition. Aircraft in The Hangar Flight Museum include:

- WACO EQC-6 Custom WACO 10 Cabin Seies, 1936
- AEA *Silver Dart* – full size replica
- Avro 652 *Anson* Mk. II
- Avro Canada CF100 *Canuck*
- Avro *Lancaster* Mk. X
- Barley Grow T8P-1
- Beechcraft D18S *Expeditor* Mk. 3NM
- Bell 47G helicopter
- Cessna 188 AG *Wagon*
- Cherokee II glider

In 2014, Chris visited the Museum of Army Flying (<https://www.armyflying.com>) at Middle Wallop, Hampshire, England. The collection covers the five main branches of Army Aviation: Royal Engineers (1878 – 1912), the Royal Flying Corps (1912 – 1918), Air Observation Post Squadrons (1941 – 1957), the Glider Pilot Regiment (1942 – 1957), and the current Army Air Corps (1957 – to date). More than 40 fixed wing and rotary aircraft can be seen in the museum. It has a classic 1920s/1930s grass runway, no paved runways. Many of the aircraft are exhibited outside and the effects of weather damage is evident; a really big issue for Chris. The Apache Café there provides a good opportunity to observe helicopter flying operations.

From there, Chris went to the Farnborough International Airshow; his first visit there since 1974. The Americans brought their suite of military hardware, including the F-35 *Lightning II*, and F-18 *Super Hornet*. Other aircraft he saw there included a vintage Lockheed *Constellation*; an Airbus A-400; a Boeing 787-9 (Chris noted he flew in one of these earlier this year and was really impressed); a Boeing P-8 *Poseidon*, fully loaded; and others.



Airbus A380-800, F-WWDW, Farnborough, 17 July 2014. © Chris Terry



Augusta Westland AW189, I-EASO, Farnborough, 17 July 2014. © Chris Terry

In February 2015, Chris visited the Western Museum of Flight (<http://www.wmof.com>) in Torrance, California. A niche museum of largely Northrop aircraft exhibits; numerous aircraft, exhibits, and other displays.

- North American F-86 *Sabre*
- Northrop YF-17 *Cobra* (Prototype #1)
- Grumman F-14A *Tomcat*
- Northrop F-5A *Freedom Fighter*
- Douglas A-4A *Skyhawk*
- British Aerospace *Harrier* T.4 Jump Jet
- Northrop JB-1 *Bat* (World War II “Buzz Bomb”)
- 1883 *Montgomery* Glider (replica)
- Radioplane RP-76 Target Drone
- Radioplane RP-5A Target Drone
- Northrop KD2R-5 *Shelduck* basic training target drone
- Northrop YF-23A *Black Widow II*
- Sierradyne S-1 Sierra (Sue) used by Northrop
- Northrop Radioplane RP-71 *Falconer*, SD-1 target drone
- Northrop HL-10 (scale model). (Lifting body re-entry research vehicle program, helped in the development of the Space Shuttle.)
- ASA Space Shuttle (model)
- Bede Aircraft BD-5
- Link Model C-3 Trainer (1942)
- Teledyne Ryan AQM-34K *Firebee* (RPV)
- Northrop Grumman BQM-74F cruise missile
- Orion Industries UAV Model 706 *Sea Bat*
- Lockheed YO-3A *Quiet Star* observation aircraft

Also in 2015, Chris visited the Western Antique Aircraft and Automobile Museum (<http://www.waaamuseum.org>) Hood River, Oregon. The museum has one of the largest collections of still-flying antique aeroplanes and still-driving antique automobiles in the country. WAAAM has an extensive collection of flying antique aircraft including a 1917 Curtiss JN-4D *Jenny* featuring an OX-5 90-hp engine, collections of just about all the models of Piper, WACO, Aeronca, and Stearman aircraft made, along with many more aircraft.



Sikorsky S-58ET, N1168U, Riverside, CA, 24 February 2015. © Chris Terry



Rearwin 6000 *Sportster*, NC19415, at the Western Antique Aeroplane and Automobile Museum, Hood River, OR, in 2015. © Chris Terry

After visiting WAAAM, Chris went on to the Evergreen Aviation and Space Museum (<https://www.evergreenmuseum.org>) at McMinnville, Oregon, now the home of the Spruce Goose after it was transported from Long Beach, California. The Spruce Goose was transported up the Pacific coast by barge, then up the Columbia River. It was then disassembled and moved by road to Evergreen where it remained in disassembled condition for many years until an exhibition building was virtually constructed around the giant flying boat. Museum displays range from reproductions of Orville and Wilbur Wright's pioneering designs to a Lockheed SR-71 Blackbird that flew at speeds of over 2,000 miles per hour. The museum has a little of something for everyone. Founded in the memory of Captain Michael King Smith, Evergreen's exhibits celebrate the lives of innovators, pilots, and veterans who pioneered flight in these remarkable machines.



Curtiss CW-A22 *Falcon*, N500G, at the Evergreen Aviation and Space Museum, McMinnville, Oregon. © Chris Terry



Hughes' Spruce Goose at the Evergreen Museum. © evergreenmuseum.org

Another Canadian visit was to the Sproat Lake Water Bomber Base on Vancouver Island, British Columbia. The Hughes' Spruce Goose is a monster aircraft that only flew in ground effect, but the Coulson Flying Tankers' Martin *Mars* C-FLYL and C-FLYK water bombers at Sproat Lake are monsters too and they really fly! They are not being used for fire fighting anymore, Coulson now prefer to use rotary wing and C-130 aircraft, so the Martin Mars are surplus to requirements, but they were likely used in Fort McMurray in 2016, and also participated at the EAA's *AirVenture Oshkosh 2016*.



Coulson Flying Tankers' Martin Mars, C-FLYL and C-FLYK, at the Sproat Lake Water Bomber Base, Vancouver Island, 27 September 2016. © Chris Terry

This past February, Chris visited the RAF Museum Cosford (<https://www.rafmuseum.org.uk/cosford>) in the West Midlands of England. More than 70 aircraft of international importance are housed in its three wartime hangars and within the new



National Cold War Exhibition hangar. A number of aircraft are suspended in flying attitudes and this is the only place in the UK where you can view all three of Britain's V-Bombers: the *Vulcan*, *Victor* and *Valiant*. A Supermarine Spitfire Mk. I, K9942, and a Avro Lincoln B.2 bomber are just two of the highlights in the War in the Air Collection. In Test Flight, there is the BAC TSR2 and a Bristol Type 188, this latter constructed from stainless steel. The engine and missile collections in Hangar 1 total more than 60 and are arguably one of the finest collections in the world. The collection also includes rare Japanese and German aircraft of the Second World War and models of some of the RAF's advanced aircraft developments that were cancelled during one of the periods of defence program cut-backs in the UK.



Avro Vulcan B.2 V-Bomber, part of the National Cold War Exhibition at the RAF Cosford Museum. © RAF Cosford



Bristol Type 188 in the Test Flight Hangar, RAF Cosford Museum.

© RAF Cosford

Chris concluded his presentation with a summation: "The thing that has been most remarkable in all my years of travels is not so much the aircraft, the places, and the imagining about what happened, it's the people that I met along the way and their absolutely marvelous, loving, generous giving, forgiving, accommodating, interesting personalities, as well as their interest in aeronautical history and other forms of transportation ..." qualities that are also held in abundance by Chris Terry.

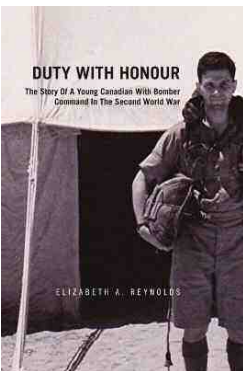
Colin Hine  
Editor

## MUSINGS FROM THE CAHS OTTAWA CHAPTER EXECUTIVE

The CAHS Ottawa Chapter Executive is looking at means of improving the newsletter and making it more useful to you, our members. One of our ideas is to add a small section about what research is being undertaken within the Chapter. Right now the Project (*aka* Prayer) Group members share their efforts amongst themselves, but with the wealth of knowledge within the Chapter, there may be some of you who could also share of your experience. Likewise, some of you may be working on a topic that other members might be able to support. If you wish to participate in the sharing of your research topic, please let any member of the executive know of your interest and your research area.

The Chapter runs on the efforts of its volunteers, many of whom have been working on your behalf for years. We would like to have a few members shadow some of the executive, so that they may step forward in the future or provide assistance if one of the exec is not available for a short term. The Chapter is planning on resuming its association with the International Plastic Modellers Society (IPMS). At their annual convention in September, we will again sponsor some prizes as well as man a table. We could use a couple of people to assist with the manning.

Mathias Joost



### HELP REQUEST

Will Chabun of the CAHS Regina Chapter is trying to get in contact with Elizabeth A. Reynolds, who wrote the book *Duty with Honour: The Story of a Young Canadian with Bomber Command in the Second World War* (Xlibris Corp: 2010). If anyone out there knows the author, please contact Will at: [atlargewc@yahoo.ca](mailto:atlargewc@yahoo.ca)



### DOORS OPEN OTTAWA

**3 – 4 June 2017**  
**10:00 a.m. – 4:00 p.m.**  
**Free entry to the CASM Reserve Hangar only. (Parking Fees still apply.)**

Come and explore the Canada Aviation and Space Museum's Reserve Hangar as part of Doors Open Ottawa! You can take a self-guided tour and staff and volunteers will also be on-site to answer your questions. Don't miss out on this unique opportunity to see the hangar's collection!



## RAMBLING THROUGH RECORDS

Perusing the service files of decorated RCAF personnel, I am often surprised not only in what I find, but where discoveries lead me. Among the latest dossiers I viewed was that of Wing Commander John Ferguson McCreary (1910-1979). In 1946, he was made an Officer of the Order of Orange-Nassau with Swords, a Netherlands award. Born in Eganville, ON, he became a doctor. For some years before the war, he was on the staff of Toronto's Hospital for Sick Children, where he studied and specialised in nutritional matters. In March 1942, he enlisted in the RCAF, and became involved with the Institute of Aviation Medicine. One of his concerns was the quality of food, especially milk, that was available to remote stations such as radar bases.

In September 1944, he was transferred Overseas, and undertook a survey of food standards in No. 6 Bomber Group. His posting coincided with the arrival of eleven mobile units that he had developed in Canada to produce higher quality processed milk. The RCAF proudly showed them off to British officials and their value as a contribution to help address the forthcoming European world of want for which the United Nations Relief and Rehabilitation Administration (UNRRA) had been formed was immediately recognized. Almost as soon as McCreary arrived, his superiors in Ottawa were lobbying for his return, concerned as they were with the anticipated needs of repatriated veterans. However, there was other work in store for McCreary.



W/C J.F. McCreary © RCAF

Having looked at No. 6 Group's situation, he was posted to the RCAF's No. 52 Mobile Field Hospital (18 January 1945). Then, on 4 April 1945, he was attached to the Public Health Branch SHAEF, part of an RCAF team that was to enter Holland, entering territory as it was needed to determine the nutritional needs of the populace. Others on the team were Squadron Leader Hugh Douglas Branion, Warrant Officer J.R.F. Suave, and Corporal E.D. McRae.

McCreary's file did not include details of his work in Holland, so I looked further; "Seek and ye shall find." Library and Archives Canada files (Record Group 24, Box 10834) included numerous dossiers about the civil rehabilitation of Holland as the Canadian Army fought its way through territories that had not been liberated the previous autumn. One file in particular, "Nutrition," dealt with McCreary's work and included several of his reports.

Issued with a car and a jeep, the four RCAF men constituted what was known as a "Spearhead" Group to investigate the immediate situation; behind them would come "Infiltration" Groups, in turn followed by "Consolidation" Groups. They entered the First Canadian Corps area 15 April 1945 at Arnhem, later moving to Ede and then to Western Holland on 7 May 1945.

The first areas they saw were not particularly bad. Ede with a normal population of 30,000 was swelled to 60,000 by refugees. Here they reported children as being "plump with no evidence of defects." Weight loss among adults was noticeable, but still did not constitute starvation; although the elderly were clearly more vulnerable than younger persons. An orphanage, visited on 30 April, was more depressing, however, with "marked evidence of retardation of development and general malnutrition." Consulting with local doctors as well as the populace, McCreary noted that the team brought renewed hope. "They were delighted to see that people were interested in their well-being to the extent that they were on hand to provide assistance within a very short time after the Germans' departure."

Rural areas had fared better than the cities of Western Holland. The removal of the Germans immediately permitted free movement of people across rivers from depleted areas to areas with more resources. Amsterdam, Rotterdam, and other urban areas had suffered particularly because of limited access to the country and exorbitant black market prices. Here and there, pockets of Dutch had secured extra rations by working for the enemy – something nobody wanted to admit.

The RCAF team completed its work in mid-June and were soon repatriated, returning to civil life. Wing Commander McCreary moved to Vancouver; as a member of the Supplementary Reserve where he was promoted Group Captain and periodically returned to RCAF service as a consultant, notably as part of a Flight Feeding Team. His colleague in the 1945 Netherlands survey, Squadron Leader Branion, was also awarded the Dutch Officer of the Order of Orange Nassau. He returned to his former position at the Ontario Agricultural College (Guelph) and he is commemorated by a plaque at that institution.

*Hugh Halliday*



# 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



Air Transat Airbus A330-243 (c/n 996), C-GTSR, FIN 201, made several return charter trips between Ottawa and Edmonton in mid-April. While Air Transat ran regular winter flights from YOW to several southern hot spots using their Boeing 737s, visits here by the A330 are rare.

© Will Clermont, 12 April 2017



The Boston Bruins flew to Ottawa on this Phoenix-based Swift Air Boeing 737-400 (c/n 24892), N801TJ, to start the first NHL playoff round against the Senators.

© Rod Digney, 12 April 2017



Italian Prime Minister Paolo Gentiloni paid a short visit to Ottawa on 20-21 April 2017, travelling on Repubblica Italiana Airbus A340-500 (c/n 748), appropriately registered I-TALY. The VIP transport is operated by the Italian Air Force’s 31<sup>st</sup> Stormo (Wing) based at Ciampino and is known affectionately as “Italian Air Force One.”

© Dean Hoisak, 20 April 2017



This Cirrus Vision SF50 (c/n 0004), N252CV, is one of a new breed of Very Light Jet (VLJ) single-engine aircraft. Developed by Cirrus Aircraft at Duluth, Minnesota, the Vision was FAA certified in October 2016 and has 600 orders at nearly US\$2 million per copy. Powered by a single Williams FJ33-5A turboprop, it carries 1 pilot and 6 passengers at a cruise speed of 300 knots.

© Will Clermont, 20 April 2017



Local spotters caught a lucky break on 6 – 7 April 2017 when this Ilyushin Il-76TD-90VD, RA-76951, was diverted to YOW for an overnight stay due to bad weather at its intended destination of North Bay. The Ilyushin has been carrying heavy mining vehicles from North Bay (YYB) to Mary River Aerodrome (YMV), Nunavut, on a contract for Baffinland Iron Mines on Baffin Island.

© Will Clermont



# Bagotville – In the Beginning

Eastern Air Command Operational Order No. 1/42, dated 9 May 1942, states:

“Construction of the aerodrome at Saguenay, PQ, is now sufficiently advanced to permit the operation of aircraft on a limited scale. Fighter protection and air cooperation for the training of ground anti-aircraft defences at Arvida is required immediately.”

“**Intention:** No. 118 Squadron Fighter Detachment composed of two Hurricanes and one Lysander aircraft is to operate from Saguenay, PQ.”

“**Execution:** Aircraft forming this detachment are to depart from Dartmouth, NS, for Saguenay on 11 May 1942, or as soon thereafter as weather permits. Aircraft are to be routed through Chatham, NB, and Mont Joli, PQ, where refuelling facilities will be available.”

“The Hurricane aircraft will not be equipped with wireless, as no ground W/T facilities will be available at Saguenay. W/T equipment is to be carried in the Lysander aircraft and arrangements for communications with A.A. defences are to be made locally.”

“**Operational Duties:** The detachment is to provide fighter protection as required in the Arvida area to the best of the detachment’s ability with the equipment provided. The detachment will endeavour to maintain one Hurricane in a serviceable condition on the ground at all times. One pilot is to be available on the station at all times. The Lysander aircraft is to be armed with fixed guns only and is to be prepared to take part in fighter operations at all times.”

This order was signed by G/C M. Costello.

## Bagotville Detachment No. 118 (F) Squadron in April/May 1942

- 29 April 1942 – P/O J.W. Hollway proceeded to Saguenay, PQ, on temporary duty to check out facilities available for the detachment.
- 1 May 1942 - P/O J.W. Hollway and P/O G.C. Frostad flying Hurricane XIIIs (BW835, BV-F, and BW845, BV-B) departed Dartmouth enroute to Saguenay to start the detachment.
- 11-12 May 1942 – F/O M. Maltby in Lysander II 468 departed Dartmouth for Chatham, NB, Mont Joli, PQ, and Arvida (Saguenay), PQ.
- 14-23 May 1942 – F/O M. Maltby and LAC Jeal carried out Army Cooperation flying at Bagotville in Lysander II 468.
- 28 May 1942 – Hurricane XII BW881 departed Dartmouth enroute to Saguenay (pilot not named).



RCAF Hurricane BW850, BV-T, of No. 126 (F) Squadron.  
© Jim Bates

**Historical Note:** On 3 – 4 June 1942, Japanese forces attacked Dutch Harbor in the Aleutian Islands, occupying the islands of Kiska and Attu on 6 – 7 June 1942. This action caused panic on the West Coast of Canada, resulting in the RCAF moving flying units from Eastern Air Command to Western Air Command. One of these units was No. 118 (F) Squadron, which departed Dartmouth and moved to Annette Island, Alaska, from 6 – 21 June 1942. As a result, personnel and equipment support for the Saguenay detachment was transferred to No. 126 (F) Squadron at Dartmouth.

## Bagotville Detachment in June 1942

- 2 June, 1942 – Hurricane BW881 flown on Army Cooperation by P/O G.C. Frostad.
- 9 June, 1942 – Lysander 468 was air tested by F/O M. Maltby.
- 11 June 1942 – Hurricane BW845 flown on Army Cooperation by P/O G.C. Frostad.
- 12 June 1942 – No. 126 (F) Squadron advised Eastern Air Command that five loads of ammunition were sent with the Hurricanes to Saguenay.
- 18 June 1942 – Hurricane BW881 was flown on a local flight by P/O G.C. Frostad.
- 21 June 1942 – Fairey Battle R3990 of No. 9 B&G School, Mont Joli was flown by F/O R.C. Lyman to Saguenay and a DH-89A Dragon Rapide of Quebec Airways carried out photography from 15:00 hrs to 16:00 hrs.
- 22 June, 1942 - Fairey Battle R3990 was flown from Saguenay to Mont Joli by F/O R.C. Lyman.
- 26 June 1942 – Lysander 468 flown on Army Cooperation by WO2 J.M. McDiarmid.
- 29 June 1942 – Anson II 7123 of No. 9 B&G School piloted by F/O Wood proceeded on a survey flight to Lake St John, Bagotville and returned to Mont Joli.



## Bagotville Detachment in July 1942

- 29 July 1942 – P/O G.C. Frostad and P/O J.W. Hollway returned to Dartmouth from Saguenay in Hurricanes BW845 and BW881.
- 30 July 1942 – Ground crew personnel of the detachment were expected to arrive at Halifax in the evening. Thus ends the account of early RCAF activities at Bagotville – almost, but not quite!

Additional research reveals that Hurricane BW835 never arrived at Bagotville. The 18 May 1942 diary entry of No. 10 Air Observer School, Chatham, NB, states that: “Hurricane BW835 piloted by P/O J.W. Hollway force landed two miles south of Chatham airfield due to engine failure that resulted in Category B damage to the aircraft.

The 20 May 1942 diary entry of No. 4 Repair Depot, Scoudouc, NB, provides additional information with a signal from RCAF Station Dartmouth requesting the salvage of BW835 at Chatham and again on 3 June 1942 advising that BW835 was transported to the Canadian Car and Foundry facility at Amherst, NS. The repair of BW835 proceeded rapidly as an entry in the diary of No. 126 (F) Squadron on 17 June 1942 states that Hurricane BW835 was air tested by F/O C.G. Pennock at Dartmouth, and again on 23 June 1942 when BW835 was ferried to No. 4 RD Scoudouc by Sergeant W.R. Taylor of No. 126 (F) Squadron for radio installation and returned to Dartmouth on 25 June 1942.

Also of interest is Lysander 468, which prior to transferring to Saguenay, was converted for target towing on 19 March 1942 at Dartmouth. On 24 August 1942, while being utilized on drogue operations with No. 130 (F) Squadron at Bagotville, nosed over while taxiing resulting in Category 3 damage, the crew on this occasion, WO2 J.M. McDiarmid, pilot and LAC S.C. Baccham, drogue operator, were uninjured. This aircraft did not return to RCAF Station Dartmouth, remaining at Bagotville until 15 January 1944, when it was ferried out to No. 4 Repair Depot Scoudouc and placed in store reserve status until 4 September 1946, when it went to War Assets for disposal.

Another event of note was Anson II 7123 that was taken out of RCAF service on 1 August 1942 and sold to the United States Army Air Forces on 16 September 1942, going to Wright Field, Dayton, Ohio.

## Other remarks on the early days at Bagotville:

No. 130 (F) Squadron was formed at Mont Joli, PQ, 1 May 1942 with Curtiss Kittyhawk aircraft. The squadron was transferred to Saguenay on 14 July 1942 and remained there until 24 October 1943 when it was replaced by No. 129 (F) Squadron which arrived from Goose Bay, Labrador.

No. 1 Operational Training Unit was formed at Bagotville on 20 July 1942 with Hurricane and Harvard aircraft to train RCAF fighter pilots. This unit disbanded on 31 January 1945.

## Saguenay Before the War

A memorandum found in File 181.003.D4087, compiled by F/L H.P. Ayres, dated 1 October 1942, “*Regarding the Vulnerability of Water Storage at Bagotville, P.Q.*” states:

“During the years before World War II German exploration parties did a great deal of work at the top of Bersimis, at Manouan, Mistassini and Chibougamou. One German geological party did extensive aerial reconnaissance from a base at Lake Manouan and later flew cross-country to Lake Mistassini and Chibougamou. They also did a lot of photographic work.

“At least three German pilots in the employ of Canadian aircraft operating companies flew many hours of routine freighting operations in this part of the country and they departed Québec when war was declared. The information in their possession would include accurate geographic data regarding the loss of water storage which would result in a loss of electrical power that in turn would reduce aluminium production at Arvida which produced 35 million pounds (of material) during 1942. The recovery of production in subsequent years would depend upon water storage recovery.

“This report was compiled from information supplied by J.R. Hango, Resident Engineer of the Saguenay Power Company Ltd. and will explain, in part, what the loss of water exposes us to. The Manouan Dam on the Manouan River, a tributary of the Peribonka River is 150 air miles and 220 miles by river from Lake St. John and is the great water storage and power development system. The radio station at Manouan Dam broadcasts weather reports to Ferry Command at Dorval.”

R.H. “Bob” Smith



Westland Lysander belonging to RCAF No. 112 Army Cooperation Squadron, 1940. © RCAF

# NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



**United Nations Emergency Force (UNEF), 115 Air Transport Unit, El Arish, Egypt, and 134 Air Transport Unit, United Nations Yemen Observer Mission (UNYOM), 1963 – 1964**

**F/L George E. Mayer (RCAF Ret'd) CD & Bar, UNEF, UNYOM, DFAC**

This is the story of then Flying Officer George E. Mayer, a 23 year old RCAF pilot, who volunteered to serve with the United Nations at El Arish, Egypt, flying the de Havilland DHC-3 *Otter* and DHC-5 *Caribou*, and Douglas C-47 *Dakota*. It all started in the Officers' Mess at RCAF Station Winnipeg during a very fateful Thank God It's Friday (TGIF) night beer call.

His story is dedicated to the memories of Flight Lieutenant Jack Buchner, Wing Commander Earle Harper, Flying Officer Paul Picard, and the Crew of *Buffalo 461* shot down on 9 August 1974 by a Syrian missile near the Syrian village of Ad Dimas with the loss of all 9 Canadian Peacekeepers on board.

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

**DATE/TIME: Thursday, 25 May 2017, 1930 Hours**

**LANDING FEES: \$1.00**

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

**Visitors and guests are always welcome**