

the
OBSERVAIR

**Ottawa Chapter Newsletter
Canadian Aviation Historical Society**

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CHAIRMAN'S MESSAGE

Registration is now open for the 55th Annual Canadian Aviation Historical Society (CAHS) Convention and Annual General Meeting (AGM) coming up from 30 May to 3 June 2018 in Calgary, Alberta. The presentations, the AGM, and the banquet will be held at the Sheraton Cavalier Calgary Hotel. This year's Convention tours will include a trip to Viking Air, The Hangar Flight Museum, and the Bomber Command Museum of Canada.

The Hangar Flight Museum, formerly the Aero Space Museum of Calgary, boasts an interesting mix of military and civil aircraft types, including an Avro Anson Mk. II, and two of the world's three remaining Barkley-Grow T8P-1. The Bomber Command Museum of Canada and some of the highlights in their collection include a Fleet Fawn Mk. II and an Avro Canada CF-100 Mk. III.



For more information on the Convention, to download the Registration Form, or to check out the List of Speakers and their topics, see the CAHS Convention Website here: <https://www.cahs.ca/events/featured-events/2018-convention>

Since retiring as CAHS Ottawa Chapter Chairman and Newsletter Editor in May 2014 (after 30 years' service), Timothy Dubé has been quietly working behind-the-scenes on the *Observair* as copyeditor. He is now planning on taking a well-earned full retirement from Chapter duties after May. For both Colin Hine and myself, Tim has provided a second pair of eyes, helping to catch typos and providing comments on formatting. I would like to thank Tim for all his efforts, and hope he enjoys a more leisurely reading of the *Observair* in the future! To that end, if any of our readers wish to volunteer as copyeditor, please contact me. The position requires a couple hours each month to read over the first draft of the *Observair* looking for typos and formatting errors.

Kyle Huth
Chairman / Editor

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

Find us on Facebook at: <https://www.facebook.com/CAHSOttawaChapter>

Kyle Huth
Mathias Joost
Don MacNeil
Hugh Halliday
Erin Gregory
Bernie Runstedler
John Crook

Chairman/Editor
Secretary/Treasurer
Program Convenor
Official Greeter
Research Group
Audio/Visual Setup
Refreshments

PAST MEETING: BAGOTVILLE: 75 YEARS OF AIR DEFENCE



Marc-André Valiquette (centre) shares the special edition of his book with Colonel Darcy Molstad (left) and Colonel William Radiff (right) at the 2017 Spectacle Aérien International de Bagotville. © Marc-André Valiquette

There were 31 members and their guest in attendance at our Thursday, 29 March 2018 meeting to hear Marc-André Valiquette's presentation on his latest book, *Bagotville: 75 Years of Air Defence*. Marc-André will be well known to CAHS Ottawa members, having presented his book *Fangs of Death: 439 Sabre-Toothed Tiger Squadron* to the Chapter in March of 2016. He has also published the books *Je te plumerai: 425 Alouette Squadron – Defending freedom since 1942*, and a four-volume series on the Avro Canada CF-105 Arrow, *Destruction of a Dream*.

Bagotville: 75 Years of Air Defence is a bilingual in-depth look at the history of Canadian Forces Base (CFB) Bagotville in Quebec. The lavishly illustrated book contains artwork and hundreds of photographs, many of which have never been published before. The book was written in cooperation with the staff at CFB Bagotville, with Colonel Darcy Molstad, Commanding Officer, 3 Wing Bagotville writing the forward. The book covers:

- The role of the base during the Second World War as part of Eastern Air Command, detailing operational training on North American Harvards and Hawker Hurricanes, as well as use of the latter and Curtiss P-40 Kittyhawks in the air defence of the Saguenay Region's industry.
- Protection of Canada's sovereignty following the reactivation of the base in 1951, covering the beginning of the Cold War and the formation of NORAD using the de Havilland DH.100 Vampire, the Canadair F-86 Sabre and the Avro Canada CF-100 Canuck.
- The pursuit of Canada's air defence and support of land forces from 1962 to 1988 flying the McDonnell CF-101 Voodoo and Canadair CF-5 Freedom Fighter.
- Air defence in the high-technology era since 1984 with the McDonnell Douglas/Boeing CF-18 Hornet, as well as the Base Flight and Rescue unit operations using the Piasecki H-21, Canadair CT-133 Silver Star, Bell CH-118 Iroquois and CH-146 Griffon.
- The base's related squadrons and units, including operations at Val-d'Or front-line air station and Mont Apica radar station.
- The passion for flight demonstrated through air shows, the Royal Canadian Air Cadets and the Bagotville Air Defence Museum.
- Life at CFB Bagotville, its activities and its role in the community, as well as the history of the civilian airport.



© Marc-André Valiquette

Marc-André topped off his presentation by giving the Chapter a look at the work that goes into such a self-published book and treated us to a sneak peek at his upcoming book, *Swiftly and Surely, 430 Silver Falcon Squadron 1943-2018*. Copies of *Bagotville: 75 Years of Air Defence* were on sale after the meeting at a special price. I look forward to welcoming him back to another CAHS Ottawa Chapter meeting in the future!

Kyle Huth

RESEARCH CORNER

Please consider submitting your own research interest to the Editor for 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 Rod Digney if you are interested in attending.



RAMBLING THROUGH RECORDS

I am a collector, and among the things that I collect are quotations. In two books, *Not in the Face of the Enemy* and *Valour Reconsidered*, I prefaced chapters and major sections with what seemed appropriate phrases from earlier authors – sometimes wise and sometimes witty. For example, in *Not in the Face of the Enemy*, the part dealing with Air Force Cross and Air Force Medal awards to BCATP instructors had three quotes: (1) “We must remember that one man is much the same as another, and he is best who is trained in the severest school.” (Thucydides, *History of the Peloponnesian War*, 46 B.C.); (2) “The Romans are sure of victory, for their exercises are battles without bloodshed, and their battles bloody exercises.” (Flavius Josephus, circa 77 A.D.); and (3) “Thou shalt love thy instructor as thyself – or more so. He may have a wife and children at home.” (The first of “Ten Commandments for Budding Aviators,” published in *Canadian Aviation*, October 1931.)

Along the way I have collected many a quote or quip, though I do not always recall their precise sources. Not all are directly related to aviation. As an author, I have dealt with literary critics. Fair-minded criticism can be welcomed, but some reviews seem to be composed by writers who did not read the book. Two of my favourite quotes are: “With the birth of the artist came the inevitable afterbirth – the critic.” (Mel Brooks); and “A critic is a man who knows the way but can’t drive a car.” (Kenneth Tynan)

In the realm of aviation, one of the most perceptive quotes was from diplomat and professor Hugh Keenleyside (1898-1992), writing in the *Canadian Geographical Journal* of October 1949: “The whole history of the Canadian North can be divided into two periods – before and after the aeroplane.” For context, one might put beside that the words of C.H. “Punch” Dickens: “No one who has flown over the North West Territories has been able to do so without marvelling at the courage of the men who fought their way to the Arctic, practically foot by foot.” Interesting observations from non-Canadian sources include the following:

“Elijah was reputed to be the patron saint of aviators, but as he went to Heaven in a chariot of fire, this was something we weren’t too keen about.” (Kiffin Rockwell, 1892-1916, one of the earliest American pilots to see air combat.)

“The only time an aircraft has too much fuel on board is when it is on fire.” (Sir Charles Kingsford Smith, 1897-1935, Australian fighter pilot and pioneer of trans-Pacific flying.)

The easiest way to find a quote (though not necessarily the most appropriate) is through anthologies. John Robert Colombo’s book, *Colombo’s Canadian Quotations* has followed me through successive moves since 1974, pursued by his 1991 compilation *The Dictionary of Canadian Quotations* and his 2000 work, *Famous Lasting Words*. Other examples are Tony Augarde’s *The Oxford Dictionary of Modern Quotations* (1991), James B. Simpson’s 1997 work *Simpson’s Contemporary Quotations* and *The Greenhill Dictionary of Military Quotations* (2000, edited by Peter G. Tsouras).

Yet ultimately these anthologies are no substitute for a diverse library. *The Bible* and the works of Shakespeare are both sources of innumerable quotations. Consider the following from *Richard II*, Act I, Scene III as a 16th Century description of “shock and awe” – or dicta for a First World War fighter pilot:

Be swift like lightning in the execution;
And let thy blows, doubly redoubled,
Fall like amazing thunder on the casque
Of thy adverse pernicious enemy.

A quotation that has stuck with me for more than 60 years has been, “War is a long period of intense boredom, interrupted by moments of intense excitement.” Richard Hillary may not have coined the definition (I have seen it attributed to others as well), but I always associate it with reading *Falling Through Space* (also published as *The Last Enemy*) in the tiny school library in Fairfax, Manitoba.

It might be argued that using quotes is pretentious and does not encourage originality. On the other hand, simply finding clever or unusual expressions is a great deal of fun. There is also the discovery that no matter what you feel or experience (like writer’s block), someone has been there before. “Writing is easy. You just sit down at the typewriter, open up a vein, and bleed it out, drop by drop,” (sports writer Walter “Red” Smith, 1905-1992), echoed by Stephen Leacock, “Writing is no trouble: you just jot down ideas as they occur to you. The jotting is simplicity itself – it is the occurring which is difficult.”

Hugh Halliday



MARITIME CENTRAL AIRWAYS & THE DEW LINE



Maritime Central Airways Avro York and Bristol Freighter parked on the ramp as seen from the control tower at Frobisher Bay, March 1956. © www.c-and-e-museum.org

In February 1955, I read that the Distant Early Warning Line (DEW Line), a chain of forty-two radar sites, was to be built from Alaska to Cape Dyer on Baffin Island (then part of the Northwest Territories), on average two hundred miles north of the Arctic Circle. I wrote to Spartan Air Services, an Ottawa company mentioned in the article, seeking a job as a Flight Dispatcher. I did not hear from the company directly, but out of the clear blue sky, I received a telegram from Maritime Central Airways (MCA) at Mont Joli, Quebec, in April 1955 offering me a job as a Flight Dispatcher at a salary of \$80 per week. Because I was disillusioned with my clerical job, and sensing that the dispatching job would be a good stepping stone in my career, I resigned from Canadair.

I arrived in Mont Joli by train early on Monday, April 18th. I took a taxi to the airport where I met the Chief Flight Dispatcher, Johnny Brown. After a brief checkout of the office and equipment, the Personnel Officer directed me to a boarding house where I rested for several hours before going to work on the midnight shift. MCA was running a 24-hour, 7-day per week flight operation. Because I was one of three dispatchers, I had to learn quickly on the job and worked every afternoon shift for the next six weeks.

It turned out MCA was the prime airline contractor for the Eastern Arctic DEW Line, from Pelly Bay to Cape Dyer, transporting the supplies, equipment, and men that arrived in Mont Joli by rail. It was MCA's responsibility to airlift them to Frobisher Bay, NWT (now Iqaluit, Nunavut) and to the radar sites that were three to seven hundred miles north and east of Frobisher Bay. MCA also had a base in Churchill, Manitoba.

The total MCA DEW Line airlift was managed by Captain H.S. (Jonesy) Jones from the Mont Joli base. He had a "hands on management" style with total hire/fire power. Most employees, including myself, took great care not to get in his bad books.

To carry out its mandate, MCA, with its approximately 250 employees, operated a fleet of about twenty Avro York, Curtiss C-46 Commando, Canadian Vickers Canso, and Bristol Freighter aircraft. Later, four Douglas DC-4s were purchased.

MCA was started by Captain Carl Burke, with the help of Josiah (Joe) Anderson, in Charlottetown, Prince Edward Island, in 1941. It was awarded the contract for the eastern portion of the DEW Line because of its experience flying men and equipment into Labrador and Northern Quebec during the construction of the Pine Tree and Mid-Canada radar chains. But the DEW Line operation was much bigger than any previous contract. Indeed, the DEW Line airlift was one of the largest commercial air operations ever. To make it more remarkable, it was carried out in some of the coldest weather to be found on the planet, excluding Antarctica. Initially, MCA was required to fly into areas where there were neither airports, aids to navigation, proper weather forecasting, nor hangars.

The initial flights to establish the location of the radar sites were carried out in the late winter of 1955 by a Douglas DC-3 on skis. A veteran flier of the Second World War, Gerry MacInnis, was the captain on most of the exploratory flights. For his exploits, in 1956 he was awarded the McKee Trophy, the most prestigious trophy in Canadian aviation.

In addition to the MCA fleet, there were four charter airlines, Quebecair, Dorval Air Transport, Wheeler Airlines, and World Wide Airways, that subcontracted for MCA. Several American commercial aircraft were chartered, especially DC-4s during the first few months. To transport large earth and snow moving machinery, the United States Air Force had several Douglas C-124 Globemaster IIs and Fairchild C-119 Flying Boxcars based at Mont Joli and Churchill.



Offloading supplies from Maritime Central Airways' ski-equipped DC-3, CF-FKQ, at Cartwright, Labrador, March 1954. © www.c-and-e-museum.org



Maritime Central Airways Curtiss C-46 Commando on the ramp at Goose Bay, Labrador, July 1959. © www.c-and-e-museum.org

A Second World War hangar was MCA's operations base. The Flight Dispatch Office was on the north side of the hangar overlooking the airport and the St. Lawrence River. In those days, most people still used ships to travel between Montreal and Europe and during the navigation season, it was not unusual to see, at the same time, four or five beautiful transatlantic liners. I worked more than my share of afternoon shifts, but it was frequently worth it to see the sun set across the thirty-five mile expanse of the majestic river. As well as at Mont Joli, MCA had flight dispatch offices at Churchill, Frobisher Bay, and Hall Beach, NWT (now part of Nunavut).

During my stint at Mont Joli, I went to the arctic on three occasions: Frobisher Bay, twice, and Hall Beach, once. While in Frobisher Bay during the summer of 1955, I went on a DC-3 flight to Cape Dyer. The purpose of the flight was to drop ten forty-five-gallon drums of heating oil in a bay adjacent to the radar site. To do so safely without rupturing the barrels, the captain flew the aircraft

just a few feet above the water. On each pass, as soon as two or three barrels were pushed out by the crewman, the captain gained altitude to avoid the surrounding mountains. Quite a scary operation!

While I was in Frobisher Bay, a DC-3 crew was attempting to land when sea fog suddenly engulfed the airport. With the nearest alternate airport three hundred miles away, they were extremely lucky; there was a RCAF Ground Control Approach (GCA) unit on duty. In spite of the fact that visibility was only a few feet, the operators brought the aircraft down just beyond the threshold of the runway, directly on the centreline.

I was in Hall Beach for three weeks just before Christmas 1955 where I slept in a four-man tent that was heated by an oil stove. One night, when the temperature was -38°C , the stove went out for several hours. Luckily, we all had very warm sleeping bags! At that time of the year, there was no sunlight, just a period before noon when it was like dawn for about forty-five minutes. During that brief interlude there were beautiful clouds of various shades of pink and grey. I returned to Mont Joli on our Bristol Freighter, CF-FZU. Because it was designed to transport cargo, the cabin had little or no sound absorption material. My head was still ringing about three days later.

One beautiful Saturday morning in early June 1956, a C-46 Commando, after a major maintenance check, was loaded and ready to return to its base in Frobisher Bay. The two pilots, having completed their weather briefing and flight planning, taxied out. After an unusually long time, they radioed me to say that a "mag drop" had developed and they were returning to the ramp.

The maintenance crew chief, Bill Crawford, who had seen many such occurrences in his time, quickly had his mechanics change the spark plugs in the offending engine. When they were finished, he said to the captain, "I know what you did out at the end of the runway, you deliberately ran the engine so it would foul the ignition system. It is fixed now. Get in the aircraft and get the Hell out of here!" The coerced captain and first officer, who, it seemed, were more in a mindset to play golf than fly up to the still cold Arctic for two of three weeks, got dejectedly into the aircraft, taxied out, and took off.

William Boone



PUBS & MAGS

Air International (April 2018)

- Mark Broadbent looks at the Bombardier CRJ as the Canadian company adds chic to its regional jet range

Bush Flying Captured Vol. II by Rich Hulina (Bush Flying: 2017)

- Hardcover, 10" x 10", 216 full colour pages, \$50.00

Kyle Huth

UPCOMING EVENTS

Volunteer Recruitment Day at Vintage Wings – Saturday, 21 April, 10:00 to 14:00

Come and learn what it's like to be a volunteer at Vintage Wings in Gatineau, Quebec. To register or for more information, visit the Vintage Wings website: <https://foundation.vintagewings.ca/products/volunteer-recruitment-day>



A World War I Perspective – Saturday, 21 April, 12:00 to 16:30

Come learn about Captain Roy Brown and other Carleton Place First World War veterans at this free and family friendly event. For more information visit: <http://www.captroybrown.ca/>



CARLETON PLACE TOWN HALL

Film Presentations: 1 pm and 3 pm

“Capt. Roy Brown vs Baron von Richthofen”

Exhibits:

Discover the life and times of 3 remarkable Carleton Place veterans:

- Captain A. Roy Brown, DSC & Bar
- Nursing Sister Evelyn Wilson, RRC & Bar, MID
- Lieutenant Horace Brown

Military Medal Exploration:

Bring in your heirlooms! Our panel of military buffs will help you learn the meaning behind your family medals. Share your stories!

Victory Tree Memorials:

Learn more about the people behind the names on the Carleton Place Cenotaph.

Kids! Fly the Roy Brown airport!

A fun, interactive way to learn about the essentials of flying a bi-plane. For kids all ages!

FREE ADMISSION! REFRESHMENTS!



“A WWI PERSPECTIVE”

Presented by The Roy Brown Society

April 21, 2018 Noon - 4:30pm 175 Bridge Street





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

This month, the poor weather, grey skies, and white aircraft made for few photographic opportunities at YOW. Hopefully, April will bring blue skies and some colourful visitors!



“Giant 8981” was the appropriate call sign of this Atlas Air Boeing 747-400F (c/n 29252), N475MC, when it arrived at YOW from Anchorage, Alaska, on 21 March. It left for New Zealand *via* Hawaii around midnight with a supposed cargo of brand-new polymer banknotes printed by the Canadian Banknote Company. © Rod Digney



King Philippe and Queen Mathilde of Belgium visited Canada in March, travelling to Ottawa on this Airbus A330-200 (msn 211), CS-TQP, leased from Portuguese carrier Hi Fly. The same aircraft was operated by Toronto-based Canada 3000 as C-GGWB from 1998 to 2001. © John Buffam



These five Canadian Coast Guard Bell 212 helicopters were spotted on the Department of Transport ramp on 21 March. With the acquisition of new Bell 412s and 429s now completed, the 212s will likely soon be sold by GCSurplus. © Rod Digney



Piper PA18A-150 Super Cub, C-FQYF, on wheel-skis was one of about two dozen aircraft that attended Moe’s winter fly-in on the Ottawa River near Luskville, Quebec, on 24 February. © Rod Digney

NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



TRANSATLANTIC CROSSINGS *From Constellation to Concorde*

Herb Saravanamuttoo

Herb Saravanamuttoo was born in Scotland and educated at the University of Glasgow. After graduating in Mechanical Engineering in 1955 he joined Orenda Engines, working on development of the Iroquois. He became a faculty member at the University of Bristol, where he worked as a consultant to Bristol Siddeley on the Olympus 593, to BAC on Concorde, and to Rolls Royce on the RB211. He joined Carleton University in 1970, retiring in 1998, having spent 10 years as Chairman of Mechanical and Aerospace Engineering. He is still active teaching Aerospace Propulsion at both Carleton and Cranfield.

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

DATE/TIME: Thursday, 26 April 2018, 1930 Hours

LANDING FEES: \$1.00

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

Visitors and guests are always welcome