

the
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CHAIRMAN'S MESSAGE

Next month, it will be the 50th anniversary of Wing Commander Robert A. "Bud" White's flight which established a new Canadian altitude record of 30,513m (100,110ft) as part of an attempt by the Royal Canadian Air Force's Aerospace Engineering Test Establishment to break the world altitude record for Canada's Centennial Year. The world altitude record at the time was 34,714m (113,892ft) set in 1961 by a Soviet MiG-21 modified with a rocket booster.

On 14 December 1967, White took off from RCAF Station Uplands (it would become CFB Uplands in 1968) in Lockheed CF-104 *Starfighter* s/n 12700 and headed to the test area 160km west of Ottawa. The record breaking flight is described here in the February 1968 edition of *Flight International*.



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... after accelerating to Mach 2+ the pilot put the CF-104 into a steep climb: the afterburner eventually blew out for lack of oxygen. The engine was shut down to prevent overheating in the rarefied air and sheer momentum carried the aircraft upwards and over the top before the engine was restarted at a lower altitude.

Starfighter 12700 made twelve flights as part of the Centennial Project, a task it was specially modified for. Externally, it was given special inlet cones and only carried nationality marks on its tail fin. Internally, *Starfighter* 12700 had an improved General Electric J-79 engine, redesigned electrical and cockpit pressurization systems and sophisticated measuring devices installed. In June 1968, *Starfighter* 12700 was transferred to the National Aeronautical Collection, and today can be seen on the Museum's floor in their Jet Age exhibit.

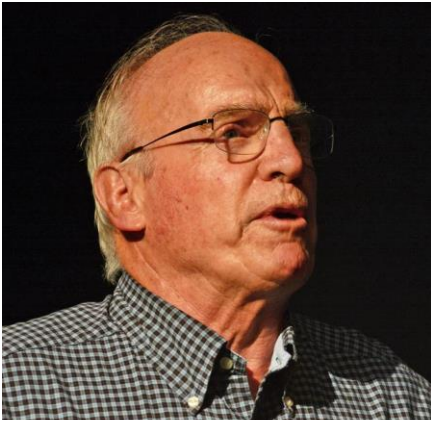
For his achievement, White won the Trans-Canada Trophy (McKee Trophy) in 1967, was made an Officer of the Order of Military Merit, and was inducted into Canada's Aviation Hall of Fame in 1974. For more on the Trans-Canada Trophy, see this month's *Rambling Through Records*.

Kyle Huth
Chairman & Newsletter Editor

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/Treasurer: [Mat Joost](#)

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Col. (Ret'd) Ernie Cable. © Rod Digney

PAST MEETING: SECOND DAWN OF AURORA

There were 56 members and their guests in attendance at our 26 October 2017 meeting to hear Colonel (Ret'd) Ernie Cable talk about the Royal Canadian Air Force Lockheed CP-140M *Aurora* operations in Libya in 2011 (Operation Mobile) and in Iraq / Syria from 2014 to present (Operation Impact). Ernie started his talk off with an amusing anecdote about a discussion he had with a waitress about the military's heavy use of acronyms. Displaying her own professions use of acronyms, she advised that **Should Have It Toasted** is something to keep in mind when ordering a BLT sandwich. From there, he began explaining (from his own personal history) what he called the First Dawn, giving background on the *Aurora* program and the aircraft's specifications; the *Aurora* being a Canadianized Lockheed P-3C *Orion* with Lockheed S-3A *Viking* avionics and sensors. The first aircraft was delivered to 405 Squadron at CFB Greenwood in May 1980. At the time it was considered NATO's most advanced anti-submarine warfare (ASW) aircraft.

By the 1990s, the *Auroras* were losing their operational edge. Maintenance was becoming more difficult as spares were becoming increasingly harder to obtain. To remedy this problem and improve operational capability, aircraft reliability, and supportability, the Aurora Incremental Modernization Program (AIMP) was developed. AIMP was scheduled to take place as 23 Projects in four blocks over 10 years (to be completed in 2008) and cost \$1.1 billion. The heavy use of the *Aurora* (flying 50% more than their U.S. Navy counterparts) began taking its toll on the airframe. Corrosion was detected in the wings and horizontal stabilizers, a problem found in other P-3s of other nations. The Aurora Structural Life Extension Program (ASLEP) would cost \$450 million for 18 *Auroras* and extend their life from 2020 to 2025. In 2005, AIMP and ASLEP were put on hold as the future of the *Aurora* was debated and the number of aircraft to be modernized reduced. In 2014, the number of aircraft to be modernized was raised to 14 and AIMP was streamlined from four blocks to three, the completed Block III aircraft to be known as the CP-140M, having a life expectancy of 2030.

In 2011, Block II *Auroras* were sent to Sicily as part of Operation Mobile, the Canadian Forces component of the military intervention in Libya. *Aurora* tasks included maritime patrol to enforce the Libyan arms embargo, Intelligence gathering, Surveillance, Reconnaissance (ISR), and using its data link and communications systems to act as an airborne command post. Block II *Auroras* were shown to be an invaluable asset, being able to offer UAV-like surveillance while offering multi-sensor intelligence collection, providing an accurate ground picture to commanders. Block II marked the Second Dawning of *Aurora* as a world class maritime/ISR aircraft.

During Operation Mobile, the role of the *Aurora* expanded to include naval gunfire support (tracking targets beyond the ships' radar, enabling positive ship identification, and having an onboard naval coordinator confirm the target prior to engagement) and Strike Coordination and Armed Reconnaissance (SCAR) for the fighters. SCAR responsibilities included identifying targets that comply with the rules of engagement and communicating the target location to the attacker. The *Auroras* endurance meant it could conduct sustained surveillance to build a more complete intelligence picture, correlate targets with other platforms, and assess collateral / post-attack damage.

In 2014, two Block III *Auroras* were sent to Kuwait as part of Operation Impact, the Canadian Forces contribution to the military intervention against the Islamic State of Iraq and the Levant (ISIL). Operation Impact saw the *Aurora* resume the SCAR roll, operating constantly over potentially hostile territory with a poorly defined enemy.

Block III upgrades are done in two phases, with the second phase slated for completion on all 14 *Auroras* by 2021. Phase 1 Block III aircraft have synthetic aperture radar, improved ELINT capabilities, and improved acoustic processor and MAD systems for ASW work. Phase 2 will see the addition of systems to enable Beyond Line of Sight (BLOS) and Data Link 16 communications, and the installation of large aircraft infrared countermeasures. Currently, there is an interim antenna installed on the upper fuselage on the *Auroras* taking part in Operation Impact giving them BLOS capability for the first time.

With its many modifications being designed and built in Canada, the CP-140M *Aurora* is a Canadian success story, having better performance than current Boeing P-8 *Poseidon* models. Despite this stellar performance, there is a shortage of aircrew and aircraft, and three years of non-stop operational flying is taking its toll on both. As of July 2017, Operation Impact was reduced to one *Aurora*, with repeat crew rotation in-theatre. To wrap up his talk, Ernie shared with us the results of the Arctic Maritime Patrol Challenge held this past June by the Royal Norwegian Air Force as part of their 75th Anniversary symposium on ASR and ASW. Held off the Northern tip of Norway, the Arctic Maritime Patrol Challenge pitted Norwegians, French, American, and Canadian ASW aircraft against each other in an ASR and ASW exercise. As you may have guessed, the RCAF's 415 Squadron and their CP-140M *Aurora* were declared the winners.

Kyle Huth



RAMBLING THROUGH RECORDS

The most prestigious award in Canadian aviation is undoubtedly the Trans-Canada Trophy (McKee Trophy), bestowed almost every year since 1927 to a Canadian citizen for outstanding achievement in air operations. For many years it was administered by the Department of National Defence; recipients since 1971 have been chosen by the Canadian Aeronautics and Space Institute. They are almost automatically inducted into the other Valhalla of national aviation, Canada's Aviation Hall of Fame. However, not all nominees receive the award immediately, some are repeatedly nominated before being honoured, and some nominations fail altogether. Nevertheless, the files relating to McKee Trophy awards contain stories of notable 'also rans,' who made contributions without necessarily being recognized for air achievements.

This brings me to Squadron Leader Bernard Conrad Hartman (1916-2016). He enlisted in the RCAF in 1936 as an Aero Engine Mechanic, but in 1941 he re-mustered to aircrew. Selected for training as a pilot, he subsequently received a pilot navigation course. He later made his mark as a flying and navigation instructor (2,000 hours to his credit) and in January 1946 was awarded a Commendation for Valuable Services in the air. Near the end of 1946, he was posted to Goose Bay as Flying Control Officer. His work there generated a nomination for the 1949 McKee Trophy, found in DND file 821-4-48 (McKee Trophy) at Library and Archives Canada, Record Group 24, Accession 92-93/155, Volume 17736. It takes the form of a letter dated 31 March 1949 from Air Vice-Marshal E.E. Middleton (Air Officer Commanding, Central Air Command) to the Chief of the Air Staff, with supporting testimonials.



Squadron Leader Bernard Conrad Hartman
© Jean Levac

At 2,000 words, the nomination text is clearly more detailed than space here permits. It concentrates on Hartman's work as the Station Search and Rescue Officer. In 1947, he participated in the majority of SAR flights (26) and conducted six mercy flights. These involved hazardous trips, sometimes in poor flying conditions to points such as Nain on the Labrador coast – 240 miles distance. He was equally busy in 1948, normally using the Goose Bay Norseman. An April 1948 long-range mercy flight was deemed so hazardous that he was escorted by a Canso.

Apart from flying, Hartman was an excellent administrator who ensured that all SAR equipment was always in top shape. He investigated survival gear and clothing. He was praised as a tireless teacher. "No doubt [he] will be able to contribute in the future in the form of passing on his experience to others who will follow."

In spite of such glowing recommendations, Hartman did not receive the McKee Trophy that year (it went to Dennis Yorath), and it appears that the nomination was not resubmitted in subsequent years. Nevertheless, he definitely became a front runner in another field. For all his work at Goose Bay, he found time on his hands, and took up skeet shooting. Eventually, he would be described as "the Wayne Gretzky of skeet shooting." Quoting from the *Ottawa Citizen* of 3 November 2016:

He won his first competition in Halifax in 1949. Within seven years, he was Canadian champion in the 12-gauge division, a title he held for seven years. He turned pro in 1963 and, over his career, set 30 world records, amassing trophies and medals by the truckload.

The full tribute to him may be read online via <http://ottawacitizen.com/news/local-news/egan-two-days-shy-of-100-the-wayne-gretzky-of-skeet-shooting-grazes-final-bulls-eye>. Though he was not a McKee Trophy recipient, he was made a Member of the Order of Canada (21 October 1998) with the following citation:

Recognized by his peers as the best skeet shooter in the world, for eighteen years he dominated the sport in North America, shattering records with the ease of a true pro. Over the course of his career, he won nine world titles and has been named to six sports halls of fame. In his quest for perfection, he has designed special tools, modified equipment and experimented with different kinds of shot. A top instructor, he has been an inspiring coach to fellow Canadians, encouraging them to aim for excellence and target success.

You win some – you lose some.

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



A VIP visitor caught on camera on 26 September 2017 was this Luftwaffe (German Air Force) Bombardier Global 5000 (c/n 9417), 14 ✕ 04.
© John Buffam



The Ottawa Senators flew to Stockholm, Sweden, on 6 November 2017 aboard Atlas Air’s VIP-configured Boeing 767-277 (c/n 22694), N767MW, for two games against the Colorado Avalanche.
© John Buffam



Colombian President Juan Manuel Santos visited Ottawa 30-31 October 2017 on this Fuerza Aerea Colombiana (Colombian Air Force) Boeing 737-74V (BBJ) (c/n 29272), FAC-0001.
© John Buffam



Boeing’s 737-77Z (BBJ) (c/n 62699) demonstrator, N839BA, climbs off Runway 07 at YOW on 4 November 2017 after spending several days in the Capital.
© Lawrence Glew



Air Canada’s first Boeing 737-8 Max 8 (c/n 61207), C-FTJV, FIN 501, did some training and familiarization circuits in the rain and wind at YOW on 4 November 2017.
© Gary Hall



That same Air Canada Boeing 737-8, C-FTJV, seen taking off from YOW. The first of an order for 61 of the type to be delivered, they will replace Airbus and Embraer aircraft with Air Canada over the next few years.
© Ben Senior

LOST AT SEA: CANADA'S ONLY RYAN M-2

The only Ryan M-2 ever licensed in Canada arrived in Toronto on 5 March 1928, flown from Buffalo by my uncle, Howard Watt. He had been hired as manager of Canadian Airways in early 1928, to operate G-CAJK from a base at The Pas, Manitoba.

Built in 1927 by B.F. Mahoney of San Diego, the Ryan M-2 (c/n 22) was soon registered to Eastern Canada Airways as G-CAJK. She had been purchased for use by the airways' parent company, Manitoba Basin Mining, to support mineral exploration and development at a time when prospecting and mining across Canada's north was spurring the growth of commercial aviation.

Like many other airplanes of the day, the Ryan models M-1 and M-2 were open-cockpit monoplanes. They were designed with a fuselage of welded steel tubing covered with fabric, and a wooden parasol wing mounted above the fuselage. The fuselage length of 24 feet and wing span of 36 feet made the aircraft comparable in size to the DH 60 *Moth* at roughly the same length but with a 30-foot span. Ryan M-2 G-CAJK was originally powered by a 180-hp Hisso engine.



Manitoba Basin Mining's Ryan M-2, G-CAJK, at The Pas, Manitoba, 1928. © San Diego Air & Space Museum

According to Alan Renga, archivist with the San Diego Air & Space Museum, some 19 M-2s were built. He explained, "The c/n numbers are mixed in with the Ryan M-1s, from which the M-2 was designed. The M-1 and M-2 are very similar. In addition, a couple of them were modified from M-1s, and different engines were often used on the same plane. These factors, along with incomplete factory records, make knowing the exact numbers of M-2s produced difficult."

Once in service for Manitoba Basin Mining, G-CAJK was flying regularly to places like Reindeer Lake and Cormorant Lake as noted by Winnipeg newspapers. No logbooks are known to exist that chronicle the daily routine of either aircraft or pilot. However, two extraordinary days caught the attention of the press.

One was the day in March 1928, when Admiral Byrd's Ford *Trimotor* visited Winnipeg. As reported by the *Winnipeg Tribune*, Watt staged an unscheduled exhibition of stunting in G-CAJK that thrilled the crowd of 2,000 people waiting at Kirkfield Park to see the aircraft that would fly over the South Pole. As the big orange machine overshot the airfield by 20 miles, two small airplanes took off to escort it back – a Western Canada Airways' DH.60 *Moth*, and the Ryan M-2 flown by Howard Watt.

A second noteworthy day occurred in July 1928, when an intense electrical storm raged in the skies over Ottawa, leaving two land airplanes and two flying boats unable to land. With flashes of lightning on all sides, volleys of thunder gave the crews "all the thrills of warfare as they hovered over the Capital," according to the *Toronto Globe*. The four aircraft landed safely when the storm ended, including the Ryan M-2 flown by Howard Watt. Also aloft during the storm was a brand new DH.60 *Moth* piloted by George Abbott of the Civil Aviation Branch, Department of National Defence, who was quoted as saying that "had it not been for safety belts, they would have been hurled from the plane."

Despite the convenience, Manitoba Basin Mining operated the aircraft for less a year. In January 1930, they sold the Ryan M-2 to Century Motor Sales of Toronto. Howard Watt was reunited with G-CAJK in June 1930 when he bought the airplane. Although he was busy flying air mail for Canadian Airways on Québec's North Shore, he found time to install a new engine, a 200-hp Wright-Whirlwind J-4B, and applied for a private license, which was issued in August 1931.

Once winter came, Howard and his younger brother Bruce were flying in the Lower St. Lawrence area. Bruce Watt was using the Ryan to transport bush workers between the forestry operations on the North Shore and their home villages on the South Shore. This was a niche market that the Watt brothers would target throughout the 1930s, building up such a good business that Canadian Airways seriously considered buying them out.

But the Watt brothers were about to encounter a severe setback. On 16 February 1932, Bruce Watt took off from Matane on the Québec South Shore with three passengers at 8:30 a.m. and flew across the wide river to Clarke City, west of Seven Islands. Unfortunately, as he was flying back to Matane around noon, G-CAJK developed engine trouble and the plane lost altitude.

Bruce was forced to land on pack ice near Les Méchins, a village on the Gaspé coast. Abandoning the airplane, pilot and passengers jumped from one ice floe to another desperately trying to get to shore. After two hours, they were rescued by a brave man who had seen their predicament and rowed out from shore through the ice.

Efforts to recover the aircraft were thwarted by heavy squalls and by the pack ice blocking most of the Gulf. The last sighting of G-CAJK was reported to Ottawa by telegram: "We saw the lost plane passing by on February 29 at 8 a.m. about two miles from Rivière-à-Claude." Like many a sailor, Canada's only Ryan M-2 was lost at sea.

As a result of the incident, Bruce Watt's commercial pilot's license was suspended for four months, for undertaking commercial work in an airplane that had only a private license. It would be another three years before Howard Watt was back in business as a commercial aviation owner/operator as a partner in St. Lawrence Airways flying two DH.83 *Fox Moths*.

Diana Trafford

Editor's Note: *This article contains new research Diana has discovered since her presentation to the Chapter in 2015.*

BATTLE OF BRITAIN CEREMONY: AS SEEN THROUGH ROD DIGNEY'S CAMERA LENS

The annual national Battle of Britain ceremony was hosted by Vintage Wings of Canada at the Gatineau-Ottawa Executive Airport (YND) on Sunday, 17 September 2017. Under hot sunny skies, a parade of veterans, current RCAF personnel, air cadets, government officials, foreign air attachés, military bands and members of the public paid tribute to those who fought and died in the Battle 77 years ago. Flypasts were made by the Vintage Wings/Michael Potter *Spitfire* Mk. IX and *Hurricane* Mk. IV, an RCAF Boeing CC-177 *Globemaster III*, and a pair of RCAF CF-188 *Hornets*. The Snowbirds performed a missing man flyover followed by an impressive "non-aerobatic" show for the assembled group.

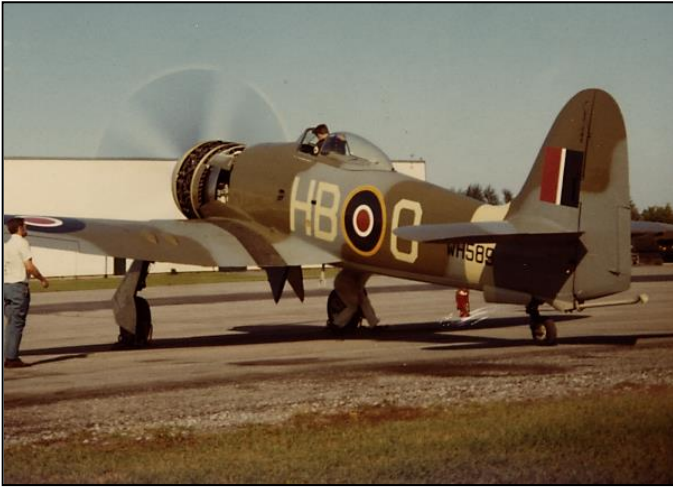
Rod Digney





RESEARCH CORNER

This month, John Crook shares a few images of the late-Ormond Haydon-Baillie's Hawker Sea Fury FB.11, WH589, CF-CHB, just after he and some others had worked on the engine under the supervision of Ed Patten in August 1973 or 1974 at CFB Uplands. John is seen sitting in the cockpit in the image on the right below, with Ed out in front.



Please consider submitting summaries of your own research interest (50 to 100 words) to the Editor or inclusion in future issues of the *Observair* Research Corner. Maybe you might be interested in joining the Research and Projects (aka Prayer) Group? We usually meet the second Tuesday of each month at 7:00 pm in the Board Room of the Canada Aviation and Space Museum. Please contact John Henderson if you are interested in participating. [_____](#)



Pubs & Mags

The Spitfire Luck of Skeets Ogilvie: From the Battle of Britain to the Great Escape by Keith C. Ogilvie (Heritage House: 2017)
- Soft-cover, 6" x 9", 274pp., b&w photos, notes, bibliography, index. \$22.95 (Available for purchase at Books on Beechwood.)

Aeroplane Monthly (Sept 2017)

- 8pp. on the Canadian Warplane Heritage Museum's Avro Lancaster in the markings of KB700 *Ruhr Express*, with extracts from the wartime Operations Record Books of 405 & 419 Sqns.

Airliner Classics (#8)

- 9pp. on the history of Canadian Pacific Airlines.

Canadian Aviator (Sept/Oct 2017)

- 6pp. by Robert S. Grant on flying a Cessna Caravan in Africa for Geotech Airborne Surveys.

FlyPast (Sept 2017)

- 6pp. on the 1950 crash of a nuclear bomb equipped USAF B-36 in Northern BC, and how artefacts from the crash site ended up in the Carp Diefenbunker.

- 2pp. of photos of an ex-Norwegian Air Force Noorduyn Norseman.

Air Forces Monthly (Sept 17)

- 6pp. on RCAF CF-188 Hornets on deployment to Keflavik in Iceland

FlyPast (Oct 17)

- 5pp. on the Bristol Bolingbroke in RCAF service

Bill Clark

NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



New Light on Atlantic Command in the Cuban Missile Crisis

Michael Whitby

Senior Naval Historian
Directorate of History and Heritage
Department of National Defence

Michael shares insights gleaned from his work on the forthcoming *The Official History of the Royal Canadian Navy, 1945-1968*, concerning Canada's actions during the Cuban Missile Crisis of October 1962.

LOCATION: M. Bélanger Theatre, Canada Aviation and Space Museum, Rockcliffe

DATE/TIME: Thursday, 30 November 2017 – 1930 Hours

LANDING FEES: \$1.00

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

Visitors and guests are always welcome