

**the**  
**OBSERVAIR**  
**Ottawa Chapter Newsletter**  
**Canadian Aviation Historical Society**



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## CHAIRMAN'S MESSAGE

As we bid farewell to a rainy summer, we must also bid farewell to Colin Hine as editor of the *Observair*. After many wonderful editions (including this one), Colin has decided to resign his posting. He will, however, continue to maintain the Chapter's Facebook page. As I take over as editor, I will strive to uphold the high standards set by Colin each month.

On pages 8 and 9 of this month's *Observair*, you'll find the first **Research Corner** article. This will be a regular monthly feature where we give you a chance to share what you are researching. The goal is to help connect the researcher with those who might have information or resources to share on the topic. It'll also be a good way for us to get to know your interests a little better.

This summer, I received several requests for information from the public. The first is from a school teacher and amateur documentary filmmaker who is working on a documentary about a pilot from Madoc, Ontario, who flew Vickers Wellington bombers during the Second World War. The filmmaker is looking for someone well-versed on the Wellington to speak briefly on camera about the aircraft.

The second request is from a group of ex-RCAF servicemen who are looking to acquire a low hour airframe Avro Canada CF-100 Canuck with the intention of returning it to flying condition. Please send me an email if you are able to help with either information request.

On Saturday, 30 September 2017, the CAHS Ottawa will be selling books and promoting the CAHS at CAPCON 2017 at the Canadian War Museum. For those not familiar, CAPCON is the biennial modelling show put on by IPMS Ottawa (International Plastic Modellers Society). The event is divided into the vendor room and the contest room, the latter showcasing a variety of scale model aircraft, ships, military vehicles, spacecraft and more! CAHS Ottawa has also sponsored the award for best gliders/non-powered aircraft.

More information about CAPCON can be found here: <http://www.ipmsottawa.com/capcon/>

*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: Kyle Huth  
All matters relating to membership should be directed to the Secretary/  
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F/L (ret'd) George E. Mayer © Rod Digney

## **PAST MEETING: Flight Lieutenant (Ret'd) George E. Mayer – UN Emergency Force (UNEF), 115 Air Transport Unit, El Arish, Egypt, and 134 Air Transport Unit, UN Yemen Observer Mission (UNYOM), 1963 – 1964**

There were 45 members and guests in the Bush Theatre of the Canada Aviation and Space Museum (CASM) for the Thursday, 25 May 2017 meeting of the CAHS Ottawa Chapter to see and hear George E. Mayer, recount his experiences when, as a 23 year old RCAF Flying Officer pilot, he had 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*. His talk about this and other peacekeeping missions was embellished with many interesting and entertaining anecdotes.

However, his talk was not really as lighthearted as it might have appeared. George emphasised the importance of remembering the experiences of the people who volunteered for peacekeeping missions and for those who gave their lives: “Canada has become the most important and respected player in peacekeeping duties for the UN and throughout the world. Peacekeeping is not for the faint of heart, I hope this audio/visual presentation will have a positive impact.”

Edited commentary from 115 ATU RCAF – Yemen by Gord Jenkins (<https://archive.org/details/115AtuRcaf-Yemen>): “The UN Yemen Observation Mission (UNYOM) was established in 1963. Yemen entered into a state of civil war in 1962. Yemen had joined Egypt in 1958, and then in 1962, separated again, sparking the conflict. To ensure that this conflict did not escalate into an international incident, the UN set up the UN Yemen Observation Mission. Around 1963, Saudi Arabia and Egypt joined in the civil war. The task of UNYOM was to monitor Saudi Arabia and Egypt in order to make sure they did not tilt the conflict one way or another and avoided causing a potentially harmful dispute through that part of the Middle East. The civil war ended in 1964 and UNYOM continued to watch and control the situation in Yemen while supervising disengagement of Saudi Arabia and Egypt.”

George, a 22 year old staff pilot at the Air Navigation School, Winnipeg, MB, was one of dozens looking ahead to their next flying posting. One of the older pilots (25 years old) there was wearing a curious sand-coloured ribbon and George asked him to tell him about it. He explained that there were flying postings available with the United Nations (UN) in various countries and he had spent a year on loan from the RCAF with 115 ATU in El Arish, Egypt, flying de Havilland *Otters* and twin engine *Caribous*.

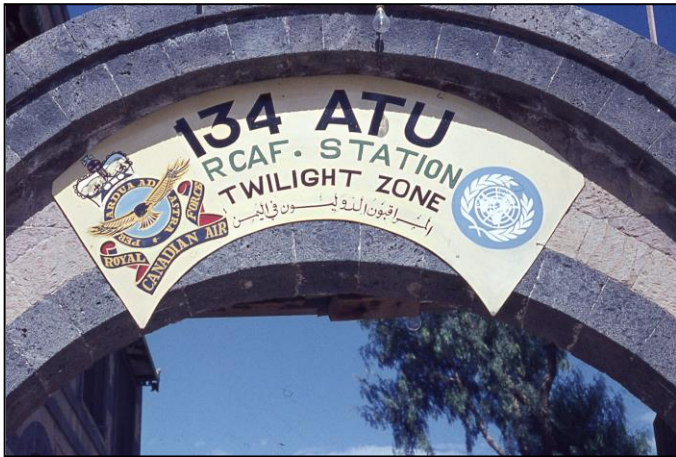
The only way to be selected was to volunteer for service with the UN and then to just hope for the best. It took less than two months from submitting his request to receiving a posting to Egypt; and that was exciting. George graduated from the *Caribou* and *Otter* courses in Trenton not knowing then that his *Caribou* instructor, Flight Lieutenant Ian Umbach, would be his future Commanding Officer in Yemen in less than a year. George arrived at El Arish, and proceeded to check out as captain, which included the mandatory week off for a medical condition known as “Gyppo Gut” – a GI (gastrointestinal) condition where you were coming out both ends simultaneously for what seemed an eternity!

Rumours began circulating about another UN mission starting up in Sana, Yemen, and how terrible the working conditions there were. Sana, located at an altitude of 7,400 feet above sea level, was a walled city. The city gates were locked each day at sunset, Pilots alternated between flying the *Caribou* out of Sana and spending up to ten (10) days in three different outposts flying the *Otter*. Food was terrible, flying was dangerous for many reasons, and the “Yemen Gut” was beyond description! The outposts made the TV program MASH locations look like the Chateau Laurier. In general, the heat was unbearable, and the scorpions dangerous. However, having to eat American 5 in 1 field rations, live in a tent supplied by UN, and pay the RCAF \$95.00 a month room and board was outrageous!

George’s first trip to Sana substantiated what previous pilots related after their visit. There was no weather information for flight planning, no control tower, the one runway was a 14,000 feet long gravel surface, and dodging the Russian-made *Yak* fighters flown by Egyptian pilots was almost suicidal. Maps contained large blank areas of routes, helpfully marked as “relief data incomplete”! With the stage now set, George helped us look at the more humorous side of his posting to an isolated location – 134 ATU Sana, Yemen.

The medical repatriation rate from Yemen was established at nearly 65%; replacement personnel were required within months of starting operations. George believes the unit establishment included some 26 personnel; 12 of whom, including the CO, were pilots. George’s six-month posting to Sana was as a replacement for one of the pilots. Much to his chagrin, the events surrounding his

arrival were to prove a harbinger of things to come! The Fiat jeep sent to pick George up stalled at the airfield and he had to push to help start it! As they approached one of the large gates to the city, George was prompted to look carefully at the ledge above the gate opening and was advised not to react adversely to what he saw.



No. 134 ATU, Yemen, the Twilight Zone © George Mayer

Approaching the gate, what George saw were three human heads, each with a neat bullet hole in the forehead, and each still smiling! They drove through the narrow streets with gay abandon blasting the horn at seemingly deaf camels, goats, donkeys, and locals all bent on restricting their travel. Arriving at his future home, George was greeted by a Yemeni guard brandishing his traditional weapon, a curved dagger (a jambia); and high on the local drug "quat." Behind him was a beautifully painted sign that read: "Welcome to 134 ATU Sana, Yemen, The Twilight Zone."

The building was an impressive three storey stone structure which George was later to learn housed the royal family concubine – let us not go there! It took no less than three cold Amstel beers to stop George's knees from shaking and to wash down the road dust. Another beer and a round of introductions and he began to feel more at home!

George cautioned that the tongue in cheek stories that he was about to relate about life in 134 ATU Sana HQ's and three main outposts at Najran and Gizan in Saudi Arabia, and Uqd in Yemen, and the liberal use of humour, should not be thought of by the audience as George's way of diminishing the hardship and danger of these isolated locations.

**The Najran, Saudi Arabia, outpost** was located on the SW edge of the Rub Al Kali desert which runs 1,500 miles across to the Persian Gulf and is known as "The Empty Quarter." It is 4,700 feet above sea level, temperatures reach 125 degrees F in the shade, and cool off at night to a pleasant 50 degrees or even cooler.

The Prince of the local area supplied two Saudi guards, who were supplemented by UN guards from the Yugoslav Army. One guard showed an intense interest in the dart board game, so the team offered to teach him the rules. The board was hanging from a nail driven into the main centre pole of our shelter tent. His first dozen darts hit everything within range except for the dart board and the guard quickly lost his cool! He was handed another set of darts which he immediately threw down; then, taking 20 or so paces back from the foul line, he took his 9-mm German Mauser mountain rifle off his shoulder and fired at the dart board. A terrible crashing sound ensued and when the smoke and dust cleared, the bulls eye was missing from the board, the tent pole lay in ruins and the team's living tent was partially collapsed! From the smile on on the guard's face, it was clear that he really felt he had won the game.

The beer fridge, a 450-lb kerosene-fired double-door affair, strategically located in the shady party area, was the focal point of Najran. On the left side was the Danish beer Tuborg, and on the right side, George's favourite, Dutch Amstel beer. One was obliged to bow or salute whenever one passed it by! Being the junior man on the outpost, George was charged with keeping it stocked and worth his hide if he didn't

Returning to the landing area after a 07:00-08:30 hrs *Otter* desert patrol, Charlie, the resident camel, usually made an immediate landing impossible because he would be grazing either on or in the middle of the landing area. Usually, it only took one low pass at cruise power to move him out of the way but not one particular day! Three low passes, each lower and closer and with more power than the previous one, failed to move the beast! George began the final pass with full power, with wheels at the camel's head height, lining up to put his head down the centre line of the aeroplane an inch below the propeller tip arc. Looking back after that scary low pass, Charlie was seen heading out across the Rub Al Kali desert probably setting a world speed record for crossing the 1,500 miles all the way to the Persian Gulf!

**Najran – Fun in the Sun** – At isolated postings, pranks are often the rule of the day and one must never lose one's sense of humour! One of the best in Yemen went as follows:

The UN Radio Officer (A) and the team's Army Logistics Officer (B) were continually trying to outdo each other. The outposts were equipped with a Swedish fogger, a devious device designed to spew out a foul white cloud of fly repellent. B waited until A was asleep in his tent then fired up the fogger, filling the tent with fog. B then yelled "FIRE" as loudly as humanly possible and waited for the action to start. A awoke, presumed the tent was on fire, and ran naked through the tent wall to safety he thought. War was then declared and A began his revenge, studying every move B made for a whole week.

It is necessary here to set the scene for A's revenge. Each person in the camp was allowed one, and only one, five gallon Gerry can of water for a daily shower and it was left out in the sun all day to warm up. The routine B followed was to empty the water into the shower tank and then to proceed into his tent to undress and get towel and soap etc. This gave A more than sufficient time to empty eight boxes of strawberry jello into the shower tank and hide. Turning the shower on, B released a torrent of warm, sticky, sweet, red liquid which attracted every fly for 50 miles around! A truce was declared, a volunteer donated his water ration, and everyone left the best of friends!

**The Gizan/Jizan, Saudi Arabia, outpost** was located on the shore of the Red Sea, always at 99 degrees F with a 99.9% relative humidity capped off by the unbelievable stench of rotting sea weed and dead animals (stray dogs). Accommodation was in small cinder block building with the potable water stored immediately adjacent to the black water tank.



DHC-3 Otter on patrol, Yemen © George Mayer

Dangerous flying conditions were caused by heavy thunder storms that frequently topped 65,000 feet (according to the weather radar up the coast in Jiddah). To seek just a few moments of relief from the heat, George and the flight engineer took an *Otter* off and climbed to 16,000 feet where the temperature hovered around 32 degrees F and they froze their butts off for twenty glorious minutes. The descent back to base was a continuous string of expletive deletives as we descended back into the hell hole. To determine the maximum payload for the *Otter* under these extreme conditions required an unorthodox solution. Simply fill the aeroplane up, close the door, and attempt to take-off. If one were not airborne on reaching 90-kts. or normal cruise speed, take off was aborted and one returned to base, threw out some cargo and tried again! In case you are wondering, the runway was the hard sand shoreline which gave one at least a 25 mile run!

**Uqd, Yemen outpost**, was located on the steppe plain 50-miles inland from the Red Sea shore, nestled up against a range of mountains 13,000 feet high! The runway was a dirt gravel road just wide enough to fit the *Otter's* under-carriage with boulders on both the approach and overshoot ends. All flying from outposts was done in pairs in case one aeroplane had to force land, so the other could assist. George took off first this day with the previously mentioned 450-lb. fridge loaded in the back of the *Otter*. The first-off always overflew the runway to confirm that the second aeroplane had taken off.

George's low pass over the runway showed his partner still on the ground and not running! Whipping the *Otter* around the circuit and turning onto final approach George found himself entering a stall – forgetting about the monster fridge in the back! Initiating a stall recovery just as he was trained to do, he managed to touch one wheel down on the side of the runway in between boulders, then bounced onto the other wheel on the other side in between boulders, coming to a juddering halt scant feet from his partner's aeroplane and himself. George's partner that day was a giant of a man Flight Lieutenant Ron Day, all 6 feet 4" of him – and a great pilot. After the dust settled, both of them were aware that they were 12,000 miles from home. In a very stern voice Ron said, "George, another landing like that and you are fired." He then gave me a fatherly pat on the back, smiled, broke out in laughter and said – "Lets go back to Sana and get drunk."

**Sana, 1964** – George refused a posting back home from Yemen and asked for a three month extension to be spent in El Arish, Egypt, and his request was granted. After all, he had to be out of Canada for one full year in order to return under Settlers Effects and not pay any duty or taxes on the goods purchased in the Middle East.

**El Arish, April 1964** – End of tour, posted to 102 KU Trenton. Returning home at last in June 1964, George received a special request from his CO at Trenton to fly *Caribou* 5303 from Trenton back to El Arish to deliver the aeroplane and another pilot Flight Lieutenant Doug Scott, who was posted there. His return trip from El Arish to Marville, France, was a ferry flight to return C-47 *Dakota* 511 home. It had been ferried to El Arish to replace five *Caribous* requiring all flap hinges to be renewed because of corrosion. This marvellous *Dakota*, supplemented by a few *Otters*, flew every trip it was scheduled for and never missed a beat. George travelled the final leg home from Marville to Trenton in the mighty *Yukon* and settled in for a long and happy life in Transport Command.

George dedicated his story to the memories of every peacekeeper who made the supreme sacrifice including 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 peacekeepers on board.

Colin Hine



## 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*

The Summer of 2017 proved frustrating for local aircraft photographers/spotters as weather and other events transpired to thwart their activities. Cold, wet and windy conditions marked the much-anticipated one-day Aero 150 air show at Gatineau on 30 April as low ceilings forced the Snowbirds and visiting Patrouille de France jet aerobatic teams to fly only flat shows. Heavy rain and low ceilings also put a damper on the annual Canada Day activities at the aviation museum and Rockcliffe Flying Club, and forced cancellation of an historic Canada 150 flypast of military aircraft over Parliament Hill (although most of the aircraft did parade over the Hill in sunny skies a day later, but few people were aware of this contingency plan and viewers were scarce).

On the other side of the coin, spotters were in their glory later in the summer when numerous flights diverted to YOW due to severe weather at both Montreal (YUL) and Toronto (YYZ). Added to these weather events, the month-long closure of the east-west runway for construction, plus new parking restrictions along Leitrim Road, and yes, the Summer of 2017 had its challenges.



Air France Boeing 777-328ER (s/n 32960), F-GSQN, arrives at YOW, 31 July 2017. © John Buffam



Aer Lingus Airbus A330-200 (s/n 330), EI-EWR, St. Thomas arrives at YOW, 31 July 2017. © John Buffam



Emirates Airbus A380-800 (s/n 220), A6-EUH, departs YOW for Toronto after a short weather diversion on 31 July, 2017 – only the 2<sup>nd</sup> A380 to visit Ottawa. © John Buffam



One of several Air Transat weather diversions on 31 July 2017 was Airbus A330-342 (s/n 111), C-GKTS, in a special 30<sup>th</sup> anniversary colour scheme. © Will Clermont



Thomas Cook Boeing 767-300 (s/n 28865), G-TCCB, landing at YOW on 4 August, 2017. © Will Clermont



Qatar Boeing 777-300 (s/n 41779), A7-BEA, diverted to YOW on 4 August, 2017. Unlike the now infamous Air Transat experience on 31 July, Qatar passengers were put up in hotels overnight before departing to their destination the next day. © Will Clermont

## Kenora Air Services – Kuby’s Kenora

I had heard that a part of Kenora’s aviation history was about to come to an end – Kuby’s Aircraft Ltd. was closing up shop after 45 years in the aircraft maintenance and repair business. On a recent trip west, I managed to carve out a visit to Kuby’s Yard in Kenora, ON, all by myself – glorious I thought. Alas, upon cresting the hill, something was amiss as many/most of the airframes had already been removed. After seeking permission to walk about, I was advised that with the death of Frank Kubisewsky, “Kuby,” in May 2015, the operation simply couldn’t survive. One could see that pallets were loaded and numbered as were the remaining airframes. A crew was loading a 5th wheel trailer and semi with all things Cessna and DHC for shipping to Cochrane and Halifax – for parting, salvage and rebuild.

However, one derelict aircraft stored on site, as well as a collection of related parts, was about to be loaded into a semi-trailer for transport to Québec. One of the Noorduyn Norseman airframes is to be restored by the Montreal Aviation Museum at Ste-Anne-de-Bellevue, Québec, for display as part of its collection of vintage civil and military aircraft.

The three rather beat up Beech 18s were still on site, but were to be chopped up that day on the arrival of a scrapping outfit from Winnipeg (I didn’t make notes after I left, so I’m hoping I have the timing wrong). I had a longer visit with Mary Jane Holmstrom, Kuby’s partner in life and business, who was clearly upset at the demise of the operation. “Nobody flies rounds anymore,” she said. Sadly one less aviation history stop on the cross-Canada journey.

*John Henderson*



**Editor’s Note:** All photos © John Henderson. An expanded set of John’s images is available on the CAHS Ottawa Chapter’s Facebook Page at: <https://www.facebook.com/CAHSOttawaChapter>



## RAMBLING THROUGH RECORDS

A number of the most unlikely persons have ambled in and out of RCAF history, and Robert Charles Ronald Coote (1909-1982) was one of them. Born in England, he became a stage actor in Britain, Australia and South Africa. Moving on to Hollywood, he played a succession of pompous British characters in supporting roles, including that of Sergeant Bertie Higginbotham in *Gunga Din*.

Coote took private flying lessons in California, and hoped to serve as aircrew when he applied to enlist in the RCAF. He was probably the only man to approach the recruiting office with a letter of reference from Douglas Fairbanks! In Ottawa, he was interviewed by Flight Lieutenant E.L. O'Leary who wrote of him, "Tall, heavy-set, well-built chap. Very alert, mentally and physically, and keen to fly. Born and educated in England – moving picture actor and technical advisor for past four years. Exceptional type and has all attributes to make outstanding pilot. Obviously of fine family and definitely officer material."

Sworn in on 26 August 1940, Coote promptly blotted his page by failing some essential tests, notably mathematics. Instead of aircrew, he was made a Link Trainer instructor, but he continued to apply for an aircrew (Observer) assignment. In a letter dated 21 November 1942, he noted, "I gave up a lucrative career in Hollywood, California, with the object of getting onto the active side of the war, and in spite of my age, I sincerely feel that I am capable of contributing greater service to my county and the RCAF as a member of aircrew."



Robert Charles Ronald Coote, film actor  
© Pinterest

However, the RCAF had other plans. Coote had been commissioned in the Link Instructor Branch in May 1941 and promoted Flight Lieutenant in December 1941. He went to the Recruiting Centre in Vancouver in January 1942, a posting which enabled him to play a role in yet another movie, *The Commandos Strike at Dawn*, which was filmed largely on Vancouver Island (standing in for Norway). In September 1942, he was transferred to No. 4 Training Command Headquarters (Calgary) as an Administrative Officer, but with duties more appropriate to his experience.

The first RCAF entertainment troupe, *Blackouts of 1943*, was created in April 1943 and toured extensively in Western Canada. Coote had meanwhile organized a second such concert party, *All Clear*. When the *Blackouts* were posted Overseas in November 1943, Coote was placed in charge.

Even before the Overseas assignment, he had made his mark in RCAF entertainment. On 1 October 1943, he was recommended for the Canada Medal in the following terms: "This officer originally enlisted as aircrew but was washed out in flying training. He has since given his best to the Service through long and strenuous hours of creative work in the production of two service shows. As a result of his efforts, service personnel have received many hours of excellent entertainment which has been most beneficial to morale throughout the Service. His devotion to duty has, at all times, been outstanding."

As it turns out, the Canada Medal was never awarded to anyone (Prime Minister Mackenzie King, having created it, could not decide who should be the first recipients). Nevertheless, Coote was promoted to Squadron Leader (December 1944) and was consistently praised for his work. Wing Commander H.N. Crighton, in RCAF Overseas Headquarters, wrote on 22 November 1944, "This officer came overseas as Officer Commanding in charge of *Blackouts* concert party about one year ago. Since that time he has been placed in charge of all stage entertainments and has carried out his duties in a highly efficient manner."

Coote was repatriated to Canada on 23 December 1945 and released on 7 January 1946. Following the war, he returned to film. Given his frustration at not going aircrew, he must have found it ironic that he appeared in the 1946 film, *A Matter of Life and Death* (also released under the title *Stairway to Heaven*) cast as Flight Lieutenant Bob Trubshawe, Squadron Leader David Niven's crewman. Aficionados of TV movie re-runs may also recognize him from *The Ghost and Mrs. Muir* (1947) as Mr. Coombe, and *The League of Gentlemen* (1960) as Bunny Warren. His most notable achievement was the creation of Colonel Pickering in the original Broadway production of *My Fair Lady* (1956–62), which he reprised in the musical's 1976-77 Broadway revival. He also originated the role of King Pellinore in Broadway's *Camelot* (1960-63).

Hugh Halliday



## **Pubs & Mags**

Discovered at the 2017 CAHS Convention in London, [canmilair.com](http://canmilair.com), a very interesting website on Canadian military aircraft graphics and history; I can recommend 2 particular books from the site:

**Canadian Cold Warriors** by William Burns, a beautifully illustrated study of the markings of all CF-100 Squadrons – soft-cover 100 pp., 8½” x 11”, \$45.00.

**RFC/RAF Training Squadrons in Canada 1917-1918 (Markings, Squadrons, Stations)** by Bill Kilgrain, a real gem – soft-cover, 96 pp., 8½” x 11”, \$32.00.

**Valour in the Air: Aviation's Victoria Cross Recipients** – a Key Publishing “bookzine,” 114 pp., \$20.00 – stories of all recipients, from William Rhodes-Moorehouse to Robert Hampton Gray

**Aeroplane Monthly** (June 2017)

– 5 pp. on the background of the Canadair T-33 and Sabre Mk 6 operated by Paul Keppeler of Waukesha, Wisconsin

**Airliner World** (June 2017)

– 24 pp. “pull-out” on the development and introduction into service of Bombardier's C Series

**Airways** (July 2017)

– 6 pp. on Toronto Island's Billy Bishop Airport (YTZ)

**Canadian Aviator** (May/June 2017)

– 6 pp. on the improving fortunes of Diamond Aircraft of London, ON (part of our 2017 CAHS Convention tour)

**de Havilland Mosquito: Ultimate Modelling Guide** – Airfix Model World/Scale Modelling, 99 pp.

– 2 articles by Terry Higgins on trials and tribulations of the Mosquito in SE Asia (5 pp.) and RAF Coastal Command (8 pp.), including colour profiles and 6 pp. of drawings at 1/72, 1/48, and 1/24 scale, as well as 6 pp. on the development of USAAF F-8 recce version.

**FlyPast** (June 2017)

– 7 pp. on the Canadair Argus by Robert S. Grant

**FlyPast** (August 2017)

– 6 pp. on the delivery of ex-RAF Sabres to Italy and Yugoslavia, including the US involvement

– 6 pp. on the memoirs of Sidney Parker, a Canadian infantryman who served with No. 1 Sqn, RFC, on the Morane Parasol

**Propliner 2017 Annual**

– 10 pp. on the “Bark and Growl” – the Barkley-Grow in Canada

– 6 pp. on the Grumman Goose aircraft of Wilderness Seaplanes, a new distinct entity within Pacific Coastal Airlines

– 6 pp. on the long history of DC-6 CF-CZZ, from CPA through Wardair, Pacific Western, Northwest Territorial, Conifair, and Conair, to Everts Air Cargo in Fairbanks

*Bill Clark*

## **RESEARCH CORNER**

On the following page are a couple of research summaries prepared by Ottawa Chapter members who participate in the Research and Projects (*aka Prayer*) Group meetings. Please consider submitting summaries to me of your own research interest (50 to 100 words) for inclusion in future issues of the *Observair* Research Corner. Maybe you might be interested in joining the Prayer Group? We usually meet the second Tuesday of each month at 7:00 pm in the Canada Aviation and Space Museum board room. Please contact Erin Gregory if you are interested in participating.



## Research: Antarctic Beavers

Hello fellow CAHS Ottawa members! Right now I am researching the Antarctic Flights of both the Royal Australian Air Force and the Royal New Zealand Air Force in the 1950s and 60s. Both Antarctic Flights were equipped with British-built Austers and Canadian-built de Havilland *Beavers*. The RAAF operated four DHC-2 *Beavers* (A95-201, 202, 203, 205), while the RNZAF operated one (NZ6001, later NZ6010, when it was discovered that NZ6001 had already been used on a Gloster *Meteor*). My intention is to write an article on the Antarctic *Beavers* of the RAAF and RNZAF.

Kyle Huth



RAAF de Havilland Canada DHC-2 Beaver A95-201. © Ross Dunlop via Lenn Bayliss



Craning de Havilland Canada DHC-2 Beaver A95-201 from MV *Kista Dan* onto the fast ice at Mawson, 1956. © Australian Government, Dept. of the Environment and Energy, Australian Antarctic Division

## Research: Canadian Dragons

John Crook is collecting images of de Havilland DH.84 Dragons (5), DH.89 Dragon Rapides (14), and DH.90 Dragonflies (8) flown in Canada. Along with images or possibly films, the plan is to compile short histories from each aircraft based on associated registration, users, and personalities. The intent is to publish one article in the *CAHS Journal* for each type and share some images and stories with the DH Moth Club in the UK.

If you have any original images or stories associated with these aircraft please contact John at: \_\_\_\_\_



CF-APJ: First Mail Service from P.E.I. to Grindstone Island, Magdalen Islands  
(WCIP Search Image 3493)

# NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



*Early CAN/RAF Bomber Command personnel, Squadron Leader W.B. Keddy of Cornwall, ON, Wing Commander P.A. Gilchrist of Fort Pelly, SK, and Squadron Leader R.C. Bissett of Edmonton, AB, join the Station Commander, Group Captain S.O. Bufton (RAF) (second from right), in front of an RCAF 405 Squadron Wellington bomber on 25 June 1941*

## HELPING WIN THE BATTLE OF BRITAIN: The CAN/RAF in Bomber Command

**Mathias Joost**

The first meeting of the 2017/18 season features Mat's presentation on the CAN/RAF personnel serving in RAF Bomber Command; helping the RAF win the Battle of Britain.

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

**DATE/TIME:** Thursday, 28 September 2017, 1930 Hours

**LANDING FEES:** \$1.00

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

Visitors and guests are always welcome