

FILE No.

5802 - 7481

VOLUME No. 1

VOL.

DEPARTMENT OF TRANSPORT

FROM OCT. 1938
TO MAY 31, 1961

SUBJECT EXAMINATIONS & CERTIFICATES

SUB-SUBJECT PILOTS AIR ENG & TRAFFIC CONTROL OFFICERS

FILE TITLE WOODROW, WALTER HERBERT

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1)
DATE
LEFT
RECORDS(2)
PURPOSE FOR WHICH REFERRED
(IF PURPOSE FOR WHICH REFERRED CANNOT BE
EXPRESSED IN ONE LINE ADD MEMO TO FILE
AND ENTER HERE "WITH MEMO")

(3)

REFER
FILE
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BRING FORWARD
WHEN REQUIRED(5)
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COMPLETED(6)
DATE
RETURNED TO
RECORDS

JUL 21 1960	21174	SRL		JUL 25 1960
	Memo 21.7.60	SRL		JUL 25 1960
	Letter 22.7.60	SRL		JUL 25 1960
JUL 23 1960	B.F. 2-8-60	SRL		AUG 2 - 1960
AUG 5 1960	24316	SRL		AUG 3 1960
AUG 12 1960	25308	SRL		AUG 15 1960
SEP 23 1960	32409	SRL		SEP 26 1960
SEP 25 1960	Para 3 SEP 30 1960	A I G		OCT 18 1960
	33569	can		NOV - 9 1960
OCT 18 1960	Memo 17-10-60 Rnethour	SRL ②		NOV 3 - 1960
OCT 19 1960	M. Kennedy	Law ①		OCT 31 1960
OCT 31 1960	is promiss letter for apptm to ensure end time for mngmt	SRL ①		NOV 3 - 1960
		COR		NOV 3 - 1960
NOV 3 - 1960	Draft of Nov 2	DEA ①		NOV - 7 1960
NOV - 9 1960	33529	SRL		NOV - 9 1960
NOV 14 1960	40973	SRL		NOV 14 1960
NOV 22 1960	42691	SRL		NOV 23 1960
JAN - 6 1961	49415	SRL	2-2-61	JAN - 9 1961
FEB 1 1961	B.F. 2-2-61	SRL		FEB 1 1961
FEB 9 1961	55148	Data		FEB 21 1961
MAY 13 1961	8245	SRL		MAY 25 1961
MAY 25 1961	W-160-81	Law		MAY 31 1961
JUL 24 1961	17289	SRL ①		MAY 31 1961
	21149	SRL		JUL 25 1961
	22871	Law		AUG 30 1961
SEP 13 1961		SRL		SEP 15 1961
SEP 15 1961		ASA		SEP 18 1961
SEP 18 1961				SEP 27 1961

CORRESPONDENCE TRANSFER AND CROSS-INDEX

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NEW FILE COVER OPENED BY.

CHECKED BY _____

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- 2.—Instructions for use of file cover —
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 - 3 — Shows where it is routed and enables the user to indicate additional routing.
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 - 5 — Provides space for the user to initial the entry when action is completed.
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Document divulgué en vertu de la Loi sur l'accès à l'information

File/Dossier

5802-7481

Vol. No./N^o du vol.

1

S.I.N./N.A.S.

PARC No./DAP n^o

W160-81

Requested By/Demander par

Address/Adresse

FOR TRANSPORT CANADA
POUR TRANSPORTS CANADA

Date

11/1/85

Signature

Don Dine

Tel. No./N^o de tél.

06200

ARC-63 (Rev. 4/80)

000003⁵

THIS VOLUME IS CLOSED

PLEASE DO NOT ADD CORRESPONDENCE
TO THE FILE OR REFERENCES TO THE
FILE COVER.

IF CORRESPONDENCE IS REQUIRED TO BE
ADDED TO A DORMANT FILE IT SHOULD
BE FORWARDED TO OFFICE SERVICES
WHO WILL MAKE THE NECESSARY
RECORDING ENTRIES.

**Pages 5 to / à 120
are not relevant
sont non pertinentes**



CANADA

PRIVATE PILOT'S
CERTIFICATE AND LICENCE

Flying Machines



ISSUED IN ACCORDANCE WITH THE PROVISIONS
OF THE CONVENTION FOR THE REGULATION OF
AERIAL NAVIGATION DATED 13TH OCTOBER 1919
AND WITH AIR REGULATIONS, CANADA 1920

FORM No. 2465

000121

PHOTOGRAPH



000122

Licence 1

L I C E N C E

Signature of Holder

Walter H. Woodrow

This Private Pilot's Licence No.

2963

dated March 22nd, 1939, has been issued to

W. H. Woodrow, who is hereby

licensed to fly the following types of flying machines:

Piper; Taylor Cub

Aeronca

25/5/49

guy

This licence is not valid after the 25th
day of October, 1939, unless renewed
(see pages 3 and 4).

Given at Ottawa this 29th day of
March, 1939.

W. H. Woodrow
Superintendent Air Regulations

Dept. of Transport

000123

1

CERTIFICATE OF COMPETENCY

Signature of holder

Walter H. Woodrow

This Private Pilot's Certificate of Competency
No. 2963 dated March 22nd, 1939,
has been issued to W. H. Woodrow,
for the following types of flying machines:

Piper; Taylor Cub

Aeronca

25/5/49 G.P.

Given at Ottawa this 29th day of
March, 1939.

[Signature]
Superintendent Air Regulations,
Dept. of Transport

OTOGRAPH



000125

RENEWAL OF LICENCE

MEDICAL EXAMINATIONS		PLACE	SIGNATURE OF EXAMINER
Date	Result		
Oct 25/38	Fit	Toronto	John A. Gahan
Sept 20/40	Fit	Orillia	C. Steele
Oct 21/41	Fit	Orillia	C. Steele
OCT. 3, 1945	FIT A1	BARRIE, ONT.	F. ROSS - DR
Sept. 24/46	Fit A1	ORILLIA, ONT.	F. C. Berlin
Sept. 29/47	Fit A1	Orillia Ont.	F. C. Berlin
Oct. 20/48	Fit A1	Orillia Ont.	F. C. Berlin
Oct. 10/49	Fit A1	Orillia Ont.	F. C. Berlin
	J.V.C. M.V.A. O.V.C.		

Licence 5

ENDORSEMENTS

The holder of this licence may, for the purpose of having additional types of aircraft added, fly such aircraft ~~either alone or accompanied by an instructor~~ for a total time not exceeding three hours.

CERTIFICATE OF COMPETENCY

PARTICULARS

DESCRIPTION

Surname.....Woodrow.....

Christian Names.....Walter Herbert.....

Nationality.....British.....

Place of Birth.....Coldwater, Ontario.....

Date of Birth.....October 4th, 1899.....

Address.....54 Coldwater Street.....

.....Orillia, Ontario.....

000128

L I C E N C E

PARTICULARS

DESCRIPTION

Surname.....Woodrow.....

Christian Names.....Walter Herbert.....

Nationality.....British.....

Place of Birth.....Coldwater, Ontario.....

Date of Birth.....October 4th, 1899.....

Address.....54 Coldwater Street.....

.....Orillia, Ontario.....

Licence 7

CONDITIONS

1. This licence is not valid for carrying passengers or goods for hire or reward.
2. The holder of this licence shall not take up a passenger in any aircraft unless he has flown an aircraft of that type for at least two hours, either alone or accompanied by an Instructor, within the last six months and has completed at least twenty-five hours' solo flying.
3. The holder must pass a satisfactory medical examination and be certified as fit to fly within twelve months of the date of this licence and within every twelve months thereafter. He must also after every serious accident or illness, and before again flying, pass a like examination and obtain a like certificate. The examination is to be made by a physician approved by the Minister of Transport and the result thereof endorsed hereon.
4. The holder of this licence shall not give dual flying instruction.

(III) No. P-1049

(I) CANADA
DEPARTMENT OF TRANSPORT

(II) PRIVATE PILOT LICENCE

(IV) Name: Dr. Walter Herbert Goodrow

(VI) Nationality: Canadian

This licence valid only to date mentioned on accompanying
Department of Transport form 2496

(VII) Holder's signature.....

(XII) This licence valid for all types of single-engined
land and seaplanes

up to 4,000 lbs gross allowable weight for take-off and
for the following additional types

DAY FLYING ONLY unless endorsed for night flying.

(XIII)

Endorsed for NIGHT FLYING

Date:

Issuing Officer



Issued Mar. 18, 19 50 By [Signature]

000131

(X) Superintendent, Air

(XIII)

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information**ENDORSEMENTS**Licence No. **P-1049****INSTRUMENT RATING**

Issue	Type	Valid to	Issuing Officer
			

INSTRUCTOR'S RATING

Issue Date	Category	Valid to	Issuing Officer
	Not applicable		000132

(IX)

Form 2496

LICENCE RENEWAL CERTIFICATE

This is  certify that the holder of

Private Pilot

P-1049
.....Licence No.....

has undergone a satisfactory medical re-examination and is

fit to exercise the privileges of the said licence until

21-10 50
19

.....
Superintendent, Air Regulation **000133**

/JS

5802-7481

8/4

REGISTERED

OTTAWA, Ontario.

March 29, 1950.

Dr. Walter Herbert Woodrow,
54 Coldwater St. E.,
Orillia, Ont.

Dear Sir:

NOTED

Enclosed is your Private Air Pilot Licence No. P-1049 dated March 18, 1950 which you are to sign and retain.

MAR 30 1950

Revenue

Dept. of Transport

Endorsement of medical approval has been entered on this Licence. A Licence Renewal Certificate (form 2496) will be forwarded to you in acknowledgment of each subsequent medical examination.

Subject to the conditions of issue, this Licence is valid for all types of

single-engined land and seaplanes.....

.....
up to 4,000 lbs. gross allowable weight for take-off
and for the following additional types

.....
DAY FLYING ONLY UNLESS ENDORSED FOR NIGHT FLYING.

Information Circulars are forwarded to holders of all types of valid pilot's licences. Therefore, it is important that you notify this Department promptly of any change of address in order that delivery of circulars and other current matter may be assured.

Please return your Private Pilot
Certificate No. 2963 to this office for
cancellation.

Yours truly,



(C.T. Travers),
Superintendent, Air Regulations.

TORONTO

Ac 5-88

Encl.

000134

DEPARTMENT OF TRANSPORT

44498

TRANSPORT - RECORD

Air Services Branch

Civil Aviation Division

To: Director of Air Services
Attn: Controller of Civil AviationFrom: District Controller of Air Services
March 21, 1950

MAR 25 A.M. 1950

1948xx

File 5802-7481

District File No. 5802-158-8

Headquarters File No. 5802-158-8

Applicant

Licence applied for: ☒ Private Pilot

Mr. Walter Herbert Woodrow,

☐ Commercial Pilot☐ Senior Commercial Pilot☐ Airline Transport☐ Air Traffic Controller☐ Air Engineer☐ Flight Navigator

Address 54 Coldwater St. E.,

Orillia, Ontario.

Nationality Canadian

School or Club

Place of Birth Ontario, Can.

Log Book Certified Yes

Date of Birth Oct. 4, 1899

Dual

Age 50 yrs.

Solo 360

Date of Application Feb. 15/50

Student Pilot Permit # N.A.

R. 8913

Fee Paid No. 110677 \$2.00

Spin Certificate WAIVED

Last Valid Medical Oct. 22/49

Cross Country Experience WR

Category Fit A1

Night Flying Experience N/A

Electrocardiogram N/A

Radio Operator's Licence # Nil

Licence Held Nil

Valid Instrument Rating # Nil

Instructor Rating Nil To Nil

Actual Instrument Time Nil Link Nil

Agreement Yes N.A.

Night Flying Time Nil

REPORT ON EXAMINATIONS AND TESTS

Attached

P.P.	Date	Score	Result
1.	March 18/50	94%	Pass
2.	March 8/50	91%	Pass
3.	Feb. 22/50	87%	Pass
4.			
5.			

6.	
7.	
8.	
9.	
10.	

Practical Test (s) N/A

Recommendations Nil

Instrument Test Report

N/A

Flight Test Report

WAIVED

Issue of Certificate Recommended

Yes

Private Pilot Licence

Payment of Grant to Student

Payment of Grant to School

Recommended No

D.I.A.R.

Recommended Yes

D.I.A.R.

(Headquarters Use Only)

Endorsements

SINGLE ENGINE

LAND & SEAPLANES

Qualifying Date 18-3-50

Issue Licence ☒ Private Pilot☐ Commercial Pilot☐ Senior Commercial Pilot☐ Airline Transport☐ Air Traffic Controller☐ Air Engineer☐ Flight Navigator

Authorized

3



(TO BE SUBMITTED IN DUPLICATE)

CONDITIONS OF ISSUE OF PRIVATE PILOT LICENCE

A Private Pilot Licence may be issued to an applicant subject to the following:

1. GENERAL

- (a) The applicant must be a British subject or a subject of a foreign country which grants reciprocal aeronautical privileges to Canadians on equal terms and conditions with subjects of such foreign country. (The Air Regulations Part IV, Para. 5, refers).
- (b) The Licence does not authorize the holder to fly for remuneration.
- (c) The holder shall not carry any passenger in any aircraft for which he is licensed unless he has previously flown, solo, an aircraft of that type.
- (d) The holder shall not give dual flying instruction.
- (e) The Licence will remain valid only if the holder passes a satisfactory medical examination at least every twelve months and after every serious accident or illness.
- (f) The Licence may be suspended or cancelled for failure to observe provisions of the Air Regulations, or for cause.

2. AGE

A Private Pilot Licence may be issued only to a person who has reached his seventeenth (17th) birthday.

3. KNOWLEDGE

Within the period of one year of the date of application, the applicant must have passed written examinations in the following subjects:—

- (a) Air Regulations, Air Traffic Rules and Information Circulars;
- (b) Theory of Flight;
- (c) Engines, Airframes and Instruments;
- (d) Meteorology;
- (e) Navigation.

4. EXPERIENCE

He shall have completed not less than:—

- (a) Forty hours of flight time, dual and solo*, or not less than thirty hours if he has satisfactorily completed a course of training at a school approved for such training by the Department of Transport, provided, that if he requires a licence to fly unconventional aircraft, these requirements may be modified in accordance with the degree of skill and experience necessary in each case.
- (b) Three hours of cross-country flight time, solo*, including a round trip flight to an aerodrome not less than sixty statute miles distant from the point of departure. Also, two full-stop landings at points other than the point of departure must be included in the three hours' cross-country flight time.

5. SKILL

- (a) The applicant shall demonstrate in flight and on the ground his familiarity with, and his ability to perform, both normal and emergency manoeuvres appropriate to the category and class of aircraft used in the test and with a degree of competency appropriate to the privileges granted by the Licence. In any case, the applicant shall demonstrate his ability to recover from spins, unless the Licence is to be issued for non-spinnable aircraft only. In this case the Licence will be restricted accordingly.
- (b) A Certificate from the Flying Instructor to the effect that the applicant is competent and has completed spins satisfactorily must be furnished prior to test.

6. MEDICAL EXAMINATION

The Licence will be issued only if the candidate has satisfactorily passed a medical examination, conducted by a Department of Transport approved medical examiner, within the twelve months prior to date of formal issue of Licence. The Licence will remain valid only if the holder passes a satisfactory medical examination at least every twelve months and after every serious accident or illness.

7. PRIVILEGES

The holder of a valid Private Pilot Licence may act, by day, but not for remuneration:—

- (a) As pilot of any aircraft solo*.
- (b) As pilot-in-command of any aircraft of up to 4,000 lbs. gross allowable weight for takeoff and to carry passengers therein provided he has previously flown solo**, an aircraft of that type.
- (c) As pilot-in-command of any aircraft of over 4,000 lbs. gross allowable weight for take-off and to carry passengers therein provided the type of aircraft has been endorsed on the Licence by the appropriate Department of Transport authority.

The holder of a valid Private Pilot Licence may act, by night, but not for remuneration:—

- (a) As pilot of any aircraft solo* provided that, if his licence has not been endorsed for night flying, all such flights will be under the supervision and direction of an instructor authorized to give night flying instruction.
- (b) As pilot-in-command of any aircraft of up to 4,000 lbs. gross allowable weight for take-off and to carry passengers therein provided his licence has been endorsed for night flying and provided he has previously flown solo**, at night, an aircraft of that type.
- (c) As pilot-in-command of any aircraft of over 4,000 lbs. gross allowable weight for take-off and to carry passengers therein, provided that:
 - (i) the licence has been endorsed for night flying;
 - (ii) the type of aircraft has been endorsed on the licence by the appropriate Department of Transport authority.

Subject to the foregoing, the holder of a valid Private Pilot Licence may fly in Instrument Flight conditions by day or night provided he is also the holder of a valid Instrument Rating.

* "Solo" means that the pilot is the sole occupant of the aircraft or, if the Certificate of Airworthiness requires it, is accompanied by the additional crew members specified therein.

** "Flown Solo" means that the pilot has commenced and completed a flight solo.

Pages 139 to / à 162
are not relevant
sont non pertinentes



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

7-43

TORONTO, September 10th, 1945

PLACE

DATE

YOUR FILE

5802-7481

SUBJECT

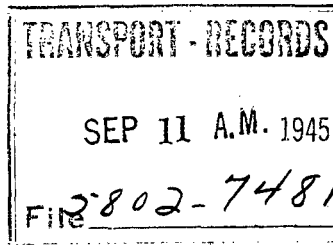
Dr. Walter H. Woodrow - Private Pilot.

OUR FILE

5802-158-8

24126

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.



1. The following correspondence, relating to the re-instatement of Dr. W.H. Woodrow's private pilot's certificate is forwarded for your information:
2. As the accident in which Dr. Woodrow was concerned occurred some years ago, it is now recommended that the case be re-considered.

DA

D.G. Joy,
District Inspector, Air Regulations,
Toronto.

DGJ/KC

TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET EAST
ORILLIA - ONTARIO

Sept. 7, 1945

Col. D. G. Joy,
Toronto, Ont.

Dear Sir:-

I would be pleased to know what is necessary for me
to do to have my private pilot's license renewed.

I have never been able to account for the accident
but I can assure you that it will always be on my mind and any
future flying on my part will be done with the utmost stress on
saftey.

Yours very truly,

Walter H. Woodrow

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TRANSPORT - TORONTO	
A V I A T I O N	SEP 10 1945
File.....	

000164



CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5802-7481

5008-B15-20

55

EXECUTIVE OFFICE
DIRECTOR OF AIR SERVICES

OTTAWA 10th September, 1942.

REGISTERED

Dear Sir:-

In reply to your letter dated August 25th, you are advised that having regard to the circumstances of the accident to CF-BOT your request for the renewal of the private registration of your aircraft cannot be acceded to.

The report of the accident to CF-BOT submitted by you has been carefully considered and it has been found that notwithstanding your statement that you had attained an altitude of 1500 feet it is clear that the aircraft must have been at a dangerously low altitude immediately prior to the accident. According to your own statement the ignition switches were on and the throttle open.

You are advised, therefore, that your private pilot's certificate has been suspended until the end of the present war emergency period. This certificate should be forwarded to this office upon receipt of this letter.

Yours truly,

for (J. A. Wilson),
Director of Air Services.

Dr. W.H. Woodrow,
54 Coldwater St., E.,
Orillia, Ontario.

H. G. DAVISON, Chairman of Committee

C. Q. RNABY, Sec.-Treas., Phone 42

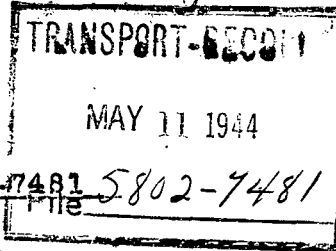


A. E. SMITH, Commanding Officer

H. L. JEBB, Adjutant

Orillia Squadron No. 99

ORILLIA, ONTARIO



Your file No. 5802-7481 5802-7481

9th May 1944.

6857

A.D. McLean.
Controller of Civil Aviation.
Department of Transport.
Ottawa, Ont.

Dear Sir:-

In reply to yours of the 4th inst. I am pleased to know that consideration is being given the renewal of License to Dr. Woodrow because I beleive it is a necessity in this community to have a seaplane for such purposes as has been asked.

I am very anxious to get this matter settled because each day it is delayed may mean the life of a member of the R.C.A.F or the R.N.A.F.

Thanking you,

I beg to remain,

A/E Smith
A/C Flt. Lt. A. E. Smith.
Commanding Officer.
Orillia Squadron #99

5802-7481

53

CTT/20

Ottawa, Ontario,
May 10, 1944.

Flight Lieut. A. E. Smith,
Commanding Officer,
Orillia Squadron No.99, Air Cadets,
Orillia, Ontario.

Dear Sir:-

Further to our letter dated May 4th, 1944,
I am directed to advise you that your request for re-
instatement of Dr. Walter H. Woodrow's Private Pilot's
Certificate cannot be approved at the present time.

This Department has been advised that the
Royal Canadian Air Force now have in your district suitable
aircraft equipped as seaplanes in summer or as skiplanes
in winter to carry out any search for aircraft which have
not returned to their base. We have further been advised
that in the unlikely occasion of the Royal Canadian Air
Force requiring Dr. Woodrow's aircraft, they would provide
gasoline and oil and requisition his services. In that
case, the authority of this Department would not be
required.

Yours truly,



(A. D. McLean),
Controller of Civil Aviation.

c.c. D.I.A.R. TORONTO



000167



DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

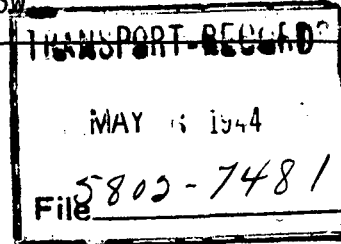
52 2
4-42

TORONTO, May 5th, 1944

YOUR FILE 5802-7481	SUBJECT Dr. Walter H. Woodrow	OUR FILE 5802-158-8 5008-B15-20
------------------------	----------------------------------	---------------------------------------

Controller of Civil Aviation,
Department of Transport,
OTTAWA, Ontario.

6275



1. In accordance with your memo of May 3rd, the subject of Dr. Woodrow's flying aeroplane CF-BOT on search work for the R.C.A.F. and the R.N.A.F. has been taken up with S/L Barrett of the Air Command Headquarters here.
2. S/L Barrett advises that the R.C.A.F. now have, in that district, suitable aircraft on floats and skis to carry out any searches for airmen who might be in distress. Having been informed of all the circumstances of the case, he stated that should any unlikely occasion occur, in which Dr. Woodrow's services would be required, they would provide gasoline and oil.
3. Since the aircraft would then be operated under the direction of the R.C.A.F. and not subject to Air Regulations, it appears that this is not a case for this Department to consider any further.

B.A.R.
8/5/44
u
DGJ:KC

D.G. Joy
D.G. Joy,
District Inspector, Air Regulations,
Toronto.

Charles!
Don't think he will get much gas from
the R.C.A.F.
DJ

1349

Revised
8-5-74
[Signature]
[Signature]

000169

5802-7481

51

CTT/CEN

Ottawa, Ontario,
4th May, 1944.

Flight Lieut. A.E. Smith,
Commanding Officer,
Orillia Squadron No. 99, Air Cadets,
Orillia, Ontario.

Dear Sir:-

In reply to your letter dated April 25th, 1944, addressed to the Honourable C.D. Howe, Minister of Munitions and Supply, I am directed to advise you that your request for re-instatement of Dr. Walter H. Woodrow's private pilot's certificate will be given every consideration. After all the circumstances have been taken into account, a decision will be made and communicated to you.

Yours truly,

A. D. McLean

(A.D. McLean),
Controller of Civil Aviation.

cc:DIAR TORONTO



50

Ottawa, Ontario, 3rd May, 1944.

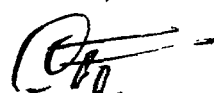
CTT/CEN

Dr. Walter H. Woodrow

5802-7481

District Inspector, Air Regulations,
Postal Station "K",
No. 1 Montgomery Ave.,
Toronto 12, Ontario.

1. A copy of a letter received from Flight Lieut. A.E. Smith, Commanding Officer, Orillia Squadron #99, of the Air Cadets, is enclosed, together with a copy of a letter from Headquarters M.D.2, and from Commander R.J. Thomassen of "Little Norway", Ontario.
2. It will be remembered that Flight Lieut. A.E. Smith was advised on the 12th of January, 1944, from this office that it was not possible to accede to his request to permit Dr. Woodrow to fly his aeroplane; also that Dr. Woodrow did not hold a valid pilot's licence nor was his aircraft registered.
3. Before preparing a further reply to Flight Lieut. Smith, it is requested that you will discuss the matter with No. 1 Training Command, Toronto, and explain to them the circumstances under which Dr. Woodrow lost his licence.
4. A copy of the letter from Squadron Leader Barrett of No. 1 Training Command is also enclosed and it would be appreciated if the opinion of No. 1 Training Command could be given regarding this letter and the others submitted by Flight Lieut. A.E. Smith.



for (S. Graham),
Superintendent, Air Regulations.

Encls. 4

DEPARTMENT OF MUNITIONS
AND SUPPLY



CANADA

MAY 1 1944

5802-7481

File April 26/44

OCAR

5564

24/4.49

Forwarded from the office of the Minister.

To Mr. A. D. McLean, Cont. of Civil Aviation,
Hunter Bldg.,

For official reply, please.

W. J. BENNETT

Executive Assistant to the Minister

ENTERED
WJBCARDS

000172

H. G. DAVISON, Chairman of Committee

C. O. PA RBY, Sec.-Treas., Phone 42



A. E. SMITH, Commanding Officer

H. L. JEBB, Adjutant

Orillia Squadron No. 99

ORILLIA, ONTARIO

25-4-44

Hon.C.D.Howe.
Minister of Munition
And Supply.
Ottawa,Ont.

Re- Emergency Aircraft.

1. Some time ago Dr.Walter Woodrow of Orillia purchased a Sea Plane and it is still at the Manufacturers at Hamilton. At that time the Doctor offered his services to the R.C.A.F and also to the Royal Norwegian Air Force and to use his Plane for Emergency calls.
2. For some reason or other Col. Joy refused the license for same and now that the Ice has gone from the Lakes it is desirous that a plane such as this should be in service.
3. Dr.Woodrow has piloted for some time his own plane and has his Hangar on the shores of Lake Couchiching at Orillia.
4. The Royal Canadian Air Force accepted the Doctors Offer to co-operate with them from No.1.S.F.T.S. at Camp Borden because he could land or take off from the Water and as there are quite a few forced landings on the numerous small lakes in this vicinity it would be the means of real service to the Forces.
5. During the Winter months the Royal Norwegian Forces had a few planes equipped with Skis and have none with Pontoons and this date I have received a communication from the Commanding Officer of Little Norway further accepting the offer of the Doctor and to make arrangements as soon as the License is granted we shall be able to do this for the Service
6. I enclose you herewith a copy of the letter sent to me from the R.N.A.F. This service would be most beneficial to these people in the Muskoka District as their territory is full of lakes and there is no doubt that often a life may be saved with quick action. Unfortunately in the past we have lost several flyers forced down in the Lakes.You no doubt know the Muskoka Area and it is full of lakes and then we have Lake Simcoe, and Lake Couchiching around Orillia.
7. The Doctor has purchased this new machine at his own cost,is not asking for any remuneration from anyone,is ready to be of service at any time when called upon for emergency calls,and is only asking that his License to Pilot the ship be renewed,so as to enable him to give his Services when needed. The Doctor has already donated his Farm to M.D."2. for the use of the Army for Rifle Ranges and this has been accepted by the Department and is put to good use for No.26 Basic Training Camp at Orillia.
8. I therefore ask you Sir to please see that this Pilots License is renewed for the benefit of the Two Services mentioned above.

Enclosures:-

Copy letter R.N.A.F.
Copy letter from M.D.2.
R.C.A.F.letter on file in
Col.Joys Office.

Yours very truly.

A. E. Smith
F/L A.E.Smith.
Commanding Officer.
Orillia Squadron #99 Air Cadets.

000173

H. G. DAVISON, Chairman of Committee

C. O. P. / ABY, Sec.-Treas., Phone 42



A. E. SMITH, Commanding Officer

H. L. JEBB, Adjutant

47

Orillia Squadron No. 99

ORILLIA, ONTARIO

Headquarters M.D.2.
159 Bay St. Toronto Ont.
14th August 1943

Dr. W. H. Woodrow.
Orillia. Ont.

Dear Sir:-

I am writing to express to you the thanks of the Department of National Defence, and of myself, for your generosity in placing your property at the disposal of No. 26 Basic Training Centre for use as a range, and for field training.

The permission to use your farm for this purpose has enabled men at the Training Centre to be given more comprehensive training, and to better equip themselves for the future.

This has been highly satisfactory to the Training Centre and to this District, and your co-operation in making it so is appreciated.

Yours very truly.

(C. F. Constantine.)
Major-General
D.O.C. M.D. 2.

The above is a true copy of original.

Allen E. Smith
C.F.C.

H. G. DAVISON, Chairman of Committee

C. O. P. ABY, Sec.-Treas., Phone 42



A. E. SMITH, Commanding Officer

H. L. JEBB, Adjutant

46

Orillia Squadron No. 99

ORILLIA, ONTARIO

COPY OF LETTER
From R.N.A.F.

Re. Emergency Aircraft.

R.N.A.F.'s communication of Dec. 20th.
1943 O.J.nr.2430/43

Dear Sir:-

As mentioned in the above communication, we asked your permission to return to your offer of attending, free, any crash landing, search for missing planes, etc. when the Summer season was approaching.

This being the case today, we hope that your offer still stands, and if so we are grateful to accept it.

It would be greatly appreciated if you would communicate with the undersigned, furnishing information as to how you suggest this arrangement should be worked out.

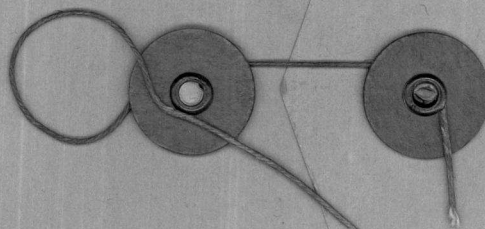
Yours very truly.

R. J. Thommessen
Commander,
Commanding Officer.
"Little Norway" Ont.

Dr. Walter Woodrow.
Orillia Ont.

c.c. for F/L A. E. Smith.
Commanding Officer
Orillia Squadron No. 99
Orillia Ont.

45





CENTRAL CANADA
MAP No. 3 ONTARIO

Scale of Miles
0 5 10 15 20 25 30
One inch equals about 15 miles

1940
Copyright, All Rights Reserved Lithographed in Canada

HOW TO READ THIS MAP

- or — Paved roads
- - - or - - - Gravel surfaced roads
- - - Graded or unimproved roads
- * 25 * Mileages between stars
- ✕ Principal Aeroplane Landing Fields

Provincial highways are shown in wider lines than other roads and are numbered thus — 7 —. Main through routes are emphasized in red —. Broken lines indicate roads likely to be under construction during 1940.

Principal Seaplane Landings

The approximate populations of cities, towns, and villages are

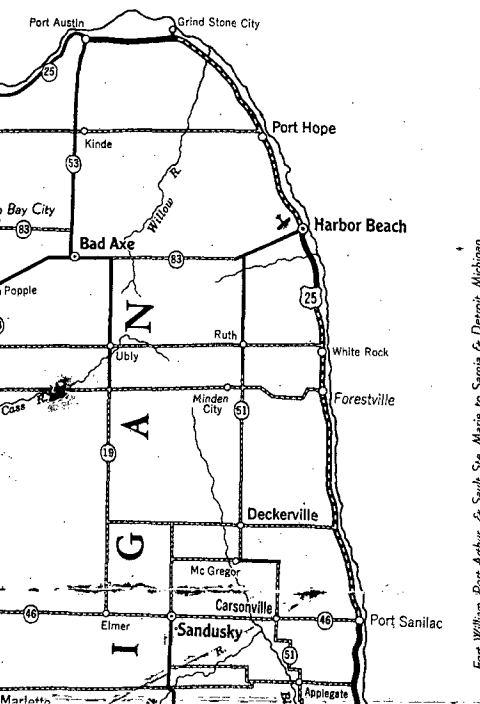
Over 25,000	5,000 to 10,000	1,000 to 2,500
10,000 to 25,000	2,500 to 5,000	Under 1,000

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Canada in Three Maps This is one of a series of three Imperial Oil road maps covering Canada—Eastern, Central, and Western. When motoring in adjoining territory ask Imperial Oil dealers for local map.


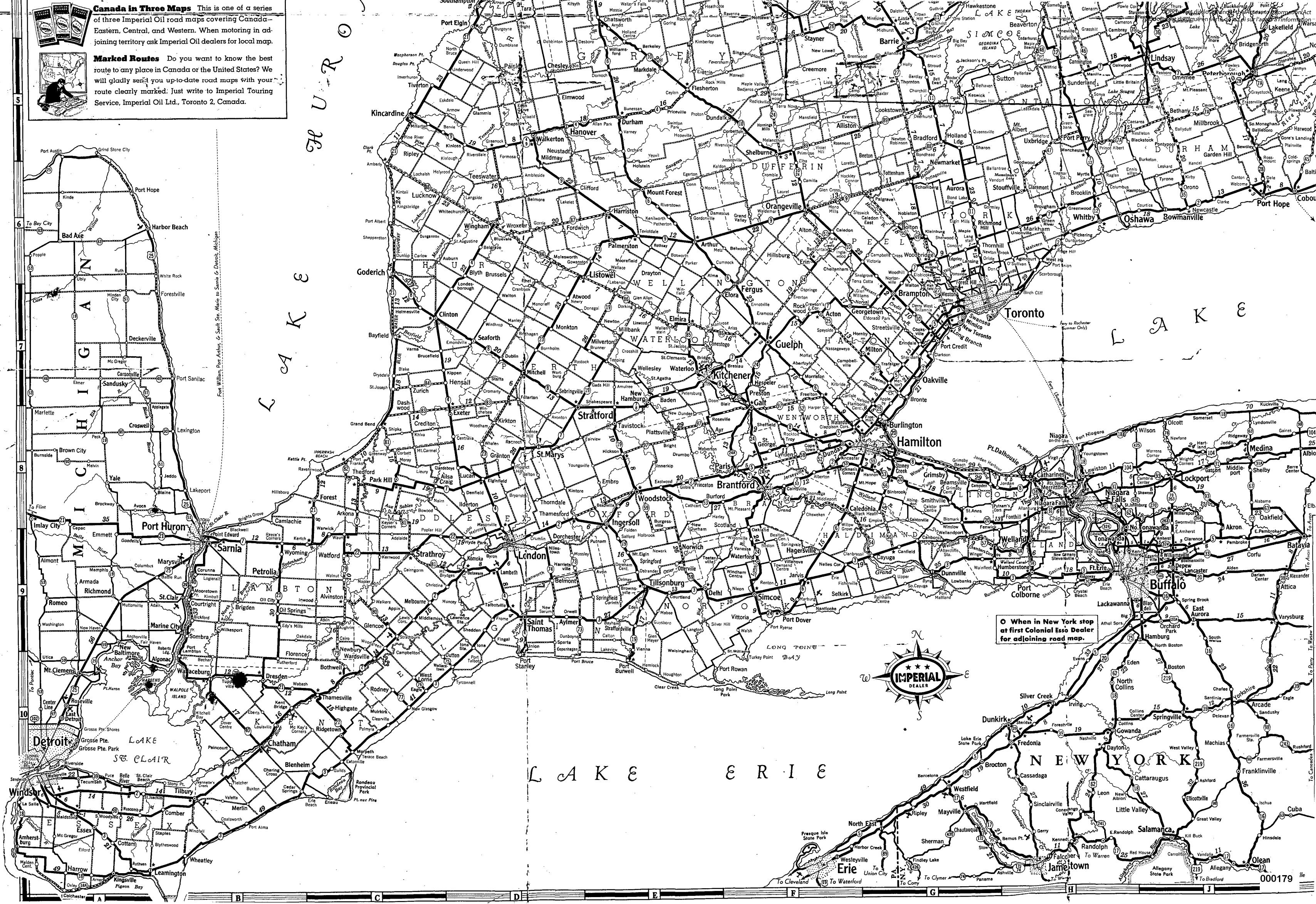
Marked Routes Do you want to know the best route to any place in Canada or the United States? We will gladly send you up-to-date road maps with your route clearly marked. Just write to Imperial Touring Service, Imperial Oil Ltd., Toronto 2, Canada.

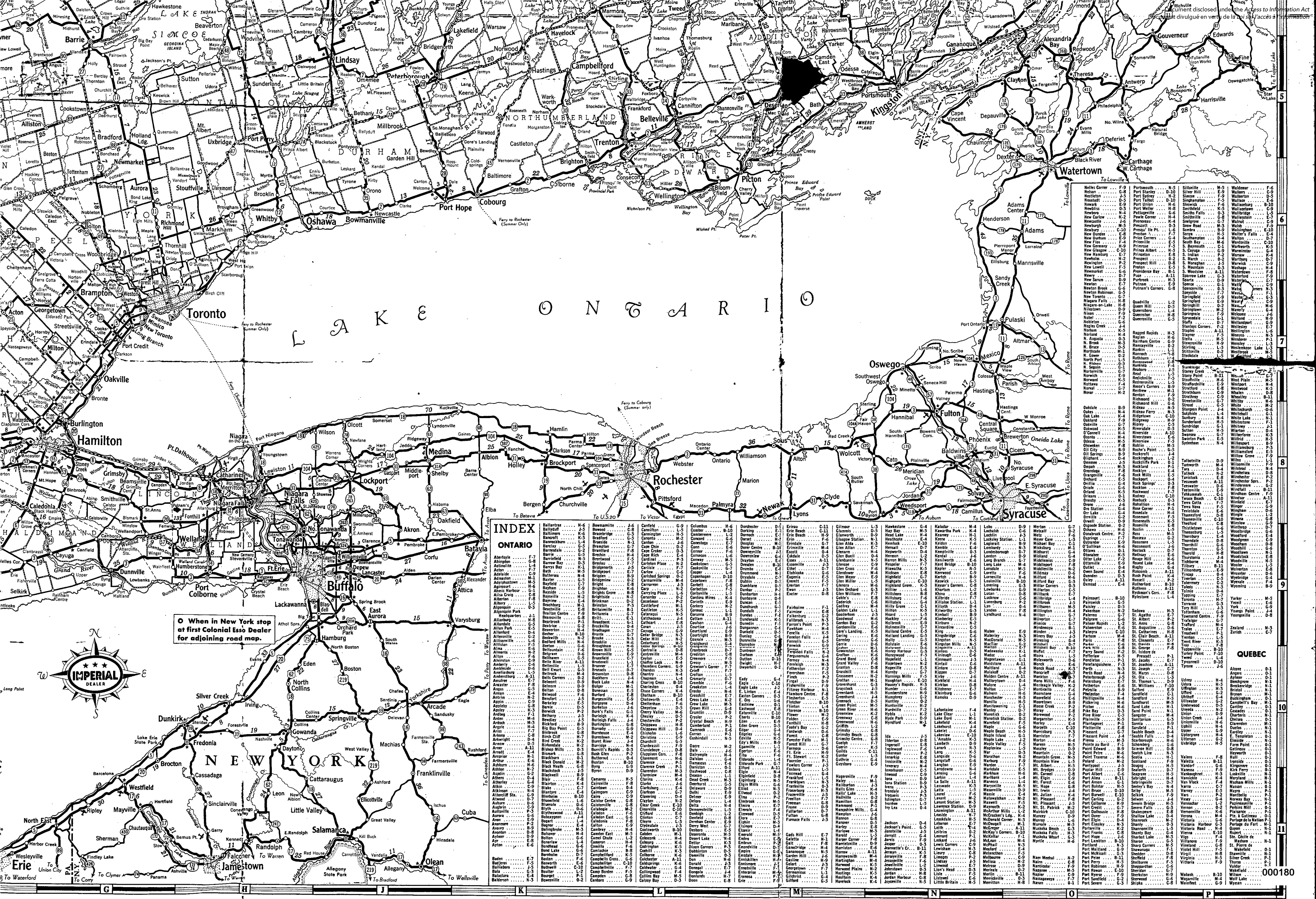


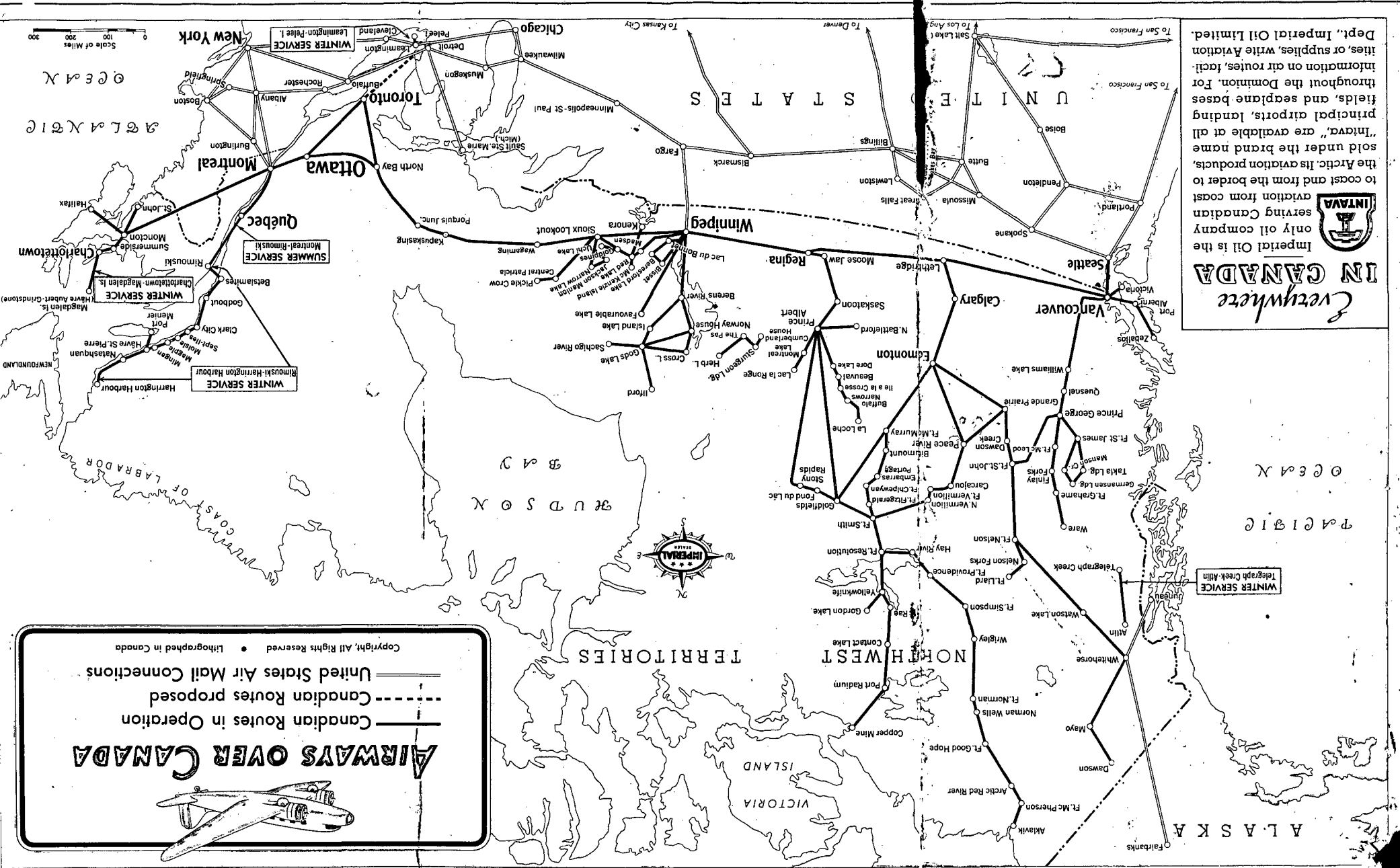
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Canada in Three Maps This is one of a series of three Imperial Oil road maps covering Canada—Eastern, Central, and Western. When motoring in adjoining territory ask Imperial Oil dealers for local map.

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Everywhere in Canada

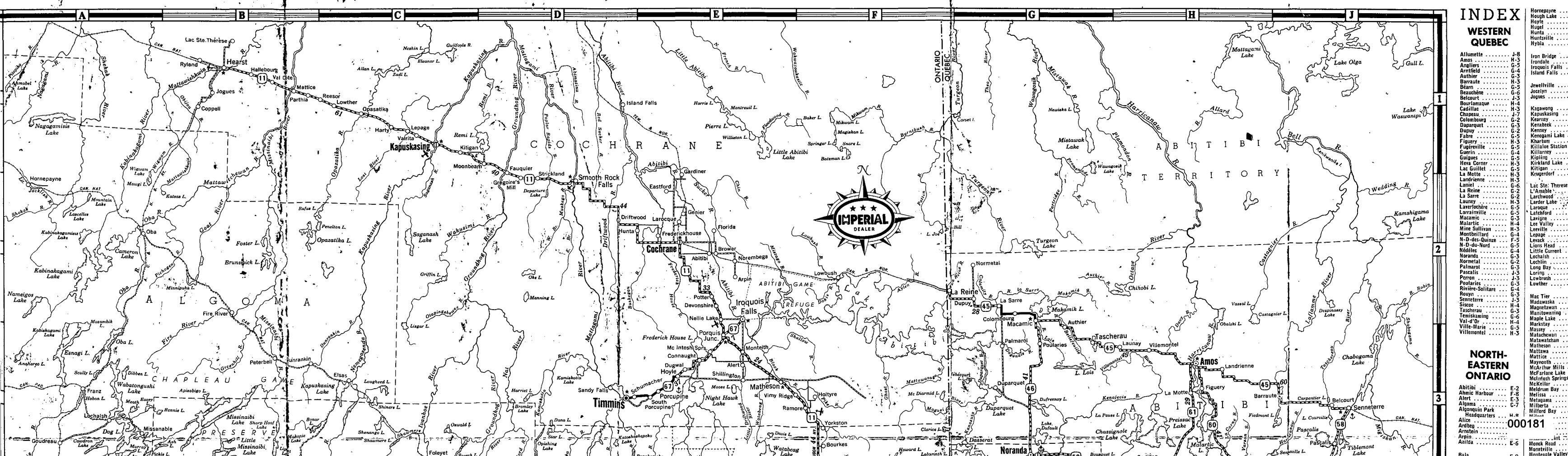
For Skippy Matting—make it a plea
to buy at the Imperial Sign

CENTRAL
CANADA
(Ontario and Western Quebec)

[illegible]

STANDARD OIL COMPANY OF NEW JERSEY Del. D. C. Md. N. J. N. C. S. C. Va. W. Va. St. Louis, Mo. New York, N. Y. Philadelphia, Pa. Pittsburgh, Pa. Richmond, Va. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.	STANDARD OIL COMPANY OF LOUISIANA St. Louis, Mo. New Orleans, La. Baton Rouge, La. Shreveport, La. Houston, Tex. Dallas, Tex. Fort Worth, Tex. El Paso, Tex. San Antonio, Tex. Austin, Tex. Corpus Christi, Tex. Galveston, Tex. Harrisburg, Pa. Philadelphia, Pa. New York, N. Y.	STANDARD OIL COMPANY OF PENNSYLVANIA Pittsburgh, Pa. Philadelphia, Pa. New York, N. Y. St. Louis, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.	COLUMBIAN BEACON CO. N. Y. Comm. Manhattan, Mass. N. H. N. J. R. I. Va. KESBEE, INC. - Metropolitan New York City	PHILADELPHIA PETROLEUM CO. NEW YORK St. Louis, Mo. New York, N. Y. Toledo, Ohio. Cleveland, Ohio. Chicago, Ill. Kansas City, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio.	STANDARD OIL COMPANY OF KENTUCKY St. Louis, Mo. New York, N. Y. Toledo, Ohio. Cincinnati, Ohio. Louisville, Ky. Lexington, Ky. Covington, Ky. Paducah, Ky. Glasgow, Ky. Hartsville, Ky. Owensboro, Ky. Paducah, Ky.	THE STANDARD OIL COMPANY (OHIO) Ohio Cincinnati, Ohio. Columbus, Ohio. Dayton, Ohio. Akron, Ohio. Cleveland, Ohio. Toledo, Ohio. Lima, Ohio. Sandusky, Ohio. Warren, Ohio.	SOCIETY-NATIONAL PETROLEUM COMPANY, INC. Cincinnati, Ohio. New York, N. Y. Toledo, Ohio. Cleveland, Ohio. Chicago, Ill. Kansas City, Mo. St. Louis, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.	MASSON PETROLEUM COMPANY Akron, Ohio. New York, N. Y. Toledo, Ohio. Cincinnati, Ohio. Cleveland, Ohio. Chicago, Ill. Kansas City, Mo. St. Louis, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.	GENERAL PETROLEUM CORPORATION Akron, Ohio. New York, N. Y. Toledo, Ohio. Cincinnati, Ohio. Cleveland, Ohio. Chicago, Ill. Kansas City, Mo. St. Louis, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.	UNION OIL COMPANY Akron, Ohio. New York, N. Y. Toledo, Ohio. Cincinnati, Ohio. Cleveland, Ohio. Chicago, Ill. Kansas City, Mo. St. Louis, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.	ARTIFICIAL LITHIUM OIL COMPANY Akron, Ohio. New York, N. Y. Toledo, Ohio. Cincinnati, Ohio. Cleveland, Ohio. Chicago, Ill. Kansas City, Mo. St. Louis, Mo. St. Paul, Minn. St. Petersburg, Fla. Toledo, Ohio. Wash., D. C.
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Cornwall	Deseronto	Dundas	Elgin	Essex	Fergus	Georgetown	Goderich
Hamilton	Hastings	Higham	King	Kitchener	Lambton	Leamington	London
Manitowish	Markham	Medford	Middlebury	Mississauga	Muskoka	Norfolk	Norwich
Orillia	Oshawa	Peterborough	Plympton	Port Hope	Presburg	Richmond Hill	Ridgeway
Rouville	Sarnia	Shelburne	Simcoe	St. Catharines	St. George	St. John's	St. Mary's
St. Paul	St. Thomas	St. Vincent	Stratford	Sudbury	Toronto	Unionville	Windsor
Wingham	Woodville	Yamouqui	Yonge	York	Yonge	Yonge	Yonge

NORTH-ONTARIO

Abitibi	Algonquin	Algoma	Arnprior	Barrie	Bay of Quinte	Bell	Bloomington
Brantford	Burlington	Cambridge	Canterbury	Chatham	Chippewia	Clinton	Cochran
Cornwall	Deseronto	Dundas	Elgin	Essex	Fergus	Georgetown	Goderich
Hamilton	Hastings	Higham	King	Kitchener	Lambton	Leamington	London
Manitowish	Markham	Medford	Middlebury	Mississauga	Muskoka	Norfolk	Norwich
Orillia	Oshawa	Peterborough	Plympton	Port Hope	Presburg	Richmond Hill	Ridgeway
Rouville	Sarnia	Shelburne	Simcoe	St. Catharines	St. George	St. John's	St. Mary's
St. Paul	St. Thomas	St. Vincent	Stratford	Sudbury	Toronto	Unionville	Windsor
Wingham	Woodville	Yamouqui	Yonge	York	Yonge	Yonge	Yonge

HOW TO READ THIS MAP

[illegible]

TORONTO

The All Year Holiday City

The name of Ontario's capital is of Indian origin, meaning "a place of meeting," and modern Toronto is a meeting place for motorists drawn by the city's unusual sights and recreational facilities.

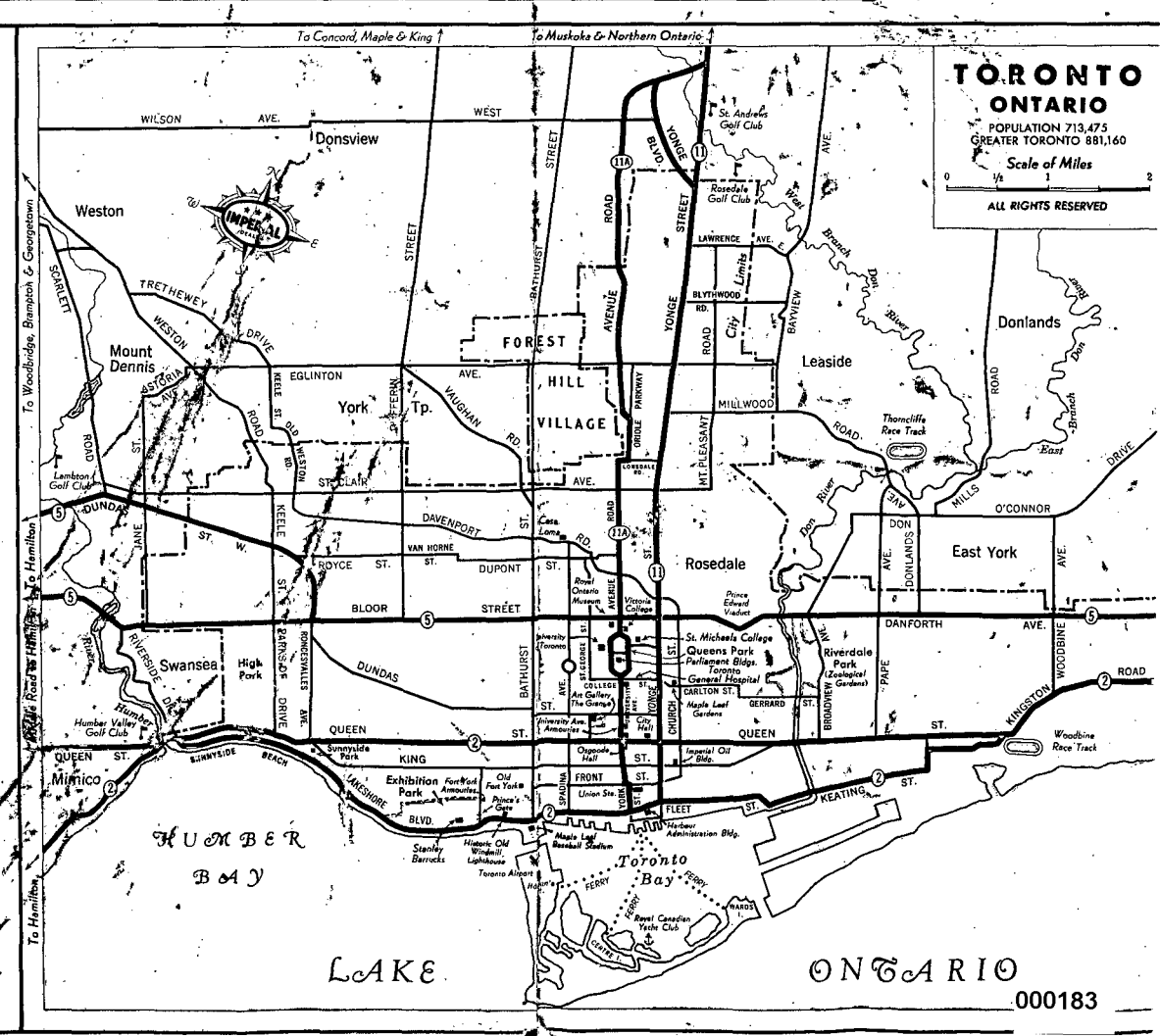
More than a hundred parks and playgrounds are scattered throughout the city; over a score of 18-hole courses await golfers; four race tracks are the scenes of meets every spring and fall. Sunnyside Beach with its amusement park and huge swimming pool is a popular rendezvous, and other wide, sandy beaches lie along the shore of Lake Ontario and the islands on the south side of Toronto Bay.

The world's largest annual exposition—the Canadian National Exhibition—is held in 350-acre Exhibition Park during the week preceding and week after Labor Day.

Toronto's famous buildings include those of the University of Toronto—one of the largest in the British Empire—the Parliament buildings, and Casa Loma, an old-world castle. A fine view of the city may be had from the Canadian Bank of Commerce Building, tallest in the Empire.

Other sightseeing attractions are the Royal Ontario Museum, the Art Gallery, the Riverdale Park Zoo, and historic Old Fort York which dates back to 1793.

Especially beautiful is the drive along Lake Shore Boulevard through Exhibition Park and Sunnyside Beach to the scenic Humber River valley.



5802-7481

~~5802-7481~~

11 J/CON

Ottawa, Ontario,
12th January, 1944.

Flight Lieut. A.E. Smith,
Commanding Officer,
Orillia Squadron 199,
Air Cadets, Canada,
Orillia, Ontario.

Dear Sir:-

Defence Air Regulations, 1942, prohibit the use of private aircraft in civil flying. Therefore, it is regretted that we cannot accede to your request to permit Dr. Woodrow to fly his aeroplane. Also, Dr. Woodrow does not hold a valid pilot's licence nor is his aircraft registered.

Orders issued by the Oil Controller for Canada also do not permit the use of gasoline for non-essential civil flying.

In any case, it is believed that the R.C.A.F. are far better equipped to look after their crashes than any private owner could possibly be.

Yours truly,

(D.G. Joy),

A/Superintendent, Air Regulations.

CC: DIAR TORONTO

memo for file,

It was Dr Woodrow's illegal use
of gas - a crash in Haliburton
that started gas rationing
for civil A/C.

4) 12-1-44

H. J. DAVISON, Chairman of Committee

C. J. PARNABY, Sec.-Treas., Phone 42



A. E. SMITH, Commanding Officer

H. L. JEBB, Adjutant

43

Orillia Squadron No. 99

18-002

ORILLIA, ONTARIO

Your File. 5802-7481

January 10/44

Col. D. G. Joy.
Civil Aviation Division.
Department of Transport.
Ottawa, Ont.

Re- Dr. Walter H. Woodrow. Emergency Plane.

Dear Sir:-

I am writing on behalf of the marginally noted who has already purchased a new C.F.B.O.V. from the Cub Aircraft and they are putting a brand new Motor in same.

This is at a cost to the above of \$2,500.00.

Some time ago after a few crashes from Camp Borden around this vicinity of training craft, Dr. Woodrow came to me and asked if the R.C.A.F. and the R.N.A.F. would accept his Services to fly to the scene of any accident of their craft or would accept his offer to search for lost ships. No. 1. Training Command has accepted this offer very graciously and the Royal Norwegian Air Force at Little Norway, Gravenhurst have accepted the offer when the Skis are of no further use to them as they have fitted a couple of their planes with Skis.

There is not a plane in this northern district that has skis and Pontoons attachable for such emergency work. The arrangement made tentatively with both of the Air Forces is that upon the word of a Crash the Doctor would be immediately notified and would fly to the scene of the accident and render whatever assistance he could. As you know a small plane like this can land where a larger plane used for training purposes could not.

I do not have to discuss that with you.

Last Winter there were a few crashes around here and one in particular when two airmen were killed and the position of the crash was such that it took some time to get to them and they both died before medical assistance could be given.

The Doctor has offered these services free to the department of the R.C.A.F. and the R.N.A.F. and as you know the Country around this District for flying you will admit Sir that a plane of this sort would be very handy and efficient for such emergency work.

The Doctor will have his Medical Examination as soon as the new aircraft is registered to enable him to renew his Pilot's license.

I trust that for the sake of both the Air Services that you will re-consider your decision and grant this License for this purpose.

Awaiting to hear from you,

I beg to remain,
Sincerely yours,

F/Lt A.E. Smith

Ft. Lt. A. E. Smith.

C.O. Orillia Squadron #99

000185

42

5802-7481

ECJ/CEN

Ottawa, Ontario,
6th January, 1944.

Dr. Walter H. Woodrow,
54 Coldwater St. E.,
Orillia, Ont.

Dear Sirs:-

We regret that since your aircraft is
not formally registered and since you do not hold any
valid pilot's licence, authority for you to fly this
aircraft may not be granted.

Yours truly,

21

(D.G. Joy),
A/Superintendent, Air Regulations.

CC: DIAR TORONTO

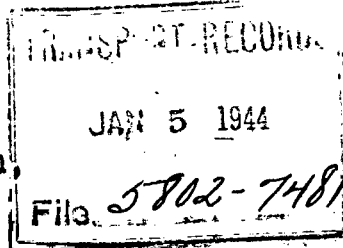
JP

000186

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

41
Jan. 4th., 1944.

Department of Transport,
Civil Aviation Division,
Ottawa, Ont.



A80881

Dear Sir:-

The enclosed letter will be self explanatory, and in view of it and of the letters I expect to receive from Camp Borden and Little Norway, I would be pleased to have my pilot's license in good standing.

It will be understood, of course, that any flying will be done only under direction from the R.C.A.F.

Would you kindly return the enclosed letter.

Yours very truly,

Walter H. Woodrow



OUR FILE 40-16-1 FD1081 (T.F.1)

REF. YOUR

DATED 40

ROYAL CANADIAN AIR FORCE

No. 1 Training Command Headquarters,
Prudential House, 55 York Street,
Toronto, Ontario, December 28th, 1943.

Dr. W. Woodrow,
54 Coldwater St., East,
Orillia, Ontario.

Dear Sir:

Flight Lieutenant A.E. Smith, Commanding Officer, Orillia Air Cadet Squadron #99, has informed this Command Headquarters that you have a Cub Plane fitted for skis and pontoons, which is available for use in our searches and crashes in your locality. It is understood that no charge will be made for your services or for the use of this plane, and your kind offer is greatly appreciated.

This information has been passed on to the Commanding Officer, No. 1 S.F.T.S., Camp Borden, and the R.C.A.F. Liaison Officer, Royal Norwegian Air Force, 341 Church Street, Toronto, who will inform the Commanding Officer of Little Norway, Muskoka. These Officers or this Command Headquarters will contact you directly should your assistance be needed.

Sincerely,

J.F. Barrett S/L
(J.F. Barrett) Squadron Leader,
for Air Officer Commanding,
No. 1 Training Command,
Toronto, Ontario.

No. 55

DEPARTMENT OF TRANSPORT
CANADA

39

Cert. file to be held on
until re-instated

#2943.

O. H. M. S.



CTT/CRM



CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5008-B15-20

OTTAWA, February 22nd, 1943.

38

Dr. W. H. Woodrow,
54 Coldwater St. E.,
Orillia, Ontario.

Dear Sir:-

This letter will acknowledge receipt of your letter of February 19th and enclosed Certificate of Registration of aircraft CF-BOT.

Our request for return of your certificate referred to your private pilot's licence and not the Certificate of Registration. It is therefore again requested that you will return your private pilot's certificate to this office.

The Certificate of Registration will be held on file here until we receive your notification that the aircraft has been repaired or again put into flying condition.

Yours truly,

C. T. Harris.

for (D. G. Joy),
A/Superintendent, Air Regulations.

5802-7481
5008-B15-20

CTT/CEN

37

10th September, 1942.

REGISTERED

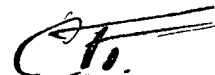
Dear Sir:-

In reply to your letter dated August 25th, you are advised that having regard to the circumstances of the accident to CF-BOT your request for the renewal of the private registration of your aircraft cannot be acceded to.

The report of the accident to CF-BOT submitted by you has been carefully considered and it has been found that notwithstanding your statement that you had attained an altitude of 1500 feet it is clear that the aircraft must have been at a dangerously low altitude immediately prior to the accident. According to your own statement the ignition switches were on and the throttle open.

You are advised, therefore, that your private pilot's certificate has been suspended until the end of the present war emergency period. This certificate should be forwarded to this office upon receipt of this letter.

Yours truly,



for (J. A. Wilson),
Director of Air Services.



Dr. W.H. Woodrow,
54 Coldwater St., E.,
Orillia, Ontario.

CCA. Please note action taken: your
minute f. 33.

DD.DAIR TORONTO

CTT. 10th 9/42.





DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

OTTAWA, September 3rd, 1942.

YOUR FILE	PLACE	DATE
	SUBJECT Accident to CF-BOT	OUR FILE 5008-B15-20 5802-7481

MEMO TO D.A.S.

1. The accident to CF-BOT disclosed a breach of conditions under which Dr. Woodrow had requested permission to operate his privately registered aircraft and, in addition, a breach of Air Regulations, in that he engaged in dangerous low flying.
2. It is therefore recommended that Dr. Woodrow's private pilot's certificate be suspended until the end of the present war emergency period. Reference is made to para. 9 of our memo dated August 18th, 1942, and to minute 1 of Headquarters' letter dated August 20th, 1942.

(C. T. Travers)

(C. T. Travers),
Inspector, Civil Aviation.

CTT:CRM

S.M.
Concur

J. G. McLean
7.9.42

W.
[Signature]

L.A.P.

000192

TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

August 25

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

TRANSPORT-RECORDS
AUG 31 1942
5802-7481
File 1942

J. A. Wilson,
Director of Air Services,
Ottawa, Ont.

35
A53413

File no. 5802-7481
5008- B15-20

Dear Sir:-

I am enclosing a report of accident to CF-BOT on
August 12th., 1942.

Naturally I deeply regret having my registration
cancelled. It was very unfortunate that an accident happened
the one time when I was not using my plane in the performance of
my professional duties and this was only done to fulfil an old
promise made to my passenger. And I know that you will realize
that since the aeroplane was on floats that safe landing areas
were plentiful.

In view of these explanations I am sincerely
trusting that you may see fit to alter your decision on the
cancellation.

Yours very truly,

Walter H. Woodrow

*1 Copy made
29/8/42
J.A.W.*

COPY OF
5008-B15-20

Suspension stands.

*J. A. W.
1.9.42*

TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

August 25th., 1942.

34

J. A. Wilson,
Director of Air Services,
Ottawa, Ont.

Dear Sir:-

File No. 5802-7481
5008-B15-20

Re- Accident CF-BOT

Took off from base in Orillia, Ont. at 10.00 A. M. Aug. 12th. 1942. Landed on Drag Lake in Dudley twp. near Haliburton at 10.45 A. M. Took off from Drag Lake at 4.30 P. M. with passenger, Mrs. Arthur Ruggles, Toronto, Ont. and landed on Madawaska Lake in Eyre twp., remaining there only a few minutes. Took off Madawaska Lake. The weather was perfect and the aircraft was functioning perfectly and I had attained an altitude of about 1500 ft. and a distance of about five miles south of Madawaska Lake. Lakes large enough to land on were numerous and within gliding distance as I never fly where I am not in easy gliding distance from suitable landing water.

My passenger exclaimed "Oh, look at the deer". I recall seeing a small brown object hopping in the marsh near a lake. This is the last I remember until I opened my eyes and was in the front seat of the aircraft and saw that we had crashed.

The only injury I sustained besides a few cuts on my chin was to knock the internal malleolus off my ankle bone which did not stop me from walking out. My passenger sustained a cracked pelvis bone. This probably was caused by the strain on this part when her safety belt was broken. She also had a bone broken in her left elbow. Her surgeon states that she is very fortunate as neither injuries are serious.

Apparently we were both knocked unconscious by the impact and therefore sustained a loss of memory of what happened some few minutes before. Whether the sighting of the deer had anything to do with the accident I cannot say but the aircraft landed in fairly soft ground between two small lakes near the center of Eyre twp. either of which would have been large enough to land on if it were just engine failure. Both ignitions were on and the throttle open. The prop. was in shreds.

The aircraft is not badly damaged and I would be pleased to have your permission to have it brought out as I am afraid souvenir hunters will dismantle it for me.

Yours very truly,

Walter H. Woodrow

Grant permission for removal

J. A. W.
1.9.42

Copy made
29/8/42
C. H. W.

DCJ/CCH

5802-7481

~~5002-215-20~~

33

20th August, 1942.

Registered

Dear Sir:-

Re: Accident CF-BOT

An investigation of the accident to your
Piper Cub aircraft CF-BOT in Eyre Township on August 12th,
1942, establishes that --

- (a) as a privately registered aircraft it was not
being operated in accordance with your letter
of July 1st, 1942;
- (b) it was flown over an uninhabited district where
there was no safe landing area.

For these reasons, the private registration
of your aircraft CF-BOT is cancelled.

As required by Air Regulations, 1938, will
you please forward this Department a full report of the
circumstances of the accident.

Yours truly,

(J. A. Wilson),
Director of Air Services.

Dr. W.H. Woodrow,
54 Coldwater St., E.,
Orillia, Ontario.

① MINUTE TO C.A.R.

CC: DIAR TORONTO

It is presumed that you are deferring action,
as per your recommendation in para. 9 of your
report of the 18th inst., so far as your
letter to Dr. Woodrow is concerned, until such
time as you have received the report requested
in the last paragraph of this letter, dated
the 20th inst.

25-8-42

C.C.A.

000195

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

Ottawa, Ontario, 18th August, 1942.

DGJ/CEN

PLACE

DATE

YOUR FILE

SUBJECT

Re: Accident CF-BOT - Dr. Woodrow - Private Pilot

OUR FILE
5802-7481
5008-B15-20

D.A.S.

1. On Thursday, August 13th, on receipt of information that there had been an aeroplane accident in the Haliburton-Algonquin Park district, the writer flew Waco seaplane CF-DTD to the O.P.A.S. base at Smoke Lake, arriving there at about 17:00 hours.
2. On arrival the aircraft mechanic, Bob Allen, reported that Mr. Jim Taylor, Park Superintendent, had already located the wreckage, had dropped food and First Aid Kits near the aeroplane and had taken Fire Rangers into the nearest large lake (MacDonald Lake) to act as a rescue party. He had also returned to that lake to take out any of the party that night if practicable.
3. As Mr. Allen did not know at that time the exact location of the accident, and because there was only a small supply of gasoline available, this Department's Waco could not leave and was not required for any further assistance. The writer remained in Algonquin Park over night in order to help Mr. Taylor if required and to obtain further details of the accident.
4. The preliminary investigation indicates that Dr. Woodrow, an Eye, Ear, Nose and Throat Specialist of Orillia, Ontario, holds a valid private pilot's certificate and was flying his privately registered Piper Cub seaplane CF-BOT. This aircraft was granted private registration as Dr. Woodrow stated that it would be used for transportation in his medical practice. (See letter of July 1st, Folio 33, File 5008-B15-20).
5. Dr. Woodrow took off from Haliburton Lodge Wednesday afternoon, August 12th, carrying as passenger Mrs. Ruggles (wife of Sgt. Ruggles, R.C.A.F., Camp Borden). Sometime later the aeroplane was crashed in a slough or muskeg in Eyre Township, north of Haliburton and east of Dorset. Eyre Township is perhaps the most inaccessible area in Ontario south of the Ottawa River and Lake Nipissing. There isn't a river, road, lake or settled district within many miles of the scene of the accident.

....

000196

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

- 2 -

18-8-42

PLACE

DATE

YOUR FILE

SUBJECT

Re: Accident CF-BOT - Dr. Woodrow - Private Pilot

OUR FILE

5802-7481

5008-B15-20

3 /

6. On Thursday morning, August 13th, a report was received by the Deputy Minister of Lands and Forests, Mr. Frank MacDougall, that Dr. Woodrow was missing. He immediately instructed Mr. Jim Taylor, Algonquin Park Superintendent, to organize a search. As Dr. Woodrow had started a fire, the wreckage was quickly located by Mr. Taylor about noon on that day. A party of Rangers was then flown into Lake Madawaska, which was about ten miles east of the wreckage. The Fire Rangers arrived late in the afternoon, remaining with the injured persons that night and on Friday morning cut a trail and took them out to MacDonald Lake about six miles west. The injured persons were then flown out by Mr. Taylor later that morning. Mr. Taylor (son of the Deputy Minister of Game and Fisheries, Ontario Provincial Government) deserves commendation for the prompt location of the accident and efficient organization of the rescue party. Mr. MacDougall reports that the passenger, Mrs. Ruggles, was heard to say, while being taken out, "it would never have happened if we had not gone down to look at that deer".

7. Dr. Woodrow and Mrs. Ruggles are the only persons who would be able to give significant evidence regarding the accident. It is possible that the engine in the aircraft failed or, more probably, that the aircraft was stalled at a low altitude. However, the primary cause of the accident was reckless flying over an uninhabited district with a passenger.

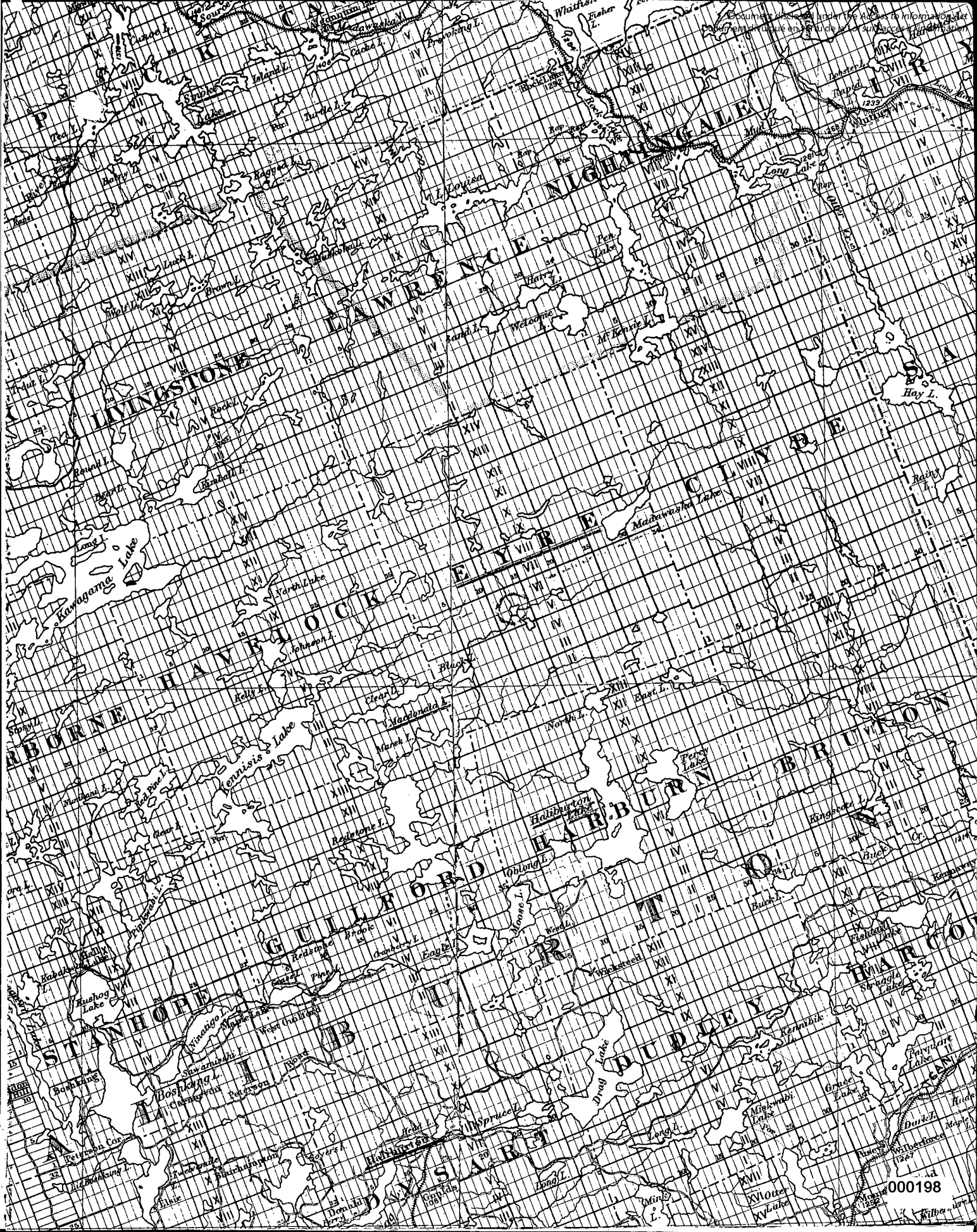
8. Dr. Woodrow was concerned in another flying accident in Lake Couchiching in aircraft CF-BIU in July, 1938.

9. It is recommended that Dr. Woodrow's private pilot's certificate be suspended indefinitely and that no board of enquiry be held.

[Signature]

(D.G. Joy),

A/Superintendent, Air Regulations.





DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2
2-41

Ottawa, Ontario, August 13, 1942.

PLACE

DATE

YOUR FILE

SUBJECT

OUR FILE

29

C. A. R.

1. Mr. Frank McDougall, Deputy Minister of Mines and Resources for the Province of Ontario, telephoned the following information today at noon. A report had been received from Mr. Jim Taylor, Superintendent of Algonquin National Park to the effect that a Mr. Woodrow, who is staying with a Mr. Goodwin in the park, had taken Mr. Goodwin's sister-in-law, a Mrs. Ruggles, for a flight in a light aircraft and had crashed in lot 17, Concession V, Eyre Township, approximately 2 miles north-east of Madawaska Lake.

2. The aircraft had apparently been missing since yesterday and was located by Mr. Taylor this morning who, from air observation, noted that the pilot was walking around the crash, but Mrs. Ruggles was presumably dead. Mr. Taylor was arranging to take a party into the crash to render first aid and assistance to Mr. Woodrow, but would not be disturbing the aircraft until authorized to do so by this department.

3. Mr. McDougall advised that Madawaska Lake was a small lake, but it could be reached by aircraft and, in this connection, Mr. Taylor would make available his aircraft from Algonquin Park headquarters, if such assistance was required. Mr. McDougall also requested that further communications be conducted directly with Mr. Taylor or, in his absence with his office. He anticipated that it would probably be some three or four hours before Mr. Taylor's ground party would return from the scene of the accident.

4. May the investigation of this accident be put in hand please.

OWNED Dr W.H. WOODROW
Private pilot (in good standing.)
A/c C.F.-BOT Piper J3C (Convertible)
Private A/c with
C of A.

(A. D. McLean),
Controller of Civil Aviation.

Col Joy instructed to proceed to scene of airplane at 12.30 hrs.

J. G. H.

5802-7481

DDLY/CSH


Ottawa, Ontario,
26th November, 1941.

Dr. Walter H. Woodrow,
54 Coldwater St. E.,
Orillia, Ontario.

Dear Sir:-

In reply to your letter of the 22nd instant, it is regretted that our letter to you of the 2nd of July, 1941, was not noticed, the reason being that Dr. Steele did not forward us a copy of the medical examination referred to in our letter of that date. Under the circumstances, we will accept your medical re-examination report of the 23rd of October, 1941.

Yours truly,



(D.D. Murphy),
for A/Superintendent, Air Regulations.

CC:DIAR TORONTO

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

Nov. 22, 1941.

27

Mr. D. D. Murphy,
Dept. of Transport,
Ottawa, Ont.

Dear Mr. Murphy,

My last medical examination was on Sept. 20
1940, by Dr Steele of Orillia, Ont.

This summer I received a letter from you similar to this one and I sent you my pilot,s certificate book with the date of my medical examination therein. You returned my book with an apology and an explanation that Dr. Steele had delayed in sending you his report. Apparently your staff neglected to record this examination at that time.

If it will be of any help to you I will mail my pilot,s certificate book to you.

Yours very truly,

Walter H. Woodrow

AIR SERVICES
AVIATION DIVISION



CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5802-7481

/EMT

OTTAWA, November 10th, 1941.

26

Walter H. Woodrow, Esq.,
54 Coldwater Street,
ORILLIA, Ontario.

Dear Sir:

We are in receipt of your medical
re-examination report, dated October 23, 1941, and
submitted by Dr. Steele.

Reference to our files indicates
that the date of your last medical examination was
October 26th, 1938, and since more than two years
has elapsed since this examination, it will be
necessary for you to undergo a complete examination
on our Form 2411.

Yours truly,

for (G. S. Abbott),
Acting Superintendent, Air Regulations.

5802-7481

/EMT

OTTAWA, November 10th, 1941. 75

Walter H. Woodrow, Esq.,
54 Coldwater Street,
ORILLIA, Ontario.

Dear Sir:

We are in receipt of your medical
re-examination report, dated October 23, 1941, and
submitted by Dr. Steele.

Reference to our files indicates
that the date of your last medical examination was
October 26th, 1938, and since more than two years
has elapsed since this examination, it will be
necessary for you to undergo a complete examination
on our Form 2411.

Yours truly,

for (G. S. Abbott),
Acting Superintendent, Air Regulations.

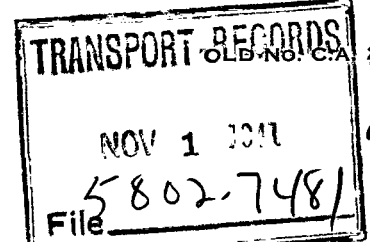
Loi

15

000203



CIVIL AVIATION DIVISION



REPORT OF MEDICAL RE-EXAMINATION

1. NAME Woodrow WALTER
(In full, surname preceding in block letters)
2. ADDRESS 54 COLDWATER ST ORILLIA
3. AGE 40 yrs. HEIGHT 5' 7" WEIGHT 148
4. MEDICAL HISTORY SINCE PREVIOUS EXAMINATION No illness
5. PREVIOUS MEDICAL HISTORY: Brief notes of serious illnesses or injuries during life of examinee, not mentioned in Para. 4.
No serious illness
6. FLYING HISTORY: Number of hours flying last examination 50
TOTAL flying: Dual 7 Solo 55
7. CRASHES: Brief notes of any crashes, describing fully any injuries sustained by examinee.
None
8. HEART: Pulse Rate: Sitting 72 Standing 80 After Exercise 96 Return to Normal 30 Secs.
Any disordered action? No
Any valvular disease? No
Position of apex beat 9.5 cm mid line
Blood pressure: Systolic 118 Diastolic 74 Pulse 72
9. LUNGS: Any disorder or disease of lungs or pleurae? No
Mensuration: Expiration 35 Inspiration 38 1/2 Expansion 3 1/2
10. FATIGUE TEST 66 Pulse, before 6 During 68, 77, 78, 79, 88
11. EYES: Visual acuity, R 20/20 L 20/20 With glasses P.R.N., R. — L. —
Convergence Test Normal Cover Test Normal Muscle Balance Normal
Response of pupils to light Yes to accommodation Yes
12. EARS: Any history of ear trouble? No
Hearing: Rt. Whispered voice 20 ft. Lt. Whispered voice 20 ft.
External canal and membrana tympani: Rt. Normal Lt. Normal
13. NOSE: Character of breathing Normal Septum: Rt. Slight deviation Lt. Normal
14. MOUTH and THROAT: Teeth 9 Tonsils Tonsillectomy
15. URINALYSIS (doubtful cases) —
16. REMARKS: Fit or Unfit Fit Category A
17. COLOUR VISION: Normal

TSIHARA EDITION NO. Seven

PLACE Orillia

DATE October 23/41

N.B.—Medical Examiners should forward this Re-examination Form to Controller of Civil Aviation, Dept. of Transport, Ottawa, Canada.

Medical Examiner Costello

GSA/MCK

5802-7481 ✓

~~5008-B15-20~~ 23

OTTAWA, July 2, 1941.

REGISTERED

Walter H. Woodrow, M.D.,
54 Coldwater Street, E.,
ORILLIA, Ontario.

Dear Sir:

With reference to your letter of June 26, 1941, I am to advise you that permission has been granted for you to operate privately registered aircraft CF-BOT within the Province of Ontario until further notice and subject to provisions of Defence Air Regulations 1940 and Air Regulations 1938.

Your Private Pilot's Certificate containing the endorsement of Dr. C. C. Steele has been noted, this certificate is, therefore, in good standing. The report of this medical examination has not, however, been received in this Department. It would be appreciated if you would request Dr. Steele to submit his report without further delay.

Yours truly,



G. S. Abbott,
Acting Superintendent, Air Regulations.

Enc.

000205

TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

June 26, 1941.

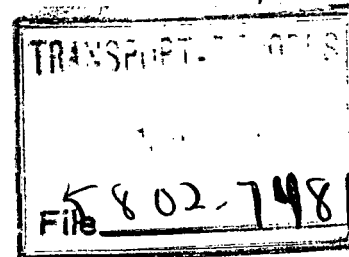
22

Mr. G. S. Abbatt,

Supt. Air Regulations,

Ottawa, Ont. A33873

Dear Mr. Abbott:-



I was suprised to hear that my pilot,s
certificate was not in good standing and am returning my
book so that this may be attended to.

The registration markings of the aircraft is

CF-BOT.

Thanking you kindly,

I am, Yours very truly,

Walter H. Woodrow

000206

D.A.S.
Approved J.G.H. 30.6.41
Permit for CF-BOT
privately within Ontario
recommended by.

884 884

AIR SERVICES
CIVIL AVIATION DIVISION

/MCK



CANADA
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5802-7481

ml

OTTAWA, June 24, 1941.

Walter H. Woodrow, M.D.,
54 Coldwater Street, E.,
ORILLIA, Ontario.

Dear Sir:

Your letter of the 19th instant, enclosing letter from Mr. George A. McLean, M.P. has been noted and Mr. McLean's letter is returned herewith as requested.

Will you please advise the registration markings of the aircraft referred to so that your application may be considered for permission to fly same for private purposes.

It is noted that your Private Pilot's Certificate is not now in good standing having lapsed October 26, 1940. Any permission granted will be subject to certificate being placed in good standing.

Yours truly,

G. S. Abbott,
Acting Superintendent, Air Regulations.

Enc.

5802-7481

/MCK

OTTAWA, June 24, 1941.

Walter H. Woodrow, M.D.,
54 Coldwater Street, E.,
ORILLIA, Ontario.

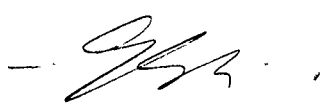
Dear Sir:

Your letter of the 19th instant, enclosing letter from Mr. George A. McLean, M.P. has been noted and Mr. McLean's letter is returned herewith as requested.

Will you please advise the registration markings of the aircraft referred to so that your application may be considered for permission to fly same for private purposes.

It is noted that your Private Pilot's Certificate is not now in good standing having lapsed October 26, 1940. Any permission granted will be subject to certificate being placed in good standing.

Yours truly,


G. S. Abbott,
Acting Superintendent, Air Regulations.

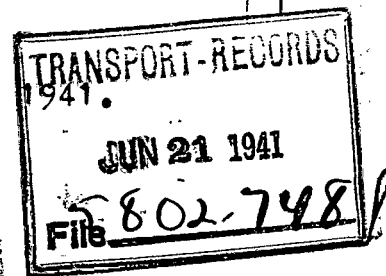
Enc.

h 000208

TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

June 19,



Mr. D. D. Murphy,
Dept. of Transport,
Ottawa, Ont.

A31647

Dear Mr. Murphy:-

The Main object of this letter is a request that I get from Col. Joy, through you, a permission to register my plane privately. On the strength of the enclosed letter and the one I received from you (Apr. 16, #5802-7481) I have purchased a plane and have it in my hangar in Orillia.

I would be pleased if you would return my letter from Mr. McLean and I will be hoping to hear from Col. Joy soon.

Thanking you kindly,

I am,

Yours very truly,

Walter H. Woodrow

*what %
PP cost covered 25 10/40*

000209

C O P Y

HOUSE OF COMMONS

CANADA

OTTAWA, Ontario.

Dr. Walter H. Woodrow,
54 Colwater Street, E.
Orillia,
Ontario.

Dear Doctor:

I have your letter of April 6th
and have interviewed the Department of Civil
Aviation.

If you will write to C. T. Traverse,
Controller of Civil Aviation, Bryson Building,
Ottawa making application for a permit and give
the area in which you wish to fly, and reasons
for flying, I think there will be no question about
your getting it. I talked with this man.

Yours very truly,

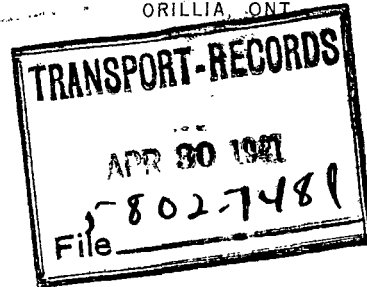
"Geo. A. McLean"

TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

April 28, 1941.

Mr. D. D. Murphy,
Dept. of Transport,
Ottawa, Ont.



A13203

Dear Mr. Murphy:-

Thanks kindly for your letter of April 16,
(file #5802-7481) I signed an application for registration
and left it with Mr. R. L. Gibson from whom I am purchasing an
aeroplane.

Yours very truly,

Walter H. Woodrow

5802-7481

~~5802~~
5802-7481

CTT/MCK

OTTAWA, April 24, 1941. 16

E. W. Ahr, Esq.,
Algoma Air Transport Ltd.,
South Porcupine, Ontario.

Dear Sir:-

Reference to your telephone conversation with Inspector Travers regarding the sale of floats, you are advised that Dr. Woodrow has been notified that should he desire to register his aircraft privately, it is not expected that any difficulty will be made regarding permission to fly. Should he desire commercial registration, however, it will be necessary for him to have an Air Engineer to sign the aircraft log books before flight.

Yours truly,

for (G. S. Abbott)
Acting Superintendent, Air Regulations.

P

5802-7481 15

DEU/EXT

OTTAWA, April 16th, 1941.

Dr. Walter H. Woodrow,
54 Coldwater Street E.,
ORILLIA, Ontario.

Dear Sir:

We are in receipt of your letter of the 8th inst., and you are advised that providing your aircraft is commercially registered, there will be no prohibition to flying under Defence Air Regulations with the exception that prohibited areas must be avoided.

If you propose using the aircraft in the practice of your profession, it would be necessary for the aircraft to be commercially registered. No doubt you are aware that a commercially registered aircraft must be signed out as airworthy by a certified air engineer every day it flies. However, if you purchase an aircraft and desire to register it privately, it is not thought that any difficulty will be made at present regarding permission to fly.

Yours truly,



for (G. S. Abbott),
Acting Superintendent, Air Regulations.

h 000213

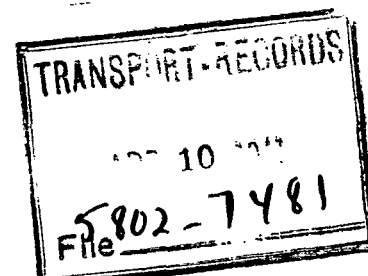
TELEPHONE 600

DR. WALTER H. WOODROW
54 COLDWATER STREET E.
ORILLIA, ONT.

April 8, 1941. 14

Mr. C. T. Traverse,
Bryson Building,
Ottawa, Ont.

A 4018



Dear Sir:-

I am Writing to ask for a permit to fly a
new Cub aeroplane.

I am the only specialist between Toronto and
North Bay so that my practice covers a tremendously large area.
South of Orillia I can take care of by car but it is entirely
different in the vast rock and lake area north of Orillia where
a plane would be of untold advantage. It would be even more so
in winter since the whole area can be covered by skis while
only the one highway is passable by car.

My flying would be almost entirely confined
to this area. Hoping this privilege may be granted,

I am,

Yours very respectfully,

Walter H. Woodrow

Medical?

13

13

5802-247-26

Ottawa, March 29, 1939.

REGISTERED

W. H. Woodrow, Esq.,
54 Coldwater Street,
Orillia, Ontario.

Dear Sir:-

Enclosed please find your formal
Private Air Pilot's Certificate and Licence No. 2963,
dated March 22nd, 1939, which you are to sign and retain.

You should obtain the signature of
the doctor who examined you in order to complete the Licence.

This Certificate is issued for Piper
and Taylor Cub aircraft, day flying only.

It is important that you advise these
Headquarters of any change in your address in order that you
may receive all circulars and other matter concerning Aviation
issued by this Department.

Yours truly,

(A. T. Cowley),
Superintendent, Air Regulations.

*Driver noted
4.4.39
G*

Enclosure

Copy passed to Orillia F/C

000215

LS

17
C.A. 52

PRIVATE AIR PILOTS

RECORD FORM FOR ISSUE OF FORMAL CERTIFICATE

1. NAME Walter Herbert Woodrow
 2. ADDRESS 54 Coldwater St. Orillia Ont.
 3. NATIONALITY British PLACE OF BIRTH Coldwater Ont.
 4. DATE OF BIRTH 4. 10. 99.
 5. MEDICAL "M2" 26. 10. 38. A1.
 6. MEDICAL "B2" _____
 7. APPLICATION 10. 3. 39. FEES pd. PHOTOGRAPHS 3
 8. FLYING HOURS AT 22. 3. 39 SOLO 16:10' DUAL 9:50'
 9. PUPIL OF Orillia F/C.
- | | <u>ATTEMPTS</u> | | |
|---|------------------|------------|------------|
| 10. <u>AIR REGULATIONS EXAMINATION-</u> | <u>1st</u> | <u>2nd</u> | <u>3rd</u> |
| | <u>22. 3. 39</u> | | |
11. FLIGHT TESTS-

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
LANDINGS	<u>22. 3. 39</u>		
SKILL	<u>22. 3. 39</u>		
SPINS	<u>22. 3. 39</u>		
 12. SPIN CERTIFICATE W. G. Welstead. 10. 3. 39
 13. AIRCRAFT USED ON TEST Taylor Cub BIU.
 14. EXAMINER D. Jony
 15. QUALIFYING DATE 22. 3. 39
 16. REMARKS _____
 17. TO C.C.A. AIR PILOT RECORDS:-

Issue a Private Air Pilot's Certificate valid
for the following:

Piper
Taylor Cub

Signature [Signature]

11

AIR SERVICES
CIVIL AVIATION DIVISION



CANADA
DEPARTMENT OF TRANSPORT

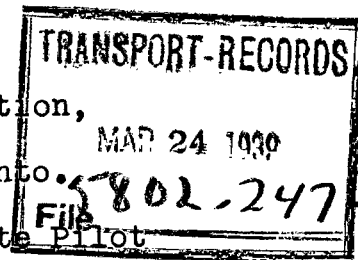
REFER TO FILE NUMBER

H.Q. 5802-247-26
Tor: 11-1071

A35327

Toronto, March 23rd, 1939.

To: Controller of Civil Aviation,
From: District Inspector, Toronto.
Subject: Dr. W.H. Woodrow - Private Pilot
Applicant.



1. Herewith are the following papers relating to an application for private pilot's certificate submitted by Dr. Woodrow:

- (a) Report on Exam form B. 25.
- (b) Paper on Air Regulations - Pass 82% March 22/39.

2. If this application is now in order may a private pilot's certificate be issued Dr. Woodrow please.

DA

Encl.

District Inspector,
Civil Aviation, Toronto.

DGJ/OL.

DEPARTMENT OF NATIONAL DEFENCE, CANADA
CIVIL AVIATION BRANCH

REPORT ON EXAMINATIONS

(TO BE SUBMITTED IN DUPLICATE)

10

of Dr. W. H. Woodrow 54 Coldwater St. Ouellet
Name Address
for Private AIR PILOT'S CERTIFICATE for light Flying Machines
at Ouellet on a cur aircraft, Reg. Mks EF-BIV.

1. AIR REGULATIONS passed. Date Nov 22-39
Passed or Failed
2. TECHNICAL Date
Passed or Failed
3. NAVIGATION Date
Passed or Failed
4. TAKING OFF AND ALIGHTING passed Date Nov 22-39
Passed or Failed

Flight No.	Height	Distance of Wheels from Mark	Engine used or not	Flight No.	Height	Distance of Wheels from Mark	Engine used or not
1	1500	+135 gmt.	no	5	5000 ±	-130 gmt	no.
2	"	-130 "	"	6			
3	"	+175 "	"	7			
4	"	-125 "	"	8			

5. SKILL
FIGURES OF 8 passed. Date Nov 22-39
Passed or Failed
Distance between marks 500 yds ± Sideslip (yes or no) no
Marks included or not yes Climbing or dropping level
Remarks gmt.

GENERAL REMARKS ON FLYING ABILITY

fair - rather nervous. approaches uncertain

- Spins carried out (yes or no) yes.
6. ENDURANCE
Starting point Hour Date
Course Distance
Landed at Hour Took off (hour)
Finishing point Hour Date
7. NIGHT FLIGHT
Date Hour (Dep.) Hour (Arr.) Distance
8. EXPERIENCE

Fifty hours solo proved (yes or no)
yes at Nov 22-39

Qdo 16-10
deal 9-20

[Signature]

Examiner.

PRIVATE AIR PILOTS'

AIR REGULATIONS EXAMINATION

(Heavier than air, motor-driven aircraft)

9

CIVIL AVIATION BRANCH

DEPARTMENT OF TRANSPORT

Note: Question No. 1 must be answered correctly.

At least 75% must be obtained in question 2 and in question 3, and not less than 60% on the entire paper to pass.

Candidate 1. Waller H. Woodrow Date Mar 22/39.

Marked by BA Assessment 80/100

Q. Mks.

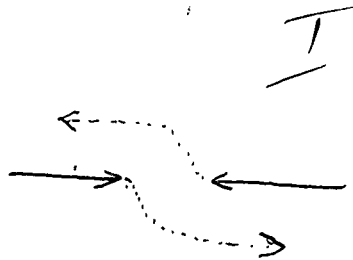
- 1 16 (a) When two aircraft are meeting end on or nearly end on, what alteration in course by each shall be made?
- (b) On courses which cross, which has the right of way, an aircraft approaching from the right or from the left?
- (c) When overtaking another aircraft, describe the correct procedure to be taken.
- (d) By what means may risk of collision be deemed to exist?
- (Illustrate your answers to (a), (b) & (c) with sketches)
- 2 12 State briefly all the regulations concerning dangerous flying.
- 3 12 (a) When taking off from a licensed aerodrome state five regulations which must be observed.
- (b) After taking off, at what minimum distance from the aerodrome may turns be made and what is the direction of the circuit?
- (c) At what horizontal distance from the aerodrome and at what height may regulations governing traffic in the vicinity of licensed aerodromes be disregarded?
- (d) When alighting, from what distance and from what side of the landing zone shall a direct course be maintained? State three other regulations governing the approach to alight and alighting.
- 4 12 Including the angular limits and distances visible, describe the lights that shall be carried at night when:
- (a) In flight or manoeuvring on land.
- (b) Stationary on land but not anchored or moored.
- (c) At anchor or moored on the water. (Seaplane)
- (d) Manoeuvring on water under its own power. (Seaplane)
- 5 10 (a) What signal shall be used by day and by night to instruct an aircraft that it is not to alight?
- (b) What constitutes the call sign of an aircraft and what signal is used giving permission to alight at night?
- (c) What signals, by day and by night, shall be used to:

- 2 -

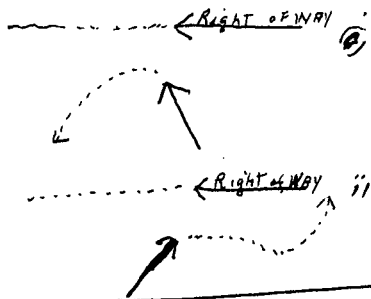
1. Require an aircraft to alight.
2. Warn it of a prohibited area.

(d) What signal shall be given by an aircraft compelled to alight at night?

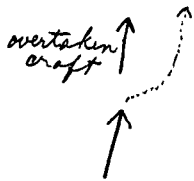
- 6 6 (a) Name the personnel of aircraft who must hold certificates.
- (b) To what persons do the preceding regulations not apply?
- (c) To what extent may pilot's certificates be limited and under what conditions may they be suspended or cancelled?
- 7 6 What licenses, certificates and log book is every aircraft in flight required to have on board?
- 8 10 Describe the procedure for flying into a foreign country and state what papers and documents must be carried.
- 9 10 What action must the pilot and/or owner of aircraft take to comply with the Regulations:
- (a) When an accident involving death or injury occurs?
- (b) In the case of damage to an aircraft?
- 10 6 Are licensed personnel required to produce their certificates at any time on demand by an authorized person?
-



I
① When two aircraft are meeting end on or nearly so, each shall alter its course to the right.



(b) On courses which cross an aircraft approaching from the right has the right of way.



(c) When overtaking another aircraft alter your course so as to pass clear of the overtaken craft, on the right, and do not pass by diving.

(d) Risk of collision may deem to exist when the compass bearing and angle of elevation of an approaching aircraft do not appreciably alter. Also when there is undue proximity of other aircraft.

II The following are considered to be dangerous flying and are forbidden

① Flying over cities or populous areas without enough height to glide clear of such area in case of engine failure

II cont'd

2. Trick flying over cities or populous areas.
3. Trick flying over race meets, regattas etc, without written permission from the promoter and the Minister
4. Low flying over buildings or persons that might be dangerous to public safety.
5. Dropping any articles from an aeroplane that might cause damage or injury.
6. To spin, roll, loop or any other evolution that would involve unnecessary risk unless the pilot is alone or giving student instructions under approved conditions.
7. Entering or leaving an aeroplane while in flight.
8. Aerobatic stunts such as wing walking.

III @ when taking off from a licensed airfield

1. Taxi in the neutral zone, to the extreme left of the taking off zone, but to the right of aircraft taking off ahead of you

Continued
III(a)

2. Take off into the wind.
 3. use full length of the field.
 4. Don't take off if there is danger of a collision.
 5. Fly straight to the edge of the aerodrome, when clear of the aerodrome, if you turn do so to the left.
- (b) After taking off, a left turn may be made when clear of the aerodrome, right turns cannot be made at less than 6000 feet horizontal distance and 2000 feet high.
- (c) Regulations governing traffic near a licensed aerodrome may be disregarded when 6000 feet horizontal distance or 2000 feet vertical distance from the aerodrome.
- (d) When alighting or landing zone a straight course of 3000 feet shall be kept before landing and ^{approach} ~~land~~ on leeward side.

III (d) Cont'd.

- Regulations governing approach
1. A lower aircraft has the right of way.
 2. When landing, leave clear on the left, any aircraft which is landing or has landed.
 3. Leave reasonable space to your right for other aircraft to land.

IV (a) aircraft in flight or manoeuvring on land at night shall carry full navigation lights as follows.

on the right, a green light; visible for two miles and showing through an angle of 110° from dead ahead to the left.

on the left, a red light; visible for two miles and showing through an angle of 110° from dead ahead to the left.

The red light shall not be visible from the right; nor the green light from the left.

a white as far to the rear as possible visible for 3 miles and showing through an angle of 140° bisected by the line of flight.

IV (b) Stationary on land but not anchored or moored.
Full navigation lights as above.

(c) Anchored on water - a white light showing all around the horizon and visible for one mile.

(d) Manoeuvring on water under its own power - Full navigation lights.

V (a) Signals not to alight:
i. Radio message
ii. a red rocket or flashing of a red light shall be a warning not to alight.

(b) The call sign of an aircraft is its registration letters
(in Canada) C 4- —.
Permission to alight is indicated by green light.

(c) To require an aircraft to alight:
By day - 3 discharges of a propellant showing on bursting, black smoke.
By night same as above, showing white lights or stars.

cont'd.
VIII

as to description of aircraft.
pilots name. - cargo, passengers
and destination. - you must
wire ahead giving estimated
time of arrival also description
of aircraft and number of
passengers. - you must fly
direct to your destination
abroad and not land in Canada
again before completing the
journey abroad. In case
of forced landing, communicate
at once with local police
and with Customs officers as soon
as possible. One must land
only at prearranged
Customs airport and
make necessary declaration
regarding aircraft, passengers
and cargo.

IX

Pilot and/or owner of aircraft
must, when accident occurs
involving death or injury,
notify the Minister (or district
inspector) at once by telegram
and make a full written
report as soon as possible.
~~In case of disaster the aircraft~~
shall not be moved.

without consent of the
Minister except to remove
persons or prevent further
damage.

(b) In case of damage to
aircraft - a full written
report shall be sent to
the Minister or district
inspector as soon as
possible.

X yes



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

7 $\frac{2}{6-38}$

Toronto, Ont., March 16, 1939.

PLACE

DATE

YOUR FILE

SUBJECT

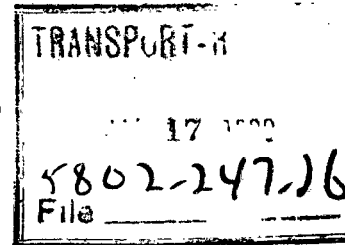
OUR FILE

5802-247-26

W.H. Woodrow - Private Pilot Applicant.

11-1071

Controller, Civil Aviation,
Department of Transport **A32518**
Hunter Building,
Ottawa, Ontario.



1. Herewith are the following papers relating to an application for private pilot's certificate submitted by Mr. Woodrow:

- (a) Application form in duplicate.
- (b) Three photographs.
- (c) Spin certificate.
- (d) \$2.00 fee (see page 23 of Cash Book, receipt No. A 1396).
- (e) Copy of letter to Mr. Woodrow.

2. This applicant has not been examined.

Encl.

DGJ/OL.

District Inspector,
Civil Aviation, Toronto.



(TO BE SUBMITTED IN DUPLICATE)

CONTROLLER OF CIVIL AVIATION,
DEPARTMENT OF TRANSPORT,
OTTAWA, ONTARIO.

CONDITIONS OF ISSUE OF PRIVATE AIR PILOTS CERTIFICATE

1. A Private Air Pilot's Certificate does not authorize the holder to fly for hire, or for any reward except a prize in a contest under the auspices of a recognized aeronautical association.

2. A Certificate will be issued only after flying tests and examinations as set out below, except that qualified military pilots may be exempt from flying tests.

3. No private Air Pilot shall take up a passenger in any aircraft unless he has flown an aircraft of that type for at least two hours, either alone or accompanied by an instructor, within the last six months and has completed at least twenty-five hours solo flying.

4. Certificates remain valid only if the holder passes a satisfactory medical examination at least every twelve months and after any serious accident or illness, and may be cancelled at any time for cause.

5. Flying tests for private air pilot's certificates, which must be completed to the satisfaction of the examiners, will be as follows, the candidate being alone in the aircraft:—

(i) Tests for Taking Off and Alighting.

(a) A flight during which the pilot shall attain a minimum altitude of 5,000 feet above the sea level. The descent shall finish with a glide, the engine shut off at 5,000 feet above the sea level. The alighting shall be made without restarting the engine, and the aircraft shall be brought to rest within 300 feet of a point fixed beforehand by the examining officer of the test.

(b) Four flights in each of which the pilot shall ascend to at least 1,500 feet above the ground or water and shall, after shutting off his engine at that height, and without restarting it, land and bring the aircraft to rest within 150 feet of a mark selected before taking off.

(ii) Tests of Skill.

On one of the four flights last mentioned, the pilot shall fly at an altitude of not less than 1,500 feet above the ground or water around two marks situated at least 550 yards apart, making, to the satisfaction of the Examining Officer, a series of five figures of eight turns, each turn reaching one of the marks.

(iii) Spins.

A certificate from the Flying Instructor that the applicant is competent and has carried out spins satisfactorily, must be furnished before the applicant will be admitted to tests.

6. The conditions of the five specified flights must be exactly complied with in a total of no more than seven attempts. If available a barograph shall be carried, and the graph, signed by the examiners, will be attached to their report which will cover all incidents, especially the alighting.

7. The examination will be upon the provisions of the Air Regulations, especially those parts relating to lights, signals, rules of the air, and traffic in the vicinity of aerodromes.

8. The medical examination will be made by a medical officer approved by the Minister of Transport, and will be based upon the following requirements of mental and physical fitness:—

(a) General considerations. Good family and personal history, with particular reference to nervous stability. Absence of any mental, moral or physical defect which will interfere with flying efficiency.

(b) General surgical examination. The candidate must neither suffer from any wound, injury or operation nor possess any abnormality, congenital or otherwise, which will interfere with the efficient and safe handling of aircraft.

(c) General medical examination. The candidate must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart, lungs, kidneys and nervous system capable of withstanding the effects of altitude and also the effects of prolonged flight.

(d) Eye examination. The candidate must possess a degree of visual acuity equal to 80 per cent for both eyes with correction by glasses if necessary. Ocular poise, the field of vision of each eye and colour perception must be normal.

(e) Ear examination. The middle ear must be healthy. The candidate must possess an auditory acuity not less than that corresponding with the perception of the whispered voice at one metre. The vestibular mechanism must be intact and not hypersensitive. It must be equal on both sides.

(f) Nose, throat and mouth examination. The candidate must possess free tubal air entry on both sides.

(g) Minimum age. Candidates for private air pilot's certificates will not be granted a certificate before the age of seventeen.

5

SPIN CERTIFICATE

This is to certify that.....Walter H. Woodrow
student air pilot enrolled with.....**THE ORILLIA FLYING CLUB**
42 CEDAR ISLAND
has received dual instruction in spinning from the undersigned
and is competent to carry out this manoeuvre satisfactorily and
is otherwise competent to attempt the flying tests required of
Private Pilot Applicants.

.....*W. Gordon White*.....
Instructor

Place.....Orillia, Ont.
Date.....March 10th, 39

Civil Aviation Branch

H.Q. 5802-247-26
Tor: 11-1071

1 Montgomery Ave., Toronto.
March 16th, 1939.

W. H. Woodrow, Esq.,
54 Coldwater Street,
Grillia, Ontario.

Dear Sir:-

Your application for private pilot's
certificate, with photographs, fees, and spin
certificate, is acknowledged.

Receipt No. A 1396 for the \$2.00 fee
is attached hereto.

Yours truly,



Encl.1.

DGJ/OL.

District Inspector,
Civil Aviation, Toronto.

O. H. M. S.

**DEPARTMENT OF TRANSPORT
CANADA**

No. 55

000233

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000234



000235

W H Woodrums
Orilla

000236

5802-247-26

DEMI/PLID

Ottawa, November 1, 1938

Walter H. Woodrow, Esq.,
54 Coldwater Street E.,
Orillia, Ontario.

Dear Sir:

Your medical examination dated October 26th, 1938, submitted by Dr. Graham, has been reviewed and assessed "A.1" which denotes that you are considered physically fit at this time to hold a transport, limited commercial, or private air pilot's certificate.

This letter must be retained and shown to the Civil Aviation Inspector before any flight tests may be observed.

Yours truly,

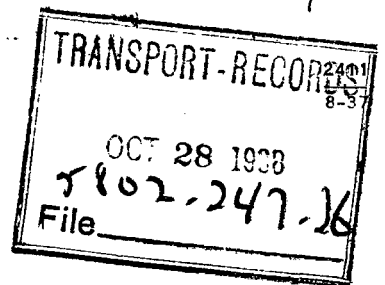


D.D. Murphy
Assistant Inspector
for Superintendent, Air Regulations.



A68378

DEPARTMENT OF TRANSPORT
CIVIL AVIATION DIVISION



Medical Examination held at

Toronto
Surname WOODROW
Place of Birth Caldwater Ont
Sex male
Address 54 Caldwell St E.

Date

Oct 26/38
Chr. Names WALTER HERBERT
Date of Birth 1899 Married or Single married
Hours Flown, Dual 7 Solo 18
Orillia Ont.

1. HAVE YOU ANY HISTORY OF:—

- (i) NERVOUS TROUBLE or Nervous Breakdown no
Severe or "Sick" Headaches, Migraine no
Fits or Convulsions of any kind no
Sun or Heat Stroke no
Head Injury or Concussion (including "knock-out") no
Insomnia, Nightmares, Sleep-walking, or Bed-wetting no
(ii) LUNG TROUBLE or Consumption no
Bronchitis, Pneumonia or Pleurisy no
Asthma or Hay Fever no
(iii) HEART DISEASE, "Weak or Strained Heart" no
Fainting attacks or Giddiness no
Rheumatism, Rheumatic Fever or "Growing Pains" no
Frequent Sore Throats or Tonsillitis no
Diphtheria, Scarlet Fever or Scarlatina no
(iv) STOMACH or BOWEL TROUBLE no
Chronic Indigestion or Pain after Food no
(v) KIDNEY or BLADDER TROUBLE no
Syphilis or Gonorrhoea no
(vi) TROPICAL DISEASE no
Malaria no
Dysentery no
(vii) EYE TROUBLE or Inflammation of Eyelids no
Wearing of Glasses no
Colour or Night Blindness no
(viii) EAR TROUBLE, Earache or Discharge from Ears no
Deafness, Noises in the Ears, or Dizziness no
Frequent Colds in Head, Catarrh or Obstruction no
Prolonged Hoarseness or Loss of Voice no
Sea, Car or Train Sickness no
Discomfort on Swings, Roundabouts, Switchbacks no
(ix) OPERATIONS Tonsillectomy 1924
(x) Any Illness or Injury not mentioned above negative

2. Education Physician
3. Present Occupation Physician (a) Hobbies Fishing, Hunting
4. Previous Service nil
5. Athletics golf
6. Habits (a) Smoking nil (b) Alcohol nil
7. FAMILY HISTORY—Consumption negative
Nervous Ailments, Mental Trouble, or "Fits" negative
Father Alive—Health good Dead—Cause Scar. Gas poisoning
Mother Alive—Health good Dead—Cause Scar. Gas poisoning
Brothers (3) Alive—Health good () Dead—Cause Scar. Gas poisoning
Sisters (0) Alive—Health good () Dead—Cause Scar. Gas poisoning
8. Class of Pilot's Licence desired wishes to obtain a private pilot's certificate

I hereby declare that I have carefully considered the statements made above, that to the best of my belief they are complete and correct, and that I have not withheld any relevant information or made any misleading statement. I am fully aware that by wilfully suppressing any information I shall incur the risk of not being granted a pilot's licence, or if it is granted, of being required to relinquish it.

Date Oct 26/38 Signature Walter Woodrow Witness John A. Graham

9. GENERAL MEDICAL AND SURGICAL EXAMINATION

Impression given by (a) Physique. medium build. muscular (b) Mentality. keen
 Body Marks, Scars, Deformities. negative
 Size of Thyroid Gland. normal
 Surgical abnormalities. negative
 Results of Wounds, Injuries, Operations. negative

10. Height in inches. 66"
 Weight in pounds. 145
 Chest circumference, inches. 35"
 Sitting length, inches. 42"

11. Arterial Walls.
 Blood Pressure { Systolic. 130
 Diastolic. 86

12. { Sitting. 72
 Standing 1st. 84
 Pulse Rate { Standing 2nd. 77
 After exercise. 96
 Time to normal, secs. 25

13. Heart { Size. normal
 Sound. normal
 Rhythm. normal

14. Lungs. normal
 Breath held. 65 sec.
 Expiratory force. 120 mm.
 Vital capacity (best of 5). 3100 cu. in.
 cc. or cu. in.

15. { Knee. +
 Reflexes { Ankle. +
 Triceps. normal
 Abdominal. normal
 Plantar. normal
 Cranial nerves. normal
 Balancing rod. R. 15 L. 15
 Self balancing. R. 15 L. 15
 Tremors { Fingers. negative
 Eyelids. negative

16. Abdomen { Liver. normal
 Spleen. good
 Muscular tone. good

17. Urine. { Albumen. negative
 Sugar. negative

19. EYE EXAMINATION

History. negative

Visual acuity { R. 20/20, $\bar{c}+2 = 20/120$
 L. 20/20, $\bar{c}+2 = 20/120$

Visual acuity corrected by glasses { R. /
 when indicated L. /

Colour vision. normal

Convergence. 2 1/4"

Cover test. slight lateral deviation Rt + left

Accommodation. brisk

Fields. wide

REMARKS.

20. Examination of EAR, NOSE and THROAT.

History. tonsillectomy 1924

Hearing { R. Ear. W.U. 20 ft.
 L. Ear. W.U. 20 ft.

Ext. Ear Meatus { R. Ear. healthy intact
 Membranes L. Ear. healthy intact

Middle Ear. { R. Ear. healthy
 Eustachian tubes L. Ear. healthy

Cochlear { R. Ear. healthy
 Apparatus L. Ear. healthy

Vestibular { R. Ear. healthy
 Apparatus L. Ear. healthy

Buccal Cavity. healthy

Teeth. good condition

Gums. healthy

Pharynx. healthy

Nasopharynx. healthy

Nose. healthy

Larynx. healthy

REMARKS.

18. 40 mm. Hg. Test. 55 Seconds pulse during 4/7/8/8/8/8/9/7/7/7/6

21. Remarks on any abnormalities found. Clinical opinion.

a. Fit for all types of flying

Category. A1 Signature. John A. Graham

For use at H.Q. only.

Date. 29.10.38

REMARKS

Category. A1

Signature. S. S. Shuman

FILE NO. 5802 - 247 - 26

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM.....

TO.....

SUBJECT..... EXAMINATIONS & CERTIFICATES

SUB-SUBJECT..... PILOTS & AIR ENGINEERS

FILE TITLE..... WALTER HERBERT WOODROW.

CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

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OCT 28 '38	68378	l.b.A D.Q.M.S.		Wm	NOV - 3 '38
		BAR.		St. S.	NOV - 3 '38
MAR 17 '39	32518	l.b.A		Wm	MAR 20 '39
MAR 25 '39	35327	l.b.A.		Wm	MAR 29 '39
MAR 29 '39		acelo		G.	APR - 5 '39
	4048	BAR		Wm	
	13203	BAR		Wm	
JUN 21 1941	31647	BAR.		Wm	
JUN 27 1941	33873	BAR		Wm	
JUN 30 1941		D.A.S. ①		Wm	
NOV - 1 1941	77715	BAR		Wm	
AUG 18 1942		D.A.S.		Wm	
AUG 21 1942		C.A.R.		Wm	
AUG 25 1942	Min 25-8-42	C.C.A. ①		Wm	
AUG 27 1942		C.A.R.		Wm	
AUG 28 1942		C.A.R.		Wm	
AUG 31 1942		BAR		Wm	
SEP - 2 1942		D.A.S. ①		Wm	
SEP - 8 1942	53413	C.C.A. ③		Wm	
SEP 10 1942		BAR		Wm	
MAY - 1 1944	80881	BAR		Wm	
	5564	BAR		Wm	
	Letter for signature for	P.C.A.		Wm	
	As requested Miss Daw	C.A.R.		Wm	
		C.C.A.		Wm	
MAY 10 1944	B F May 15	C.A.R.		Wm	
SEP 11 1945	24126	S.A.R.		Wm	
OCT 10 1945	29659	S.A.R.		Wm	
		Dms (aw) dx		Wm	

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- 3—Shows where it is routed and enables the user to indicate additional routing.
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FILE No.

5802 - 7481

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VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM Oct. 1938

TO

CROSS REFERENCES

SUBJECT EXAMINATIONS & CERTIFICATES

SUB-SUBJECT PILOTS & AIR ENGINEERS

FILE TITLE WALTER HERBERT WOODROW

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MAR - 1946	60986	S.A.R. #770			MAR 4 1946
		SAR			MAR 20 1946
APR 3 - 1946	1176	S.A.R.			APR 5 - 1946
OCT 1 - 1946	46307	SAR			OCT 2 - 1946
OCT 1 - 47	18052	CAR			
	28240	CAR			OCT 27 47
MAY 25 1949	9285	CAR			MAY 25 1949
OCT 25 1949	29096	CAR			OCT 25 1949
NOV 8 - 1949	30811	CAM			NOV 16 1949
	29096	CAR			NOV 16 1949
MAR 27 1951	44498	CAR			MAR 29 1950
MAR 20 1950		Ins			31 1950
MAR 31 1950		CAR			MAR 31 1950
APR 4 - 1950	198	CAR			APR 5 - 1950
OCT 4 - 1951	28293	CAM			OCT 5 - 1951
		CAR			OCT 5 - 1951
OCT 11 1951	35570	CAM			OCT 12 1951
OCT 12 1951	37211	CAR			OCT 13 1951
OCT 22 1952		CAM			OCT 25 1952
OCT 24 1952		CAR			OCT 25 1952
OCT 15 1953	43858	CAM			OCT 16 1953
		CAR			OCT 16 1953
OCT 29 1954	38288	CAM			NOV 3 1954
NOV 3 - 1954		CAR			NOV 3 1954
OCT 1 - 1954	30788	CAM			OCT 13 1954
OCT 13 1954		ARC			OCT 13 1954

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~~Pri 2463~~

P-1049

FILE NO.

5802 - 7481

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM OCT. 1938

TO

CROSS REFERENCES

SUBJECT EXAMINATIONS & CERTIFICATES

SUB-SUBJECT PILOTS, AIR ENGINEERS & TRAFFIC CONTROL OFFICERS

FILE TITLE WOODROW, WALTER HERBERT

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OCT - 4 1956	30690	Cam		B	OCT 5 1956
OCT 5 1956		ARL		B	OCT 9 1956
OCT 17 1957	36152	Cam		B	OCT 18 1957
OCT 18 1957	46735	ARR		B	JAN 6 1958
OCT 18 1957	Miss Daw	ARR		B	JAN 6 1958
OCT 18 1957	46918	Cam		B	OCT 7 1958
OCT 18 1957		SRL		B	OCT 8 1958
OCT 1 - 1959	31897	Cam		B	OCT 1 - 1959
OCT 1 - 1959		SRL		B	OCT 2 - 1959
OCT 2 - 1959	Reg Miss B Daw 250.	SRL		B	OCT 2 - 1959
OCT 30 1959	Reg Mr Lord	SRL	1 20	B	NOV - 3 1959
NOV 20 1959	Letter 2.11.59.	SRL	23.11.59	B	NOV - 4 1959
NOV 20 1959	BF 23/11/59	SRL	10.12.59	B	NOV 23 1959
NOV 27 1959	41201	SRL		B	NOV 30 1959
DEC - 4 1959	42249	SRL		B	DEC - 7 1959
DEC - 9 1959	BF 10/12/59	SRL		B	DEC - 9 1959
JUL 11 1960	19456	SRL	10.7.60	B	JUL 12 1960
JUL 14 1960	B.F. 15-7-60	SRL	2.8.60	B	JUL 15 1960

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