

the
OBSERVAIR
Ottawa Chapter Newsletter
Canadian Aviation Historical Society



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MESSAGE FROM THE EDITOR

This past summer was an interesting time for aviation historians in the National Capital area with a number of significant events including the 100th anniversary of the First World War.

Other important events from the summer season included:

- The display of the sole remaining example of the Hawker Typhoon fighter at the Canada Aviation and Space Museum in celebration of the 6th June, 2014, 70th anniversary of the Second World War D-Day landings;
- An extended visit by a Boeing B-17 Flying Fortress to Vintage Wings of Canada in July, recognizing the B-17's service with the RCAF; and
- The Canadian Warplanes Heritage Museum (CWHM) owned Avro Lancaster Mk X bomber C-GVRA (Vera) transatlantic return flight and its August/September 2014 tour of British air shows along with the RAF's Battle of Britain Memorial Flight Avro Lancaster bomber PA474 (Thumper).

Photographs recording these events, along with some commentary, are included in this issue of *Observair* along with regular features and articles contributed by Ottawa Chapter members. Enjoy!

Following up on feedback from readers there is a change in the October edition. Some readers have commented that a single column layout is easier to read on-line rather than the two column set-up that was used in the print edition. So I am trying a single column format, for this issue. This change will also be reflected in the print edition. I would appreciate your feedback on this before making this change permanent, so please give me your views.

Colin Hine
Editor

The Observair is the newsletter of the Ottawa Chapter, Canadian Aviation Historical Society 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](#).

Kyle Huth	Chairman
Mathias Joost	Secretary/Treasurer
Colin Hine	Newsletter Editor
Don MacNeil	Program convenor
Hugh Halliday	Official Greeter
George Skinner	Museum Liaison
Erin Gregory	Research Group
Bill Clark	Refreshments

CHAIRMAN'S MESSAGE

We had a fantastic turnout for the first chapter meeting of the new season. Seventy members and guests were in attendance to hear Ernie Cable talk about the development and operation of the Canadair CP-107 Argus. Ernie gave an interesting talk followed up by former Argus crew members George Mayer, Red Sutton, and Joe Scoles joining him on stage to answer a bevy of questions from the audience about what it was like being assigned to the Argus. As someone with an interest in Canada's military operations during the Cold War, I thoroughly enjoyed what Ernie had to say, especially when he outlined Argus operations during the Cuban Missile Crisis, and how it became the aircraft's finest hour (though unfortunately little known).

For those of you who haven't seen it, I highly recommend watching the 1957 National Film Board movie, *Birth of a Giant*, directed by Hugh O'Connor. It's a half an hour short film that follows the design and construction of the Argus. The film is available to watch for free on the NFB website http://www.nfb.ca/film/birth_of_giant. Also on the NFB website you'll find a number of other interesting aviation related films to watch, including *Aviators of a Hudson Strait*, *Challenger: An Industrial Romance*, and an animated short about Wop May, to name a couple.

At our last meeting, I had a few members ask questions about our meeting time. As of the time of writing this, nothing official has been decided about moving the day and time of our meeting, we on the executive are working on the details. Once everything has been finalised, we will announce the change. If anyone has any comments or suggestions please feel free to contact myself or anyone else on the executive, and we will take them into consideration.

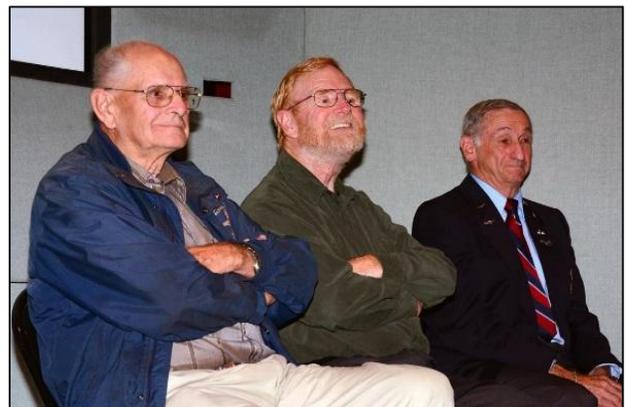
Kyle Huth
Chairman

PAST MEETING

Ernest (Ernie) Cable - *ARGUS-The RCAF Maritime Champion*



Speaker Col. (Retired) Ernest Cable OMM, CD Argus Navigator
404 Maritime Patrol Squadron, Greenwood
(© Rod Digney)



Ex-Argus Crewmen (L to R) Joe Scoles, Navigator,
Red Sutton, Flight engineer, George Mayer, Pilot and Aircraft
Commander (© Rod Digney)

There were 70 members and guests present for this meeting, many of them newcomers. There was also clear evidence of reunions by RCAF members and friends from past years and encouragingly several newcomers signed up for membership of the CAHS Ottawa Chapter. Added to this, a fascinating presentation on the history of the RCAF Argus by Ernie Cable, assisted by three ex-Argus members made this an evening to remember. An auspicious start to our 2014/15 season. After the Q&A period, face-to-face discussions between meeting attendees and the guest speakers continued for some time.

Ernie's presentation began with an overview of the role that Anti-Submarine Warfare has played and detailed the important role that Canada played in the Battle of the Atlantic, particularly with the B-24 Liberator. He went on to detail the challenges facing Canada in post Second World War years because of threats emerging from the Cold War and the advent of nuclear submarines. One of the first steps taken was to re-commission and upgrade Avro Lancaster Mk X bombers that had been grounded following the ending of Second World War hostilities. However, it was evident that the Lancaster, for all of its capabilities, was approaching the end of its operational life and that a replacement would inevitably have to be found.

As often happens in military procurements, funding availability presented problems early in the process. However the involvement of multiple government departments in the process did not present a problem at this time and the air force was able to issue a statement of requirement relatively unfettered by such issues as Canadian industrial benefits and offsets.

As early as 1948 Canadair approached the Canadian government, proposing a stretched version of the North Star to address the RCAF requirement for a new maritime patrol aircraft. The RCAF then issued an order to Canadair to investigate the possible design of an aircraft based on the Douglas DC-6 aircraft with engines more suitable for lower speed, long range operation and other features from their technical requirements. This did not prove feasible so the RCAF started to investigate other options, including the adaption of the Bristol 175, Britannia that was still under development at this time. In 1952 Canadair was asked to investigate the possibility of adapting the Bristol 175 to meet the Air Force requirement and to compare it alongside other potential candidates (the upgraded design was to incorporate 3700hp Wright R-3350 Turbo-compound engines in place of the turboprop engines).

Air Marshal Wilfred A. Curtis, Chief of Air Staff requested the Minister of Defence proceed immediately to authorize the design and development of a prototype maritime reconnaissance aircraft based on the Bristol 175. He emphasised that a plane with greater range, payload and performance was needed to fill the Atlantic Gap and the RCAF favoured a design based on the Bristol 175. The number needed would also justify its manufacture in Canada. Authorization to proceed with production was contingent on RCAF satisfaction with the flying characteristics of the Bristol 175, to be evaluated later in 1952. Bristol was to manufacture all components common to both aircraft types (the Britannia airliner and the Canadian MR aircraft). The fuselage and other elements unique to the MR aircraft were to be manufactured in Canada.

It was agreed that all aircraft were to be built in Canada. Canadair was to design and build the new fuselage and the decision was made for Canadair to be responsible for the overall engineering and design. The prototype was to be built using Bristol supplied parts for the prototype but for production parts were to be reengineered to North American Standards.

An initial contract for Canadair to build 13 MR aircraft (Argus Mk I) was awarded in early 1954; the schedule called for a preproduction aircraft and for production aircraft deliveries to commence in early 1957 aircraft following at a rate of one per month thereafter. The Canadair prototype CL-28 rolled off the production line 21 December 1956. Soon after, the RCAF named the CL-28 "Argus - the monster with 100 eyes" (CP-107). A contract was later awarded for 20 Argus Mk II, CP-107 aircraft. Development of the Argus required Canadair to convert the design of a fast-flying pressurized airliner into a slow-flying unpressurized aircraft with a weapon bay and an inventory of weapons and ASW sensors. The fuselage was strengthened using metal bonding techniques and this plane saw the first use of titanium alloy in airframe construction – a Canadian first! Also, Canadair became the first aircraft manufacturer world-wide to parallel and synchro-phase four 400Hz generators to meet the huge electrical power requirements of the aircraft.

The heart of the Argus's electronics systems at that time was the ANTAC (Air Navigation and Tactical Control system,) a complex navigation system produced by Computing Devices of Canada (CDC) in Ottawa. Almost completely automatic, it is primarily a long-range dead-reckoning navigation system incorporating an analogue computer for coupling to Doppler radar, TACAN and conventional radio aids. At this time, ANTAC incorporated the most advanced tactical navigation system capability in the world, the envy of other air forces.

Between 1958 and 1981, Argus crews from 404, 405, 407, 415 and 449 Squadrons, mostly out of Greenwood, N.S., Comox, B.C., and Summerside, P.E.I flew thousands of hours on ASW patrols. With its amazing endurance it could fly for up to 24 hours. It was an invaluable search and rescue asset, and saved the lives of numerous sailors and mariners lost or in danger. Many aspects of the important role the Argus played during the Cold War game of cat and mouse in the North Atlantic have never been fully told. One of these involved an American chain of secret underwater listening devices, known as Sound System Underwater Surveillance, (SOSUS); consisting of hydrophones planted on the ocean floor to detect submarine sounds. The data was transmitted to shore stations, where the sounds were analyzed to direct airborne or surface ship assets to the site. There were always Argus crews on two-hour alert to react to such information, making the Argus/SOSUS combination a highly capable strategic ASW asset that arguably prosecuted more Soviet penetrations of North American frontiers than NORAD at this time. Because of its Secret classification, Argus crews received little or no public recognition or visibility for their achievements.

One significant Cold War event was the role of the Argus in the Cuban Missile Crisis of October 1962, when American intelligence learned that Soviet ships were carrying ballistic missiles to Cuba. Because Prime Minister John Diefenbaker was not convinced of the seriousness of the threat (and likely in part because he did not get along with President Kennedy), he had to be forced to put RCAF NORAD assets on high alert. But he refused to do the same for Canada's maritime naval and aviation assets. These important resources did participate however, and Argus crews provided valuable assistance to the U.S. Navy during the crisis, particularly as the Argus was more capable than American ASW airborne assets.

Colin Hine



RAMBLING THROUGH RECORDS

Confession, not all of my research and writings involve Canadian subjects. A case in point is an interest (though not a passion) centred on the RAF between the world wars. This began more than a decade ago with compiling a list of aerial honours and awards (civil and military). Getting the names was the easiest part; the **London Gazette** and such magazines as **Flight** and **Aeroplane** permitted the assembly of a list of more than 2,000 awards ranging from Mentions in Despatches to 26 Distinguished Service Orders with a few Knighthoods thrown in. Some of these represented the closing stages of the First World War (the last decorations for service in North and South Russia were gazetted in July 1920) and the last were for actions in Palestine immediately before the outbreak of the Second World War.

A few of these went to Canadians who were serving in the interwar RAF. Raymond Collishaw was "Mentioned in Despatches" three times (twice in 1920 for operations in Russia, once in 1922 for operations in Iraq). Archibald Rankin of Edmonton was awarded an Air Force Cross in 1926 for survey operations around Singapore, a Mention in Despatches in 1932 for work in South Kurdistan, and an OBE (Officer of the Order of the British Empire) in the Coronation Honours List of 1937. John Wakeling Baker (born in Winnipeg but only briefly resident in Canada) had won a Military Cross with the Royal Flying Corps in 1918; he subsequently received a DFC in 1925 for operations in Waziristan and a Mention in Despatches in 1928 for further action against rebellious Indian tribesmen.

Finding citations for the awards has been more difficult. In my last visit to the British National Archives at Kew, South London (I still prefer to call this by a more archaic name, The Public Record Office), a decade ago, I found some recommendations in Air 2-series documents, and a lady whom I met (Anne Sadler) subsequently located and supplied more such texts in Air 30 documents. All the same, only about ten percent of the awards are accompanied by more than a rudimentary explanation of why they were granted. Even that fraction, however, yields interesting stories of RAF colonial police actions, long distance flights, experimental work and aerial rescues. Yet I do not know what I can do with this data base, which I can share with any interested party.

About two years ago one Errol Martyn of New Zealand posted on the RAF Commands Forum website (<http://www.rafcommands.com/forum/index.php>) a list of all RAF officer casualties from 12 November 1918 to 31 August 1939. It consisted of names and dates only, but was more than anyone had provided before. Some six months ago I decided to flesh out his lists (though only from 1920 to 1939) and set about to do so using the online resources of **Flight** (<http://www.flightglobal.com/pdfarchive/index.html>) and the magazine **Aeroplane** (consulted in the Canada Air and Space Museum). Other subscribers to the Forum have added their comments, and consultation of Air Britain publications provides many serials and resumes of accidents. My wife Monique has been especially industrious in taking notes from these.

Errol Martyn's original list was of officers only, and many of these died of natural causes; the current research has added the names of many non-commissioned personnel. The total so far is some 2,500 names but more will be added.

At least three of those killed were Canadians who had enlisted in the RAF. Pilot Officer Robert Vincent Rolph (a graduate of Loyola College, member of the RAF since 1931, Cranwell Sword of Honour recipient) was killed 28 February 1933 at Tangmere, in Hawker Fury K1936, No.43 Squadron, following a mid-air collision. Pilot Officer Carleton Allenby Ross of Halifax was flying solo in Audax K7366 of No.2 Flying Training School on the night of 16 February 1939 when he dived into the ground. Pilot Officer Adam Eastman de Pencier (Vancouver) died on 13 March 1939 in an aircraft of No.6 Flying Training School.

Another accident with a Canadian connection was that of Vickers Valentia K3166 of No.216 Squadron, which crashed on the night of 7 July 1936 at Mersa Matruh, Egypt during exercises with the army. The dead included Lieutenant Douglas Elliott Macintosh, Royal Canadian Corps of Signals, who was clearly on exchange duties with the Imperial Army.

I do not expect to add materially to the interwar honours data base; the interwar casualties list is very much a work in progress. The same question applies to both— what do I do with them?

Hugh Halliday

SOME PHOTOGRAPHS FROM 2014 LANCASTER'S TOUR OF BRITAIN



*Avro Lancasters and Avro Vulcan bombers flying in formation, RAF Waddington, 21 August 2014
(© John M. Dibbs, courtesy of Battle of Britain Memorial flight)*



*Two Avro Lancaster in flypast over Derwent Dam 22 September, 2014
(© Ministry of Defence, courtesy of BBC)*

SENTIMENTAL JOURNEY

On 7 July, 2014 one of the few remaining flying Boeing B-17 Flying Fortresses visited Vintage Wings of Canada in Gatineau, Quebec for a week. Under cloudy skies this silver-skinned B-17G *Sentimental Journey*, operated by the Arizona Wing of the Commemorative Air Force, touched down and held all who beheld her arrival in awe. The visit of a B-17 to Canada was a reminder of days gone-by. The RCAF operated six B-17s, three Model "E"s and three Model "F"s for use in transporting mail to the troops in Europe. Their home unit, No. 168 Squadron, was based at Rockcliffe. The visit of *Sentimental Journey* was also singularly appropriate as Ottawa was the base from which that all-important morale builder – mail – departed to Europe and onwards, as well as the squadron having several Ottawa-based aircrew and ground-crew in the squadron.

Ottawa became the hub for mail going to the UK; as soon as the 1st Canadian Division proceeded overseas, first by ship, then by BOAC aircraft and later by RCAF Flying Fortresses and Liberators. From a warehouse on Nicholas Street the mail sorters began with an average of 15 bags a day in 1939, increasing to an average 255 bags in 1940 and 450 in 1941. This was all sorted manually, loaded onto trucks and then driven to Rockcliffe.

The importance of keeping the mail going can be seen in how quickly the RCAF organized 168 Squadron. When in early October 1943 the British government decided to reassign BOAC trans-Atlantic flights with high priority cargo, Canadian mail was not among the items to be carried. Within two weeks a plan had been formulated and coordinated with the British and the RAF. No. 168 Squadron was formed on 18 October, primarily with personnel from No. 1 Refresher Squadron which was disbanded. The importance of the mail can be noted in that the correspondence between the RCAF and British authorities was handled by the Canadian High Commissioner to Great Britain, Vincent Massey.



Boeing B-17 Flying Fortress "Sentimental Journey" at Vintage Wings of Canada, Gatineau Airport (© Mathias Joost)

Although the intent was for the first flight to occur on 1 November, 1943, it was not until 15 December that the first mail flight took off for the UK. The problem was obtaining appropriate aircraft, with the USAAF eventually providing six B-17s, one of which, B-17E # 9206 (USAAF #41-2438), had previously served in the Pacific and then shot-up on a mission over Rabaul.

Keeping the mail going to the troops was a priority. No. 168 Squadron maintained a detachment at Gatwick where its maintenance personnel would remove all four engines and replace them with four rebuilt ones. The ground-crew in Ottawa and Gatwick would work as long as it took to ensure that a scheduled flight took off on time.

In the air, the crew would also do whatever was necessary to get the mail through. On 19 November 1944 Flight Lieutenant Clark Hazelwood Ready showed how much effort the crews would go through to ensure the mail was not lost. Taking off from Newfoundland, bound for the Azores and then Europe, the undercarriage on Fortress 9205 failed to retract fully. He turned for Rockcliffe and on arrival over the station was advised to jettison the mail so he could make an easier landing. This he refused to do – it was Christmas mail! He then made an almost perfect landing that resulted in a few scrapes to the bottom of the aircraft and four bent propellers. The mail went out on the next flight. He was awarded the King's Commendation for Valuable Services in the Air for this outstanding display of pilotage and judgement.

There were several notable Ottawa-born members of the squadron. Flying Officer Raymond Vincent Daly was born in Ottawa and attended St. Patrick's School and College. He enlisted as a clerk on 15 November 1939. As with many other members of support trades, when the RCAF called for aircrew, he answered the call and received his Navigator's wing in November 1942. He was awarded a DFC while flying with 419 Squadron and on returning to Canada served with 168 Squadron. He continued to serve in the RCAF after the war, retiring after 25 years' service.

Another Ottawa native was Flight Lieutenant Keith Campbell Murphy who enlisted as a navigator on 14 October 1940. He served with the RAF's 115 Squadron where he was awarded a DFC before returning to Canada and joining 168 Squadron. He continued in the RCAF after the war, retiring as a wing commander, having survived two post-war aircraft crashes.

Not to be forgotten are the ground-crew who serviced the aircraft and kept them flying. Eric Herbert and Oscar William Scheuneman, brothers from Ottawa served at the same time with 168 Squadron. Oscar was an original member of the squadron while Eric was posted in on 21 March 1944. Both had served in the RCAF into the 1960s, with Oscar transferring to the Army in 1966 under the new Canadian Armed Forces; he retiring as a Captain. Both were active in the community, notably in Lutheran Church in Ottawa, Eric as a founding member of All Saints and Oscar having been a chairman of St. Peter's.

For those wishing to learn more about the Flying Fortress in RCAF service, CAHS member Carl Vincent wrote an outstanding history of the deeds of *the Flying Fortress and the Liberator in the RCAF – "Canada's Wings 2: Liberator and Flying Fortress."*

Mathias Joost



Detail of B-17 "Sentimental Journey" nose art (© Mathias Joost)

PICTURES FROM 6 JUNE, 2014 70th ANNIVERSARY OF D-DAY LANDINGS EVENT AT CANADA AVIATION AND SPACE MUSEUM



Preparations for D-Day Landings Ceremony at CASM (© Colin Hine)



Hawker Typhoon fighter on loan from RAF Museum (© Colin Hine)



If you are interested in seeing more images like those seen in this newsletter, you should attend the CAHS Ottawa Chapter's Research and Projects Group meetings. These are very informal gatherings where members display current and historic aircraft photographic slides and digital images, or outline some of their research interests. Meetings are held on the second Tuesday of each month at 7:00 p.m. in the Board Room (Rm 221) of the Canada Aviation and Space Museum. Scheduled dates for the fall months of 2014 are: 14 October, 11 November, and 9 December 2014. Meetings are open to anyone and new faces are always made welcome. Because the Museum is closed to the general public during the evening hours, our arrival and entry must be coordinated.

For additional details, please contact Erin Gregory. _____

Images of some recent sightings at the Ottawa Macdonald-Cartier International Airport (YOW).



Ukrainian Government Airbus A319-115CJ, UR-ABA (msn 3260) on the ramp at the Canada Reception Centre at MCIA on 17 September 2014. It brought Ukraine President Petro Boroshenko to Ottawa, where he spoke to a joint session of Parliament to thank Canadians and to request more assistance in its struggles with Russia. (© Rod Digney)



Republic of Korea Air Force Boeing 747-4B5, 10001 (MSN 26412/1284) on the ramp at the MCIA Canada Reception Centre on 22 September 2014, during a visit by South Korean President Park Geun-hye. The visit saw the signing of the Canada-Korea free trade agreement by President Geun-hye and Prime Minister Stephen Harper. (© Rod Digney)



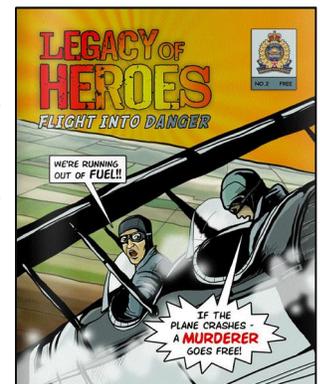
This Basler BT-67, C-GGSU (c/n 13439) at its Ottawa base on 29 August 2014. The converted C-47A, originally built for the USAAF in 1942 as 42-93518, is operated in an aerial survey role by CGG Geosciences following that company's takeover of Fugro Geosciences in 2013. (© Rod Digney)



Ottawa based First Air and Calgary based Canadian North announced in April that they were in negotiations to merge the two northern airlines. The two Inuit owned companies fly nearly identical daily schedules between Ottawa and Iqaluit. Here, a Canadian North Boeing 737-300 passes by a similar retired First Air aircraft at MCIA on 7 August 2014. (© Rod Digney)

EPS RELEASES FLIGHT INTO DANGER

Digging into the pages of its long history, the Edmonton Police Service (EPS) has released a new issue of its comic book series, *Legacy of Heroes*. *Flight into Danger* chronicles in words and images the first documented police use of an aircraft in Canada when, late in August 1919, Wop May flew police detective James Campbell in a Curtiss JN-4 from Edmonton to a small coal mining town near Jasper, AB, in the pursuit of a murderer. Distributed free of charge to schools in Edmonton and surrounding areas of Alberta, *Flight into Danger* can also be read online at: http://issuu.com/edmontonpolice/docs/loh_2_web_version_alternate



RCAF Association Awards for 2014

The National President, Colonel (Ret) Terry Chester, CD, joined all association members in congratulating this year's awardees, all of whom earned recognition because they have shown great support of and dedication to the RCAF Association mission. Specifically, these awardees have demonstrated by their actions that they chose to affiliate with one another to propose a common object, to inculcate some truth and to foster some feeling by the encouragement of a great example.

One notable award recipient this year is one of our own, **Timothy Dubé**, Past CAHS National President and Past Chairman and Newsletter Editor of the CAHS Ottawa Chapter. Tim has been awarded the **J.A.D. McCurdy Trophy** in recognition of his dedicated service and achievements over many years. Our congratulations to Tim join those of RCAF Association members on receiving this prestigious and well-deserved award.

Donald Harry Cheney DFC (1922 – 2014)

Donald Cheney, a Second World War Lancaster pilot, and member of RAF 617 (Dambuster) Squadron. Don's plane was shot down over Douarnenez (Bretagne), France, on August 5, 1944. Three members of his crew were killed. Risking their own lives. At the end of his second tour of duty Don was rescued from the sea by local fishermen and was then hidden in the home of the local head of the French resistance, Aristide Québriac, during which time he was deemed by the RAF as missing in action and presumed dead. Don was one of the last surviving Canadian life members of the Royal Air Force's Escaping Society. His remarkable escape from his Lancaster and his valiant attempt to save the lives of his wireless operator and other crew members before saving himself are well documented. Don was decorated with the Distinguished Flying Cross for his heroism and bravery. <http://ottawacitizen.com/life/life-story/ottawas-donald-cheney-lancaster-pilot-dambuster-escaping-society-member-diplomat>.

Don had a long and distinguished career in Canada's Foreign Service (Trade Commissioner Service), including posts in Trinidad, Peru, Boston, Chicago, Holland and Russia, before retiring in 1977. He was a long-time member of the CAHS Ottawa Chapter and he will be long remembered by his many friends.



PUBS & MAGS

Aeroplane (Autumn 14)

- 3 pp. by the President of the Calgary Mosquito Aircraft Society on the first flight of sister ex-Spartan DH-98 Mosquito B.Mk.35 VR796 in June

Air & Space Smithsonian (Sept 14)

- 2 pp. on the CCF Gregor FDB-1 fighter; - 8 pp. on flying the Twin Otter in the Indian Ocean Maldives islands.
- 8 pp. on the CWH Lancaster's temporary "Ropey" paint scheme, and the *Fathers' Day Fly Fest*.

Air Classics (Oct 14)

-9 pp. on flying the RCAF DH-100 Vampire Mk III, and comparisons with contemporary fighters

Air International (Aug 14)

- 4 pp. on the Bombardier C Series airliner.

Airliner World (Aug 14)

- 7 pp. on Porter Airlines

Airliner World (Sept 14)

- 5 pp. by Robert Grant on Canadian Airlines Congo, a Central African Boeing 737 operator founded by a Lebanese-born Canadian; -6 pp. on WestJet and its international expansion plans

Airways (Nov 14)

- 5 pp. on Winnipeg airport (YWG), and a 2 page guide to spotting locations around the airport.

Combat Aircraft (Sept 14)

- 2 pp. on RCAF CF-18 demo pilot Capt. Adam "Manik" Runge.

FlyPast (Sept 14)

- 2 pp. photo spread on the CWH Lancaster night engine run; - 1 p. on Ian Bazalgette VC, DFC

NEXT MEETING OF THE OTTAWA CHAPTER, CANADIAN AVIATION HISTORICAL SOCIETY

Mathias Joost

The Evolution of RCAF Humanitarian Operations

Major Mathias Joost is a military historian. He is the operational team leader at the Canadian Armed Forces' Directorate of History and Heritage, working at National Defence Headquarters in Ottawa.

His talk will present details of the evolution of RCAF/Air Force humanitarian operations from 1945 to the present. The talk will provide details of the types of goods that are sent to specific disaster areas, as well as details of goods providers, flight/operations authorizers and military support of flight operations.



Loading a CAF Hercules during Op Scotch, 1994

Location: Bush Theatre, Canada Aviation and Space Museum, Rockcliffe

Date/Time: Thursday, 30 October, 2014, 1930 Hours

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

Visitors and guests are always welcome.

Landing Fees: \$1.00