

**CF-101006, as flown by Lt. Col. John
Lawson in 1971, 425 Alouette Squadron**
1:48 F-101B Monogram kit 5829



**John Lawson (right), while Major and Flight Commander at Bagotville, with
Captain Bob Pomerleau, lead Airborne Interception Navigator (“Scope Wizard”)**

Recollections of CF-101006

After finishing Canadian Forces' Staff College in Toronto in 1971, I was posted to 425 All Weather Fighter Squadron in Bagotville. First a Tutor refresher at Moose Jaw, my old Base where I had trained and later served an instructional tour flying both the Harvard, and the Tutor when it entered service. Next was 410 Operational Training Squadron (OTS) for Voodoo conversion in Bagotville, where I became acquainted with CF-101006, which became my favourite Voodoo. In fact, it was the aircraft in which I flew my first solo in a Voodoo with a navigator in the back seat. I have always had a special spot of affection for all the aircraft along the way in which I flew my first solo on type, from the Chipmunk onward.

I arrived at 425 Alouette Squadron Bagotville in late December 1971 and assumed command of 'C' Flight. The photograph above was a Hero Shot taken in the spring with Captain Bob Pomerleau, my lead Airborne Interception (AI) Navigator and "Scope Wizard". It was an amazing tour; holding five-minute alerts in the Quick Reaction Alert Hangar (QRA), deploying to Gander, Newfoundland, on "Cold Shaft" missions to intercept Russian Tu-95 Bear aircraft as they approached our territorial limits (to my disappointment each time they turned back before we could intercept them). There were the routine deployments of four Voodoos to Val D'Or to hold NORAD alerts. Nighttime scrambles, lots of formation flying..... that was the life. Tac Evals, deployments to the USA on exercises, not to mention the Friday night Mess Calls to let off steam. I loved the Voodoo, the role and the 'esprit de corps' shared by all the aircrew and the groundcrew.

The Voodoo was designed in the 1950s as a long range penetration escort for Strategic Air Command but found its role as an air defence supersonic fighter armed with two AIM-4D Falcon heat seeking missiles and two AIR-2 Genie nuclear rockets, the latter kept under USAF control until the "balloon went up". The Voodoo was a delight to fly and an amazing aircraft for its time. Over 25 tons of aircraft, powered by two Pratt and Whitney J 57 turbojets, producing almost 34,000 lbs of thrust in afterburner. The Voodoo could do Mach 1.7 (1300 mph) and had an initial rate of climb of over 36,000 feet per minute in afterburner, getting you to 40,000 feet in just over two minutes.

But back to 006. The aircraft was on 425 Squadron strength so I had the pleasure of logging time in it occasionally, until the summer of 1974 when I was promoted to Lt. Colonel and transferred to the Directing Staff of the Canadian Forces Staff College. A year later I left the Forces and spent the rest of my career as a senior executive with Canadair/Bombardier. Imagine my surprise recently to learn that when the Voodoo fleet was retired in 1984, Serial 101006 was converted to an EF-101B, one of two operating out of North Bay with 414 Electronic Warfare Squadron. These ECM (specialized electronic

countermeasures aircraft) acted as “aggressor” aircraft for the newly introduced CF-18s. Until the EF-101Bs too were retired, in 1987. In fact, the very last Voodoo flight in the world was conducted by 101006 on 9 April 1987. Peter J Robichaud captured the event in his painting “One Last Time”. This distinction has only increased my affection for this particular Voodoo which means so much to me.

I want to sincerely thank Gilles Pepin, the master modeler, who crafted this magnificent model and gifted it to me. The model is currently on display in the Montreal Aviation Museum,

John Lawson, LCol

September 2020



“One Last Time”: painting of the last Voodoo flight on take-off, April 09, 1987



“006” now on permanent display at the Jet Aircraft Museum, London (Ontario)

This 1:48 F-101B Monogram kit 5829 is not for the faint of heart. I have not built its only alternative, 1:48 F-101B kit, Kitty Hawk KH80114; its review by Scott Van Aken is quite interesting. You might wish to investigate this more recent Kitty Hawk (2014) kit in lieu of the older Monogram (1985) kit.

I used the following aftermarket items:

- Pitot tube: Master AM-48-041
- Boarding ladders: PlusModel AL4086
- Decals: Leading Edge CF-101 #48006
- Red stripe decals on the Genie nuclear missiles, and drop tanks: Microscale Decals HO scale Caboose striping 1" and 2" Red, item 91115
- 2 Genie missile trolleys: Belcher Bits Early Tactical Nuclear Weapons BB22, highly modified
- Tow Tractor: Skunkmodels Workshop 48028

I have kept numerous photographs of the build; you can get in touch with me at gfpepin@sympatico.ca

Gallery



With two Genie missiles on trolleys, and tow tractor



Note the last three digits of the airframe number on upper surfaces of the flaps



A 425 Squadron CF-101B shadowing a Soviet Tu-95 Bear bomber





John Lawson in my studio, September 2020

Heritage Model Aircraft

<https://www.heritagemodelaircraft.com/>

Email: gfpepin@sympatico.ca

Gilles Pepin, MBA