

the
OBSERVAIR
Ottawa Chapter Newsletter
Canadian Aviation Historical Society



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November 2014

MESSAGE FROM THE EDITOR

Over the past month it has been very encouraging to receive a number of new articles for publication in *the Observair* contributed by members. These submissions are sincerely appreciated; the articles are of considerable interest and some of them are included in this edition of the newsletter. Others will be included in future editions in the New Year. Further contributions from members are always encouraged.

Colin Hine
Editor

CHAIRMAN'S MESSAGE

November is upon us, and with it comes a time to remember. In that spirit, I will continue to promote Timothy Dubé's message of preserving your military service memories for future generations. You can request your military service record from Library and Archives Canada by downloading the Application for Military Service Information form at: <https://www.collectionscanada.gc.ca/obj/022/f2/022-909.007-e.pdf>. It is especially important to do while you're still alive, as the records are not available to your next of kin until 20 years after you've passed. I've recently begun trying to track down more information on one of my family members who served with the Canadian Expeditionary Force in the First World War. Even though he did not leave a record of his service overseas, through the files at the archives I've been able to begin piecing together his story (albeit not as personalised).

On the note of preserving stories, we would like to begin collecting stories (not just military) from CAHS members. With that in mind, we invite any CAHS members who would be interested in sharing their stories with the rest of us to send me an email. [From there we](#) will gather your stories and any photos you may have (and would like to share) into a slideshow that will eventually be presented as part of a future meeting. Stories, anecdotes, short or long are welcome.

Kyle Huth
Chairman

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
Mathias Joost
Colin Hine
Don MacNeil
Hugh Halliday
George Skinner
Erin Gregory
Bill Clark

Chairman
Secretary/Treasurer
Newsletter Editor
Program convenor
Official Greeter
Museum Liaison
Research Group
Refreshments

PAST MEETING

Major Mathias Joost – *The Evolution of RCAF Humanitarian Operations*

There were 55 members and guests present for this meeting to hear an interesting presentation by Major Mathias Joost on the evolution of RCAF, humanitarian operations. Mathias opened his talk with his definition of humanitarian operations: "...any flight or use of Canadian aircraft specifically to deliver aide; be it medical, food, teaching supplies or anything else of a non-military nature. While there have been air aspects to some peacekeeping missions, I will not address them here as the primary goal of these operations was not the delivery of aid."

Up to the Second World War, the RCAF was not capable of providing aid outside of the country. There were no long-range airplanes in the RCAF inventory and when winter appeared, "...the RCAF in many parts of the country beat a hasty retreat to their hangars." However the RCAF was able to perform humanitarian operations during the inter-war years. One of the first recorded instances of aid being delivered by aircraft is by an unknown RCAF pilot at RCAF Station Victoria Beach delivering diphtheria vaccine to Norway House after the regular steamer ceased operations in October 1924. Better known is the flight of former First World War pilot, Wop May along with Vic Horner, delivering diphtheria anti-toxin to Fort Vermillion in Alberta, 900 km. north of Edmonton in January 1929, flying an open cockpit airplane. In March of 1929, eccentric RCAF pilot Frederick Mawdesley flew food and medicine to the God's Lake area of Manitoba, saving many lives at a time when dog sled team was the only alternative means of delivery.

Long-range transport aircraft emerged quickly following the outbreak of the Second World War and air bases across Canada allowed new routes to be opened up. The RCAF regularly conducted humanitarian flights, including mercy flights into Labrador, bringing doctors to communities and flying out critically ill patients. These flights used small Norseman aircraft that continued to serve in that role in post-war years. Other Second World War aid missions included the Warsaw Uprising in 1944, the RCAF, RAF, SAAF and USAAF dropping munitions and other supplies to the Polish Resistance Army; and Operation Manna air dropping of food to starving people in German occupied parts of the Netherlands in April and May 1945. Also, Operation Exodus in which RAF and RCAF squadrons (Halifax, Lancaster and Liberator bombers) flew POWs back to the UK.



Speaker Major Mathias Joost, Canadian Armed Forces' Directorate of History and Heritage (© Rod Digney)

After the war, the RCAF was better qualified and equipped to fly international humanitarian aid missions. New routes opened up across the Atlantic with access to Europe and Africa, as well as routes across the Pacific; there was experience with Ferry Command and RCAF 168 Squadron, flying regularly across the Atlantic; and also the RCAF now had an inventory of long-range planes including B-17s and B-24s.

In October 1945 a B-17 delivered penicillin to war ravaged Poland. Subsequent flights over the following months involving B-17s and B-24s were made at the request of the Canadian Red Cross. When these planes were phased out the RCAF had to depend on the DC-3 *Dakota* for several years. Missions flown within Canada by *Dakotas* included aid to flood victims in the Fraser Valley in BC (1948) and Manitoba in 1951. RCAF *Dakotas* also delivered

penicillin and other medical supplies from Scotland to Warsaw and in 1947 one *Dakota* made a medical supply flight to India and Pakistan to treat casualties of the conflict that accompanied independence.

The introduction of the Canadair North Star in 1949 provided the RCAF with a modern long-range transport aircraft and over the next decade the RCAF was able to provide humanitarian relief flights in support of a number of flooding and earthquake disasters, many of them in India and Pakistan in the aftermath of monsoon flooding; others to Italy in 1951, the Netherlands in 1953, Ceylon in 1955 and Vienna, Austria in 1956. Most of these missions were in support of the Canadian Red Cross. In the early 1990s aid flights were sent to former Warsaw Pact countries including Estonia, Latvia, Lithuania, Russia and Ukraine under Operation Boreal. Disaster flights also went to the Caribbean as well as to the Mediterranean (Greece, Morocco, Lebanon and Algeria after earthquakes).

Other significant relief operations include: Chile (1960) following a magnitude 9.5 earthquake; Biafra (1969) during the Nigerian civil war; Operation Foodlift Africa to Chad, Mali, Niger and Nigeria in 1973 as well as Operation Preserve (1991) to Ethiopia, Operation Relief to Somalia (1992–1993), and food supply to war-ravaged parts of Sudan (1993). These African relief operations all deployed Hercules aircraft.

Conflicts in the 1960s and beyond saw the need for different kinds of humanitarian aid operations: Canadian evacuee extraction missions; the Congo in 1960; the Pakistan civil war in 1971; the overthrow of the Shah from Iran; the American invasion of Grenada as well as Lebanon, Haiti and other more recent locations. In 1974 a Canadian Hercules was a part of the effort (Op Scotch) to extract troops, foreign national and UN personnel from Rwanda. There were also flights bringing refugees from Guam and Vietnam in 1975; the Vietnamese “boat people” 1978 – 1981. A total of 56,891 people came to Canada through air force and charter flights over this period. There was a major effort in 2004 when armed rebels were on the verge of taking over Haiti. Some 340 people including approximately 200 Canadians were extracted.

1970 saw deployment of a combined operation between the Canadian Air Force and the Canadian Army following a Peruvian earthquake; during Operation Dolomite (1976) Canadian CH-136 Kiowa helicopters provided relief support after an earthquake; Operation Abalone (1979) following a volcano eruption on St. Vincent (1989), Jamaica (1988) hurricane Gilbert; Operation Hugo (1989) to Montserrat and Nevis. 1992 saw the beginning of Operation Airbridge, part of an international effort flying supplies into the besieged city of Sarajevo; an operation that lasted for 3½ years, delivering over 160,000 tons of food and medical supplies. Also in 1992 Operation Tempest to Florida and the Bahamas following hurricane Andrew. In 2005 Canadians were again in the USA following hurricane Katrina (Operation Unison).

Following the Rwanda disaster the Canadian government considered options to provide humanitarian aid more rapidly, leading to the formation of a Disaster Assistance Response Team (DART) capability. The first deployment of DART was to Honduras (1998) after Hurricane Mitch. Subsequent deployments of DART include Turkey (1999), Op Torrent; Sri Lanka (2004-5), Op Structure after the tsunami and Pakistan (2005), Op Plateau earthquake relief. With the acquisition of C-17 Globemasters in 2010 the RCAF was better able to handle requests for DART support. An RCAF Globemaster flew DART to Port-au-Prince, Haiti in 2010 in support of OP Hestia; Griffon helicopters were also used to move people and supplies in outlying areas. After typhoon Haiyan devastated parts of the Philippines in 2013 the DART was deployed using Globemasters, Op Renaissance.

Colin Hine



PUBS & MAGS

Duelling Above the Trenches: Sopwith Aircraft of the Great War, by Dan Sharp, Morton’s Media Group, 131 pp “bookzine”, \$19. Articles of particular Canadian interest: 4 pp on the Red Baron’s death, 4 pp on Sopwith aces, 2 pp on surviving aircraft and replicas.

Aeroplane (Oct 14)

- 3 pp on trans-Atlantic tow of a Hadrian glider from Montreal to Prestwick in 1943, based on W/C F.M. Gorbeil’s 1974 presentation to the CAHS.

- 4 pp on *history of the CWH Lancaster “VRA”*.

Aeroplane (Nov 14)

- 3 pp on *air and ground crew of the CWH Lancaster “VRA.”*

Aviation News (Sept 14)

-2 pp. on the Hilton Garden Inn hotel at Ottawa’s Macdonald-Cartier International (YOW), in a continuing series on great photo locations.

FlyPast (Oct 14)

-3 pp. on *arrival of the CWH Lancaster “VRA” in Great Britain.*

Warbirds International (Dec 14)

-3 pp. on the Harvard gathering in June at Tillsonburg, home of the Canadian Harvard Aircraft Association.



RAMBLING THROUGH RECORDS

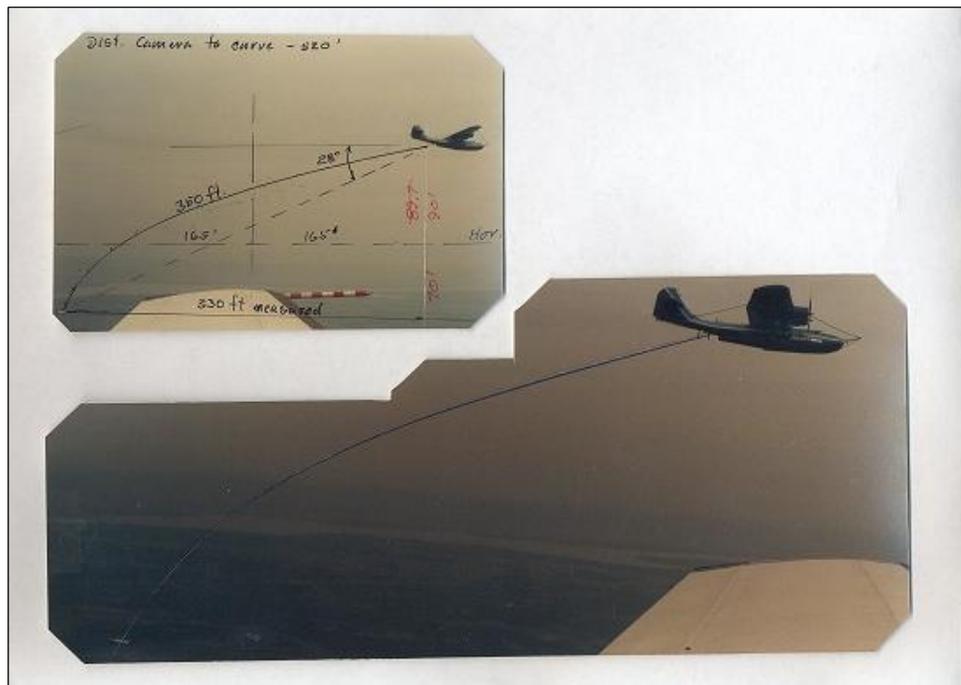
Some articles in this series have involved collective efforts, and this is one such. It represents contributions from myself, Paddy Gardiner, Terry Judge, Sydney Baker, and our intrepid editor, Colin Hine.

I was going through some British aviation magazines (some old, some not so ancient), trying to identify "Canadian content". Contributors from this country seem to be few and far between (Australians are more enthusiastic about beating their own drum). Sometimes a Canadian story is wrapped inside a British one. Such was the case of an article by Tony Harmsworth in the June 2013 edition of *Aeroplane Monthly* entitled, *The Kenting Cat Comes Creeping Back*. The article deals primarily with the restoration to wartime configuration of a PBY-5A Catalina, but along the way is a fascinating story of a machine that moved in and out of Canadian aviation.

Catalina 1785 (the builder's number) was built in San Diego, California; with U.S. Navy serial 48233 it went to Naval Air Patrol Squadron 73 (VP-73), Floyd Bennett Field in January 1944. The article is skimpy on its postwar history, but website,



Catalina/Canso CF-JJG in Senegal (©Allan MacNutt via Robert M Stitt)



Airborne photographs taken to help determine the distance that the geophysical sensor bird flew below PBY Catalina/Canso CF-JJG. Note: the nose-to-wingtip to tail sensor cables can also be seen in this illustration (© Sydney Baker, My 53 Years in Aviation)

http://www.vpnavy.com/vp73_aircraft.html, indicates that it remained in US Navy service until July 1956, although ten years of that time was spent in stored reserve. It was then registered as a civilian machine (N4002A) before finally entering the Canadian civil register as CF-JJG.

Author Harmsworth notes that "The qualities that had made the PBY ideal for anti-submarine and search and rescue work; exceptional range and endurance, stability, a large cabin and the ability to lift very heavy equipment had made this elegant Catalina the number one choice for mineral survey operations in Canada and North America."

Terry Judge confirmed that the plane was acquired by Spartan Air Services on 20 June 1957, then sold to Canadian Aero Services on 31 October 1957. In their hands it changed greatly with the fitting of advanced survey equipment including an airborne magnetometer (bird) that was “flown” from the tail. Tests were authorized in October 1960 to determine CF-JJG’s flying characteristics when dragging the new equipment. This was done at Carp.

In July 1971 CF-JJG was leased back to Spartan, and on 11 February 1972 it suffered what may have been its only serious accident. Just after takeoff the port engine lost power, and on touchdown the undercarriage collapsed. The aircraft skidded along the runway on its keel and came to rest with the starboard wing tip touching the ground.

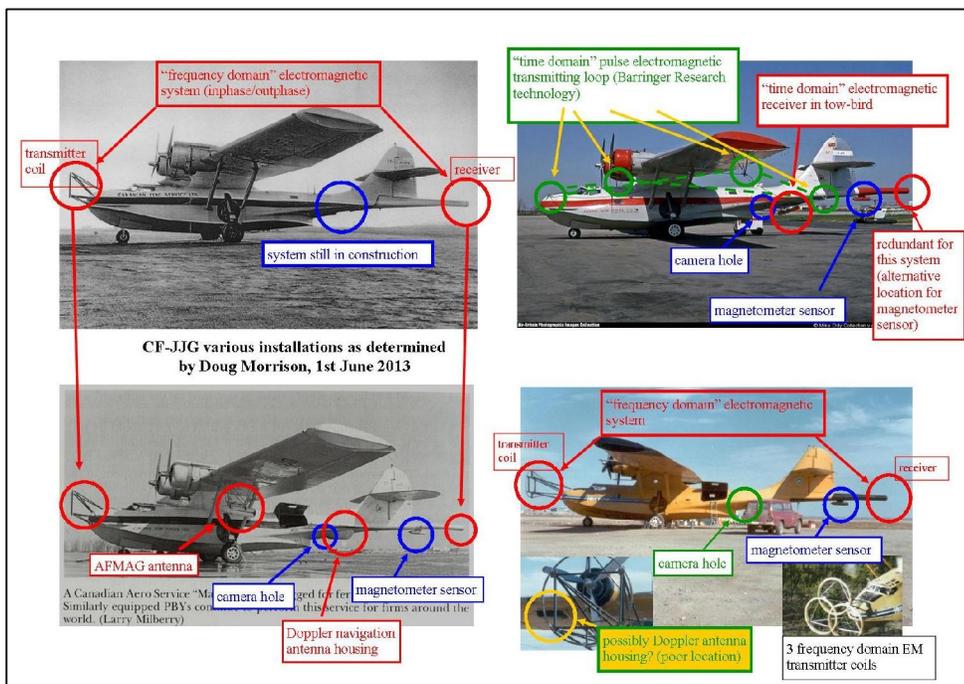
Once repaired, it was sold outright to Spartan in January 1973. Sydney Baker recalled that it was about this time that the fabric trailing edges were replaced with lightweight alclad sheeting. Spartan was sold to Kenting Aircraft Services, and it was under their colours that CF-JJG operated from February 1973 to May 1986.

Since much of the survey work was done at altitudes around 300 feet, there was a danger of trailing sensors being snagged in trees. Eventually, CF-JJG acquired a set of sensors in the nose; three large rings that reminded people of Olympic rings. The Aeroplane Monthly article includes two striking colour photos of the machine in this configuration. Harmsworth pays generous tribute to Kenting apprentice Hal Davidson for fitting the rings, but both Syd Baker and Paddy Gardiner recall others who contributed at least as much effort at this time. They particularly singled out an aeronautical engineer named John Mew, employed by Hank Aass who ran a consulting company out of Manotick. The aeronautical engineers would have produced the calculations, stress reports and plans that ensured the rings did not disrupt the aerodynamics of the aircraft. A sensor cable configuration was also strung from nose to wingtip to tail to wingtip and back to nose of the aircraft. There is some ambiguity about the precise timing of this installation relative to the installation/removal of ring sensors in the nose and of the towed “bird” sensors.

Although most flying was done in Canada, CF-JJG was also used in foreign contract work, notably in Kenya and elsewhere in Africa. Unhappily, there seems to be no history readily available of its travels, crews and adventures; perhaps it had an unadventurous life!

When the plane was sold, it was stripped of its special equipment and began a long trek through various American owners (registered as N423RS), including a period of ownership by flying sports fishermen who fished in Northern Canada. In 1997 it passed to Greenpeace; based in Britain and it was used to search for polluting North Sea ships and oil rigs while from Spain its crew looked in the Mediterranean for trawlers using dragnet fishing methods.

The aircraft was delivered to Duxford in September 1998 where it was acquired by Super Catalina Restorations. The bulk of Tony Harmsworth’s article is taken up with the trials of several organizations in attempting to restore the plane to something like its wartime appearance. For a time it appeared that the Catalina would waste away in open storage. Fortunately it was still airworthy (if only barely) and crucial parts (notably fuselage blisters) were eventually salvaged from a derelict Catalina. The Aeroplane Monthly photos show how well the work has been done.



Catalina/Canso CF-JJG sensor configuration details (©Doug Morrison via Robert Stitt)

Hugh Halliday

Editor’s note: the following link from the Calgary Mosquito Society web site provides additional information and photos of CF-JJG: [Canso Juliet, Juliet, Golf.](#)

THE ROOTS OF DISCONTENT

Prepared for the Observair by Wayne Saunders (© 2014)

Colonel (ret.) Layne Larsen's examination of the Avro *Arrow* myth in *Airforce Magazine* a few years back is particularly interesting because it discusses the issue of the poor relationship that existed between the RCAF and A.V. Roe Canada (Avro) at the time. He points out that the air force had lost confidence in the manufacturer, the working relationship had soured and lacked the attitude to foster success, and that Avro demonstrated a "cavalier attitude towards RCAF concerns." Larsen also suggests that this situation existed during the earlier CF-100 program, pointing out how some in the upper echelons of the RCAF had concerns with Avro, which resulted in diminished confidence which ultimately affected cooperation on the *Arrow*.

Records, though, suggests that this attitude within Avro, and the irritation it caused the RCAF, can be traced back to the very first program the two parties worked on together—the *Lincoln* bomber to *Tudor IIIIF* conversion. This can be seen as the beginnings of future discord that would colour the relationship right through the demise of the *Arrow*.

The construction of five *Lincolns* was well underway in August 1945. As with any new manufacturing program, there was new tooling, parts and components in various stages of construction, and both manpower and financial implications. However, with the capitulation of Japan, the *Lincoln* was no longer required for *Tiger Force* and no funds existed for the air force to re-equip with heavy bombers in the post-war period. Discussions led to a plan to rescue the *Lincoln* program assets by converting the existing airframes into *Tudor IIIIF* transports for the RCAF. These transports would supplement the *North Stars* it was to eventually receive.

Things started to go wrong almost immediately.

It is clear from top-level discussions in early 1946 that the preliminary ideas for the contract had been sketched out. Sir Roy Dobson, who headed Avro's parent company, agreed to do the conversion of the five aircraft at a cost of Cdn. \$200,000 each, for a total price tag of \$1 million. He'd apparently also hinted that the aircraft could eventually be converted to jet power. This latter point interested the RCAF immensely.

But, apparently, Avro had internal issues over the cost of each conversion. While Dobson had promised \$200,000, the firm's Assistant General Manager, Fred Smye, had argued for a higher charge of \$225,000. At a February meeting, though, he was already suggesting that the whole conversion program was going to cost \$500,000 more than what the contract called for. However, the end result, even at this price, would be solely for a basic cargo variant.

Aside from the issue of cost, discussions flowed around a series of other technical and specification issues. Records show that Avro was clearly more concerned with its own agenda than working to ensure a relationship that would, these days, be called win-win. Smye, at this early date, sensed that decision makers in the RCAF might have already been on to Avro's strategy. He noted his concern that the air force might be thinking that Avro "tried to pull a swift one." By the time the meeting wrapped up the RCAF representatives likely had the feeling that Avro wasn't on the same page.

Alarm bells were starting to sound.

The specification was still the main subject of discussion during a meeting in mid-May. It is apparent that at this stage the two parties were still not working to the same ground-rules. The RCAF reiterated that it was necessary for Avro to provide the air force with five airworthy and serviceable aircraft for \$200,000 apiece. Avro had yet to commit to this. Additionally, it would likely have been evident to the RCAF representatives at that meeting that the date previously given for availability of the first aircraft, August 1945, was by now impossible.

So, now what was the RCAF to do? Well, it was going to take the proverbial bull by the horns.

In July, Air Marshal R. Leckie, Chief of the Air Staff, outlined to the Minister of National Defence the gulf that existed between what Avro would be producing and the requirements the air force had for a useful airplane. He explained the several areas in which the transport, as Avro was proposing it, lacked. Thus, the aircraft would not conform to RCAF service requirements. By early August those in charge decided to declare the proposed aircraft as surplus to RCAF requirements. Avro would be free to sell the aircraft to another customer and recoup any costs incurred by them.

However, Avro didn't view this plan positively. Walter Deisher, Avro's Vice President and General Manager, complained immediately. He noted the negative effect cancellation of the contract would have on Avro's programs and production activity in the near term. He suggested instead that the best approach would be to proceed with the conversions, adding

on the additional work required by the RCAF. Thus, Avro would maintain its level of work and the air force would get its five *Tudor III*Fs to an adequate standard with all the necessary modifications made, albeit late. And, he argued, all this for only \$428,500 per plane; that would make it the most economical transport available.

At this point then, the estimated cost for aircraft the RCAF could really use would exceed twice the amount originally quoted by Dobson less than a year earlier.

Doubling the expenditure was clearly not reasonable from the air force's standpoint. Nor could they have been pleased with the lack of progress towards early delivery. Thus, the RCAF suggested that either the five aircraft could be completed to the basic standard and sold or the entire program scrapped. Wisely, in late August, those involved in the deliberations chose the latter path.

Despite the efforts of RCAF personnel involved on the *Lincoln* to *Tudor III*F conversion program, Avro proved a challenge to work with from the outset. Performance on the conversion program was slow. Costs escalated to more than double the original estimate. And, in the end, the RCAF got nothing of value.

MINT RELEASES COIN FOR CSA ANNIVERSARY



The Royal Canadian Mint has released a new collector coin for the 25th Anniversary of the Canadian Space Agency (CSA). Commemorating a quarter-century of Canadian astronaut and robotic achievements in space, the silver coin features a holographic image of the International Space Station's Canadarm2 robotic arm and a spacewalking Canadian astronaut. Minted in one ounce of 99.99 percent silver, the coin has a face value of \$20.00 and retails for \$119.95 CAD. The coin comes in a Royal Canadian Mint-branded maroon clamshell with graphic beauty box. It can be ordered directly from the Mint, at one of Canada Post's many boutiques, or through a global network of dealers. See more at: <http://www.mint.ca>

The new coin is not the first of Canada's commemoratives – or currency – to feature Canadian astronauts or the Canadarm. In 2006, the Royal Canadian Mint issued both gold and silver coins that included a hologram of the space station's robotic arm and a portrait of astronaut Chris Hadfield, and in 2013 the Bank of Canada began circulating its new five dollar bill featuring a Canadian spacewalker and the Canadarm2.



SABLE ISLAND AND A WALRUS REVISITED

First, some interesting naval history: In June 1583 Sir Humphrey Gilbert departed England for North America with a fleet of five vessels. One ship turned back and in August, the remaining four ships arrived at Newfoundland.

On 29 August, 1583 one of the vessels, named *Delight*, ran aground and was lost at Sable Island; 85 persons were drowned. Then on 9 September 1583 Gilbert lost his life aboard another vessel in the fleet, *Squirrel*, when it sank. This was likely one of Canada's first maritime disasters.

THE WANDERING WALRUS OF RAF FERRY COMMAND

In January 1943 a ferry crew proceeded from Dorval, Montreal to Dartmouth, NS, tasked to fly Supermarine *Walrus II*, Z1768 from Dartmouth to No. 111 Operational Training Unit at Nassau, Bahamas.

The route taken was:

Dartmouth, NS to Bangor, Maine, to New York, N.Y.	9 January, 1943
New York to Elizabeth City, N.C.	10 January, 1943
Elizabeth City to Charleston, S.C. to Jackson, F.L.	11 January, 1943
Jacksonville to West Palm Beach, F.L. to Nassau, Bahamas,	12 January, 1943

The crew included:

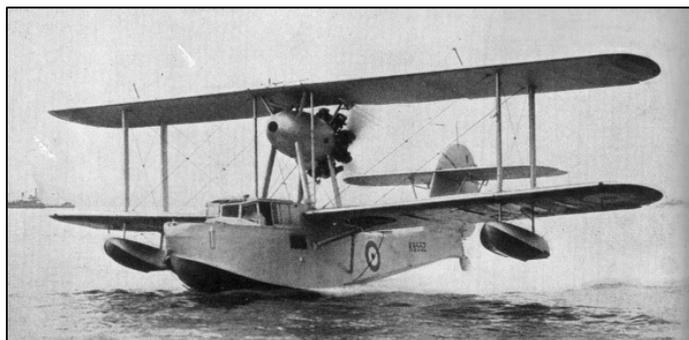
Pilot, 40380	S/L J. G. Fleming, DFC,	RAF (Canadian)
OBS, J10701	F/O J. G. Dark,	RCAF
WAG, R95057	Sgt E. L. A. Smith,	RCAF
FE, 523688	Sgt C. S. Innes,	RAF

S/L James Grant Fleming returned from Nassau via Bermuda to Elizabeth City in PBY W8430, 28–31 January 1943; then from Elizabeth City to Montreal in *Hudson* BW411 of RAF Ferry Command, Dorval on 31 January, 1943. Note: S/L J. G. Fleming was a Canadian, born in Calgary and listed his permanent address in Calgary, Alberta. The remaining three crewmen returned from Nassau to Montreal as passengers in RAF *Liberator* B-24D FL914, 16-17 January, 1943.

No. 111 Operational Training Unit was a *Liberator* OTU equipped with both American *Mitchell* and Consolidated *Liberator* aircraft. The unit also retained one *Walrus* aircraft for air/sea rescue work. No. 111 OTU was formed at Oakes Field, Nassau on 20 August, 1942, to train aircrews on American aircraft. The unit departed Nassau for Lossiemouth, Scotland on 25 June 1945.

Walrus Z1748 was employed at Nassau from January to August, 1943 and was then ferried to US Naval Air Station, Norfolk, Virginia for storage in March, 1944. The aircraft was then taken on strength by the RCAF on 31 July, 1944 and allotted to No. 743 Squadron, Dartmouth, NS, carrying Unit code letters Z3. The plane was struck off strength by the RCAF, 2 April, 1946.

For further background on the history of ASW operations on Sable Island please refer to the *Observer* Volume 51, No. 2, February 1914 "The *Walrus* and the Island of Sand."



Supermarine Walrus fleet reconnaissance amphibious airplane, 1935.
(Public domain, created by the United Kingdom Government)



A Western Airways Walrus after a high wind storm At Weston-Super-Mare in 1947 (© Sydney Baker, My 53 Years in Civil Aviation)

R. H. (Bob) Smith



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

YOWza!



A French Air Force Airbus A330-223 (s/n 240) is seen parked at the Canada Reception Centre during French President François Hollande's state visit to Canada. Although operated by the air force, the presidential VIP aircraft is civil registered F-RARF but carries no markings other than the title RÉPUBLIQUE FRANÇAISE. 3 November 2014. © (Rod Digney)



Piaggio P.180 Avanti C-GFOX (c/n 1065) is seen on the RCMP Air Division ramp at YOW on 7 August 2014, the day of its departure from the RCMP's fleet. The sleek Italian-built executive transport was acquired in 2003 for more than \$8 million by former commissioner Giuliano Zaccardelli; according to a Public Works website (www.gcsurplus.ca) the aircraft was sold to Westair Aviation of Kamloops BC for \$1.3 million with just under 5,000 hr on the airframe. © (Rod Digney)



This United States Air Force Boeing C-40C Clipper, 02-0201 (c/n 30755) was seen at YOW on 3 November 2014. The relatively unmarked aircraft, wearing only a US flag on the fin and serial 20201, is operated by the 201st Airlift Squadron of the DC Air National Guard, which is part of the 89th Airlift Wing based at Andrews Air Force Base. The C-40C Clipper is an off-the-shelf Boeing 737-700 BBJ acquired through a special lease arrangement between Boeing and the USAF. © (Rod Digney)



A follow-up on last month's photograph; the shareholders of First Air and Canadian North have announced the termination of discussions aimed at merging their airline operations. No such further discussions are envisaged. Flight operations and services at both airlines remain unaffected. © (Rod Digney)

New CASM App Allows any Canadian be a First World War Flying Ace

As Canadians across the country commemorate the Centennial of the beginning of the First World War, the Canada Aviation and Space Museum (CASM) offers them a new way to experience the dawn of military aviation with the launch of its first mobile app. Available on both Android and Apple platforms, the Ace Academy app is now available for download on the Apple App Store and Google Play. Already downloaded in New Zealand and Japan, the app can be downloaded onto mobile devices and offers users, in particular students, an immersive, hands-on way to learn the basics of flight as the first military pilots did. The app also provides users with an opportunity to appreciate the CASM's world-renowned collection of First World War aircraft. A special thank you to CASM volunteers Bob Macdonald, Dave Moryas and Norman Smith who for the past 2 years, have taken on the challenge of photographing the entire CASM collection from all angles (literally!). Their amazing work is used in different projects, including this application. Please download it, review it and tell your friends and family about it!

Cédric St-Amour, Coordinator, Volunteer Services, CASM

NEXT MEETING OF THE OTTAWA CHAPTER, CANADIAN AVIATION HISTORICAL SOCIETY

Laurel Clegg

Lost & Found: Canada's Unrecovered

Laurel Clegg is Casualty Identification Coordinator for the Directorate of History and Heritage, at National Defence Headquarters in Ottawa. In her presentation she will describe the department's programme for recovery and identification of Canada's war dead from battle fields and other locations worldwide.

Canada has just under 27 000 missing and unrecovered war dead from the First and Second World Wars and Korean War. Using modern analytical techniques, combined with military history, the Casualty Identification programme at National Defence seeks to recover, identify and inter those soldiers, sailors and airmen and women whose remains have been recently discovered. Laurel will be speaking about the programme, and discussing some recent recovery and identification cases of First World War infantrymen and Second World War airmen.



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

Date/Time: Thursday, 27 November, 2014, 1930 Hours

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

Visitors and guests are always welcome.

Landing Fees: \$1.00