

the OBSERVAIR

Ottawa Chapter Newsletter
Canadian Aviation Historical Society

Volume 55, Number 5



May 2018

CHAIRMAN'S MESSAGE

Hard to believe it, but we've arrived at the end of another season of fine programming. I want to thank everyone who made this year a success. While Don MacNeil continues to arrange an interesting array of speakers, he is looking to take a step back and we are looking for someone he can train as his successor. Please contact me if you are interested.

At the end of the last meeting, I had an opportunity to learn a bit about Ottawa's early aviation history and its first airfield. Slattery's Field was a pasture that doubled as a landing ground for Lee Hammond, who was flying the first airplane demonstrations in Ottawa for crowds at the 1911 Central Canada Exhibition. Two years later, on 2 October 1913, Slattery's Field was where William C. Robinson landed after flying from Montreal, completing the first flight between two Canadian cities. When aircraft next returned to Ottawa, they would fly from new airfields at Rockcliffe and Uplands; Slattery's Field was then forgotten. The CAHS Ottawa Chapter sought to correct that historical myopia with one of its first projects; the erection of a brass plaque on the Ottawa Hydro building at Riverdale Avenue and Main Street in 1978; a site that was part of the original Slattery's Field. In 2011, a new street was named in the expanding South Ottawa community of Findlay Creek, close to today's Ottawa Macdonald-Cartier International Airport, to recognize Ottawa's first airfield; Slattery's Field Street. If any members have ideas for some new projects for the CAHS Ottawa Chapter to get involved in to promote Canada's flying heritage, please let members of the Executive know.



Slattery's sheep field on 23 November 1898.
© www.bac-lac.gc.ca

As well as the Snowbirds' flypast on Canada Day, July will see the Commemorative Air Force's Boeing B-29 Superfortress *Fifi* at the Gatineau-Ottawa Executive Airport. From 25 to 29 July, *Fifi* will be open for tours at a cost of \$12.00, and will be offering rides on the Saturday and Sunday. To see the schedule or to book your seat, visit: www.airpowersquadron.org/ottawa-gc

The CAHS Ottawa Chapter will be manning a table selling books and sharing a bit of local aviation history at the Canada Aviation and Space Museum on Canada Day. If any of our members are at Museum that day, please drop by and say Hi! Have a safe and wonderful summer and we will see you in September.

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: TRANSATLANTIC CROSSINGS



Herb Saravanamuttoo
© Rod Digney

There were 48 members and their guests present at the Thursday, 26 April 2018 meeting to hear Herb Saravanamuttoo give two presentations on Transatlantic Crossings, drawing on his decades of experience working in aviation. Herb began by giving us a history of transatlantic flight, starting with Alcock and Brown, who flew across the Atlantic in 15 hours and 57 minutes in 1919.

By the start of the Second World War, Pan Am and Imperial Airways were both making regular flights from New York to Southampton using flying boats. These flights required five refuelling stops before they arrived in Southampton.

The airport at Gander, Newfoundland, is located right on the Great-Circle route between New York and London (a distance of 3466 miles). Built just prior to the Second World War, it played an important role in wartime transatlantic crossings as a departure point and refuelling stop for RAF Ferry Command. Post-war, Gander grew in importance as a vital refuelling stop for piston engine airliners and early jet airliners that had insufficient range to cross the Atlantic non-stop.

On westbound flights, headwinds significantly impacted flight time and aircraft range. A headwind of 50 mph could add another three hours to an aircraft's flight time. Many aircraft were lost after encountering stronger than anticipated headwinds and running out of fuel over the Atlantic Ocean. Headwinds meant that the Lockheed Constellation would likely make the westbound flight with two stops, the de Havilland Comet in one stop.

The Constellation was a product of the Second World War. It was powered by four Wright R3350 turbo compound piston engines resulting in a very noisy aircraft. Sharing a personal anecdote, Herb had spent eleven hours flying across the Atlantic in a cargo Constellation with no windows and nothing to do but watch the fuselage vibrate!

In 1951, a Royal Air Force English Electric Canberra bomber became the first jet aircraft to cross the Atlantic, flying from Ireland to Gander and back again in the same day. Early jet engines required a lot of fuel to operate, limiting the range of jet powered airliners. The Bristol Britannia was an attempt to solve the range problem by using four Bristol Proteus turboprop engines. Unfortunately, developmental delays with the Proteus engine meant that the Britannia had lost the advantage to newer jet engine airliners by the time it was ready for service.

When it entered commercial service, the Comet 1, with its four de Havilland Ghost turbojet engines, could carry 36 passengers approximately 1500 miles while cruising at 490 mph. This meant it could fly the 5629 mile BOAC London to Johannesburg route in 21 hours and 20 minutes with five refuelling stops; while an improvement over the Canadair Argonaut (as the North Star was known in BOAC service), it would not be until the Comet 4, with its four Rolls-Royce Avon turbojet engines and a range of 2730 miles, that the Comet began regular scheduled transatlantic service.

Like the Comet 1, early Boeing 707s lacked the range to fly the Atlantic non-stop. Flying eastbound, a 707-120 required two refuelling stops, one in Boston and one in Iceland. It was not until their four Pratt & Whitney JT3C-6 turbojet engines were upgraded to the JT3D-1 turbofan engines that the aircraft could offer non-stop transatlantic service.

The Vickers VC-10 was designed to meet BOAC's medium-range Empire routes requirement for Africa and Asia where "hot and high" conditions were the norm. Powered by four rear mounted Rolls-Royce Conway turbofan engines, the VC-10 was a successful design and very popular with passengers; however, it was a commercial failure.

Designed specifically for the Paris to New York route, the supersonic Aérospatiale/BAC Concorde was powered by four Rolls-Royce/Snecma Olympus 593 afterburning turbojet engines and could fly 100 passengers from London to New York non-stop in 3 hours and 38 minutes at a cruising speed of 1360 mph. Flying at twice the speed of sound, the windows on the Concorde were warm to the touch! Throughout its career, the Concorde had a reputation as a noisy aircraft; however, this was unfounded and often (as in the case when it came to Ottawa) no one knew the Concorde had been there until after it had left.

In another anecdote, Herb had flown from London to New York on a British Airways Concorde, taking off just after a New York bound British Airways Boeing 747. When the Concorde landed in New York, it was announced that the 747 was only halfway across the Atlantic.

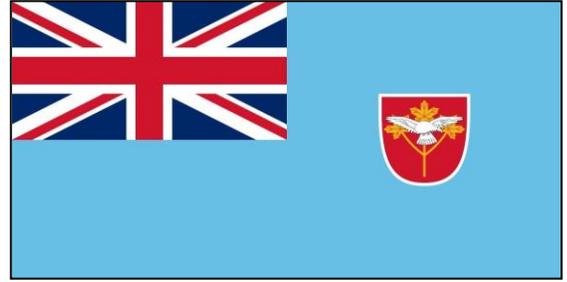
Engine reliability and efficiency is the key to success for cheap, reliable, and safe transatlantic crossings. With newer, more reliable engines, the market is shifting towards large twin engine designs such as the Boeing 767, 777, and Airbus A330, replacing the larger capacity four engine Airbus A380s and Boeing 747s.

Kyle Huth



RAMBLING THROUGH RECORDS

Dossier 1061 in a series of External Affairs files (Library and Archives Canada, RG 25, G-1, Box 1300) is a thin document, but most interesting. It opens with a letter dated 3 September 1921 from J.A. Wilson, the Secretary of the Air Board, to the Under-Secretary of State for External Affairs, Sir Joseph Pope, noting that ships of the Royal Canadian Navy were entitled to fly the White Ensign of the Royal Navy. Might the Canadian Air Force (not yet "Royal") be permitted to use the ensign of the Royal Air Force, namely: "Light blue, in the dexter canton the Union [Jack], and in the centre of the fly, three roundels superimposed, red upon white upon blue." (In heraldic terms, "dexter canton" means "left corner.")



Canadian Civil Aviation Ensign

© www.wikipedia.com

This was followed on 7 September by a letter from the Canadian Governor General, Lord Byng of Vimy, to the Secretary of State for the Colonies, Winston S. Churchill, making the formal request. He replied in turn on 22 October 1921, stating that the British Air Council was "most happy to accede to the request." J.A. Wilson wrote on 5 November that "The right thereby conferred the Canadian Air Force will ever regard as an honour and a privilege." On 30 November 1921, the RAF/RCAF ensign was first flown at Camp Borden.

The Canadian Air Board was responsible for several distinct organizations. One was the Canadian Air Force, another handled licensing and certification of pilots, aircraft, and airfields, while the Civil Flying Operations Branch conducted air operations ranging from experimental work to practical applications of aircraft in surveys and fishery patrols. On 22 December 1921, Wilson wrote again to Sir Joseph Pope, this time reporting that the Air Board now wished to have another ensign, this for the Civil Flying Operations Branch, this being very different, viz., "Light blue, in the dexter canton the Union and, in the centre of the fly of the flag, on a red shield edged with white, an albatross, white, with wings extended over three maple leaves conjoined, on one stem proper."

This elaborate flag was duly approved, but amid reorganization of the Air Board, the civil ensign was never flown. The RAF/RCAF ensign remained unchanged for the next 19 years. However, on 27 January 1940, the Acting Deputy-Minister for Naval and Air, K.S. Maclachlan, wrote to the current Under-Secretary of State for External Affairs, O.D. Skelton. The Canadian Air Council now wished to have something to distinguish RCAF from RAF formations, especially when serving together, as was soon to be the case with the first transfers of Canadian squadrons overseas. It was proposed that the RAF ensign be retained with one change – the substitution of a red maple leaf in the centre of the roundel.

The tone of the 1940 correspondence differs from that of 1921. There is a sense that, as a matter of courtesy, the British Air Council should be informed of the change, but that it need not have to grant permission. By 15 April 1940, it was clear that there would be no objections from either that body or from the King. The Royal College of Heraldry was asked to draw up the design of the revised ensign, to be submitted to the King. The change in the roundel was also to apply to the flags of station and base commanders. As of 5 July 1940, the King had approved and signed the designs.

Photographs of ensigns flown at wartime RCAF schools and bases are surprisingly few. It appears that the design incorporating the maple leaf roundel was not universally flown overseas, and even in Canada the distinct RCAF ensign was not always flown. Since 1946, however, it has been used as widely as was originally intended.

Hugh Halliday



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. [_____](#)

WARMLY WELCOME EDEN ON HIS ARRIVAL



RAF Consolidated LB-30 Liberator Mk. II, AL504, *Commando*, in flight over Canada, November 1944. This was after the aircraft was converted from a double fin tail to single fin. ©www.iwm.com

Over the years, the arrivals and departures of Very Important Persons – VIPs, royalty, heads of state, politicians, and other high-profile individuals – have been a staple feature of Ottawa's aviation scene. Normally, these were formal ceremonies – think red carpets, reception lines, guards of honour – but, sometimes, these events were less than formal affairs.

Prime Minister Mackenzie King wrote in his diary, "Tuesday, March 30, 1943....To Rockcliffe airport to meet Eden [Rt. Hon. Anthony Eden, British Secretary of State for Foreign Affairs] on arrival. Quite cold waiting. Another fall of snow last night. Wretched appearance of the city. His plane, a Liberator [the famous Consolidated Liberator II AL504 *Commando*] – the one which Churchill had used for Casablanca and Cairo – arrived about 3.40. It looked like a huge dragon fly as it taxied in."

one could see that the glass nose of the huge plane was packed tightly with the luggage of the distinguished visitor....Airmen and airwomen left their jobs in the great hangar to watch the plane approach....Others perched on top of parked aircraft to get a better view of the Foreign Secretary. 'Gee, I wish we could get closer to see him better. He's so handsome,' giggled one airwoman."

Taking up the story, the *Ottawa Citizen's* reporter wrote: "An imposing array of officials, members of the diplomatic corps and others joined with newspapermen in awaiting the arrival of the plane....As it taxied along the runway after the landing,

"As the huge grey-green aircraft taxied to a stop on the tarmac before the hangar, Prime Minister King and other members of the official welcoming party surged eagerly forward. Two alert attendants lowered a short iron ladder from the bottom of the plane's fuselage....Then the immaculately trousered legs of the British Foreign Secretary appeared. 'That looks like Eden,' said Mr. King, pointing his umbrella at the dangling legs and the highly polished tan shoes....Mr. Eden was forced to grovel in the icy snow of the tarmac. Then he looked up at the smiling party of welcomes and grinned....'Sorry we had to come out in that undignified way,' he said, advancing toward the Prime Minister, right hand outstretched....More introductions to officials followed before he was whisked away to Government House [Rideau Hall]."

Eden's visit to Ottawa was a short one, taken up with briefings, speeches, dinners, and a visit to No. 2 SFTS out at Uplands. Mackenzie King's diary entry reads, "Friday, April 2, 1943...to Rockcliffe airport to say good-bye to Eden and his party....I climbed up aboard his plane to see interior arrangements....The G.G. [the Earl of Athlone, Governor General of Canada] [and] Princess Alice arrived with Eden about 9.30....Eden spoke very appreciatively of his visit....Wished him strength and opportunity of public service through many years to come....It was a bitter cold March wind at the airport....There was some little delay in starting as one of the propellers did not seem to be working properly. However, they seemed to get off with very little difficulty; the great plane flew off in the direction of Montreal, soaring into the sky it passed where we were all standing."

Peter Robertson

Lars Halvar Öhman 1923 - 2018

Lars passed away peacefully on April 19, 2018 at the age of 94. Born in Lycksele, a small town in northern Sweden, Lars's career started in Stockholm where he studied at Sweden's Royal Institute of Technology receiving his Master's degree in Aeronautical Engineering. Prior to coming to Canada, he worked for the Swedish Air Industry Federation in Stockholm and SAAB in Linköping as a design engineer. In June 1960, Lars came to Canada with his family by ship, immigrating through Halifax's Pier 21 and then to Ottawa for a new opportunity at NRC's world class high speed wind tunnel. Lars's career flourished for over 40 years, retiring as Director of Flight Research at NRC but continuing as a practising Researcher Emeritus well into his 80s. Lars was well regarded by all as a scholarly gentleman and the quintessential "Swede."

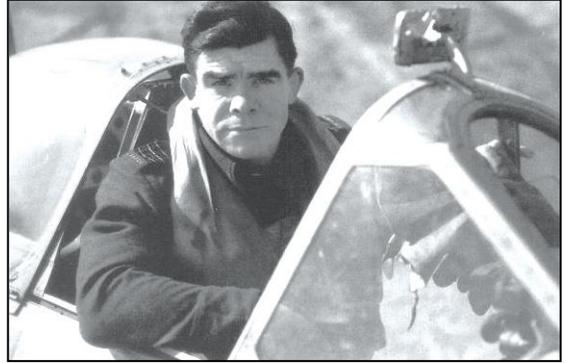
Edited from the original obituary that was published in the Ottawa Citizen April 24, 2018

TWO WHO MISSED “THE BIG SHOW”

This tale relates how two staff pilots from No. 1 Operational Training Unit (OTU) Bagotville, Quebec, were selected to fly a pair of Hurricane Mk. XII to RCAF Station Dartmouth, Nova Scotia, and perform a rocket projectile firing display. (**Editor:** Not to be confused with “The Big Show” of 19 September 1944. See, *The Observair*, Vol. 49, No. 8, November 2012.)

Background Events

From 1 May to 6 June 1944, a total of 14 Hurricane Mk. XII aircraft were ferried from Bagotville to No. 4 Repair Depot Scoudouc, New Brunswick, to be modified to carry four rocket rails under each wing. This modification enabled the pilot to fire eight rockets which greatly increased the aircraft's fire power. The selected pilots were Squadron Leader (S/L) Albert Ulric “Burt” Houle, J4887, DFC, and Flight Lieutenant (F/L) Robert George “Bob” Middlemiss, J15958, DFC. Both were experienced combat pilots. Both got to Malta the hard way, by flying off the Royal Navy aircraft carriers HMS *Ark Royal* and HMS *Eagle*.



Squadron Leader Albert Houle posing in his Spitfire after a dogfight in Italy. © www.vintagewings.ca

Burt Houle did not remain long in Malta, moving on to the desert and El Alamein and later Italy. His score in combat was 11 destroyed, plus one shared. Flight Sergeant Bob Middlemiss flew off the carrier HMS *Eagle* to Malta on 3 June 1942 and joined No. 249 Squadron RAF. In combat he scored two enemy aircraft destroyed, plus one shared. During 1943, he returned to the United Kingdom, was commissioned and awarded the DFC and posted to No. 403 Squadron.

On 2 June 1944, F/L R.G. Middlemiss was posted from No. 1 Repatriation Depot, Rockcliffe, Ontario, to No. 1 OTU Bagotville, and on 22 June 1944, S/L A.U. Houle followed the same route to Bagotville. On 2 June 1944, S/L Houle began firing rocket projectiles from Hurricanes on test and demonstration flights to Lac St. Jean, Quebec, gaining experience in the use of this new type of armament. He continued diving demonstrations with rockets into September 1944, flying Hurricanes which carried the unit side numbers 1, 4, 15, 48, and 69 as well as flying Harvards and Bolingbroke aircraft on other tasks.

From 7 to 13 October 1944, S/L Houle in Hurricane 5671-4 proceeded to No. 6 Bombing and Gunnery School at Mountain View, Ontario, to perform low level and diving rocket projectile demonstrations flights. During this time period, he also visited RCAF Stations Trenton and Rockcliffe. As a result of this four months' experience with rockets, S/L Houle and F/L Middlemiss were selected to proceed to RCAF Station Dartmouth to take part in a fire power demonstration for a group of students from the War Staff College.

The Trip East Begins and Ends

On 29 October 1944, S/L A.U. Houle flying Hurricane 5470-72 and F/L R.G. Middlemiss in Hurricane 5666 departed Bagotville for Dartmouth. However, they never arrived. The reason was very bad weather enroute. They encountered heavy snow storms, became lost, ran out of fuel, and force landed at Grants Farm, approximately 30 miles north of Greenville in the area of Moosehead Lake in the State of Maine, USA.

S/L Houle went in with his wheels down, and struck a road which removed his undercarriage. F/L Middlemiss landed with his wheels up. Both pilots got out with no injuries. On 2 November 1944, both pilots returned to Bagotville minus their aircraft as both were write offs. On 9 November 1944, F/L Middlemiss was posted out to No. 7 OTU Debert, Nova Scotia, and on 3 December 1944, S/L Houle departed Bagotville on posting to North West Air Command Headquarters at Edmonton, Alberta, for reposting to No. 165 Squadron, Edmonton.

These postings were due to instructions from Eastern Air Command, Halifax, that No. 1 OTU was to be disbanded effective 28 October 1944. This date was later amended to read 31 January 1945.

Post-War Sequel

At the end of the war, Bert Houle left the service and attended university, receiving a degree in aeronautical engineering and later rejoined the RCAF.

In 1954, Wing Commander A.U. Houle was Commanding Officer of the Central Experimental and Proving Establishment (CEPE) Climatic Detachment at Namao, Alberta, and in December 1963, he became commanding officer of the CEPE at RCAF Station Uplands, Ottawa, as Group Captain. He remained at CEPE until his retirement in 1965 and lived out his years at Manotick, along the Rideau River, south of Ottawa.



W/C Robert George Middlemiss in the cockpit of a CF-104.

©www.rcaf-arc.forces.gc.ca

Bob Middlemiss remained in the RCAF post-war and rose quickly through the ranks and as a Squadron Leader, became commanding officer of No. 421 Squadron at No. 2 Wing Grostenquin, France, from 29 November 1951 to 25 September 1953, and then became the first officer commanding No. 1 Overseas Ferry Unit at St. Hubert, Quebec, where he ran the random operations until the end of 1956.

S/L R.G. Middlemiss was promoted to Wing Commander (W/C) on 12 September 1961 and became commanding officer of No. 427 Squadron at No. 3 Wing Zweibrücken, Germany, from 17 December 1962 to 10 February 1964 flying CF-104 Starfighters.

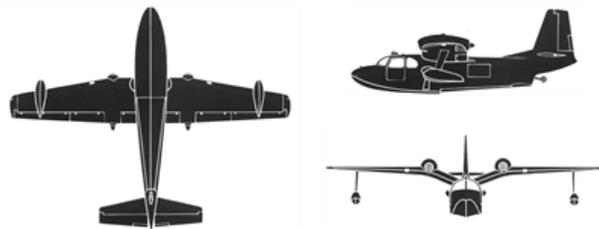
A dreadful tragedy occurred on 30 December 1963 when W/C Middlemiss, his wife, and daughter were passengers on board RCAF Bristol Freighter 9697 which crashed on approach to No. 1 Wing Marville, France, in bad weather, killing eight personnel. Three occupants survived; a corporal crewman, the wing commander, and his daughter.

On 23 August 1965, W/C R.G. Middlemiss became commanding officer of No. 6 Strike/Recce OTU at CFB Cold Lake, Alberta. On 28 April 1967, he was posted from No. 6 Strike/Recce OTU to CFB Cold Lake and on 1 August 1967 W/C Middlemiss was posted to NORAD Headquarters at Colorado Springs, Colorado. In June 1969, he retired from the Canadian Forces.

R.H. "Bob" Smith

REQUEST FOR ASSISTANCE

Seaplane enthusiast Ian Callier is working on compiling a collection of photographs of all the Piaggio P.136 twin-engine amphibian flying boats built. The P.136 was marketed in the United States as the Kearney and Trecker Royal Gull. He is looking to find photographs of three of the Piaggio P.136s that were on the Canadian register:



P.136 c/n 207 registered as **CF-IZG** in June 1956 with Leaseair Ltd. (operated by Geolaire), Ottawa. In August 1956, this aircraft went to the Ministère des Terres et Forêts, Quebec. Subsequently, in February 1960, it became **CF-PQD** with Quebec's Ministère des Transports et des Communications. It was sold into the USA in February 1961.

P.136 c/n 215 registered as **CF-NXN** with Wings Ltd, Halifax, NS, in February 1964. It crashed on take-off at Halifax, 22 July 1967.

If anyone can help Ian in his search, please contact me, and I will put you in touch with Ian.

Kyle Huth



PUBS & MAGS

Airliner World (April 2018)

- 8pp on Canada's Chorus Aviation, born out of Jazz Air, providing a range of services, including charters through Voyageur Airways, maintenance, repair, overhaul and international leasing

Canada's History (April-May 2018)

- 10pp on Roy Brown and the Red Baron's last flight

Warbirds International (March 2018)

- 21pp by Norm Malayney on Mosquitos and other aircraft flown in 1956-57 by Jack Ammann Photogrammetric Engineers during aerial photo contracts in Libya and Mexico, involving sub-contracted Spartan aircraft

Joey Jacobson's War: A Jewish-Canadian Airman in the Second World War by Peter J. Usher (Wilfrid Laurier University Press: 2018)

- Softcover, 9" x 6½", 414 pages, \$29.99

Bill Clark



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



Believed to be the first visit to YOW of a WestJet Boeing 767-300ER (msn 25246), C-FOGT, FIN 671, was diverted here for several hours on 4 May after a flight from London-Gatwick (LGW). © John Buffam



AeroMag crews prepare to de-ice Air Canada Boeing 777-333ER (msn 35254), C-FITU, FIN 793, after an evening diversion from Toronto (YYZ) to Ottawa (YOW) on 14 April. © Will Clermont



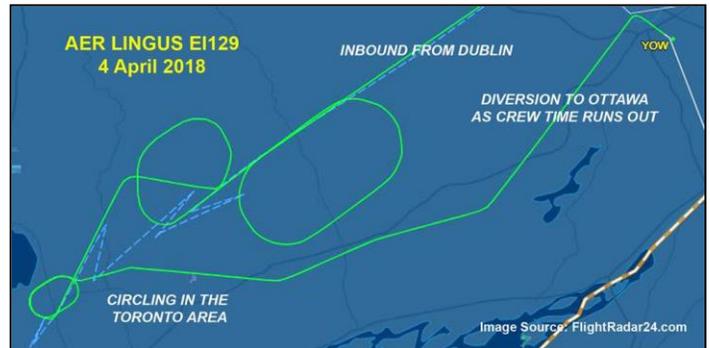
After an already long flight from Rome Fiumicino (FCO) to Toronto (YYZ) on 4 May, passengers on Air Canada Flight 891, Boeing 777-333ER (msn 42219), C-FIVX, FIN 744, had to endure a diversion and fuel stop at YOW. © John Buffam



Unable to land at Toronto (YYZ) due to freezing rain conditions on 14 April, Caribbean Airlines’ Boeing 737-85P (msn 33980), 9Y-MBJ, was diverted to Ottawa (YOW). © Will Clermont



Extreme winds and a ground stop at Toronto’s Pearson Airport (YYZ) on 4 May caused this Aer Lingus Airbus A330-302 (msn 985), EI-EAV, to divert to YOW after its flight from Dublin. With the crew out of duty time the plane spent the next day at YOW. © John Buffam



This screen capture from FlightRadar24.com shows the flight path of Aer Lingus Flight 129 (Airbus A330 EI-EAV) as it arrived from Dublin on 4 May. After several circling patterns over southern Ontario, unable to land at Pearson due to extreme winds, a ground stop and subsequent air traffic backups, and running short on permissible crew time, it diverted to Ottawa before flying on to Toronto late on 5 May. After an overnight hotel stay, passengers were bussed to Toronto earlier in the day.

NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



RCAF SQUADRON LEADER FOWLER GOBEIL *The Untold Story*

Jay Hunt

For more than six years, aviation history buff and CAHS Ottawa Chapter member Jay Hunt has been fascinated with and disturbed by the story of RCAF Squadron Leader Fowler Gobeil, who was the first commanding officer of the RAF's No. 242 'Canadian' Squadron, which was later to gain fame as Douglas Bader's international squadron. He wanted to know why Gobeil's wartime tour was viewed as a black mark against his otherwise sterling career, when it should have been recognized as a stellar achievement. Jay hopes his research will help correct this injustice by revealing, for the first time, the circumstances behind what happened.

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

DATE/TIME: Thursday, 31 May 2018, 1930 Hours

LANDING FEES: \$1.00

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

Visitors and guests are always welcome