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MUSÉE NATIONAL
DE L'HOMME
COLLECTION MERCURE

CANADIAN WAR MUSEUM
PAPER No. 6

MUSÉE DE GUERRE DU CANADA
DOSSIER No. 6

CHRONOLOGY OF
CANADIAN MILITARY
AVIATION



H. A. HALLIDAY

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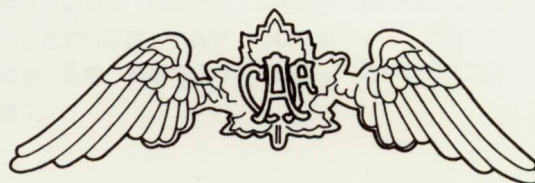
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ABSTRACT

The Royal Canadian Air Force, which was absorbed by the integration of the Canadian Armed Forces in 1968, had its origins in the late 19th century, when military aviation was equated with balloons and their function as observation posts. The appearance of the aeroplane led to serious proposals for the formation of a Canadian air service. Several false starts were made between 1909 and 1920; it was not until 1 April 1924 that a permanent, professional Canadian military flying service was formed, one which drew upon the experience of the Royal Air Force and its predecessors, in which thousands of Canadians had served during the First World War.

Throughout its existence the RCAF operated both as a military force and as an aid to the civil power, performing a variety of tasks on behalf of departments other than National Defence. Its principal duty in the inter-war years was the aerial mapping of the Dominion, but it also undertook such assignments as crop dusting and the suppression of smuggling. In the late 1930s the force was reorganized along more orthodox military lines. When the Second World War began the RCAF rapidly expanded, both in numbers of personnel and in responsibilities. Units of the force saw action on four continents.

Following the war, the RCAF resumed many of its pre-war operations, including aerial photography. However, Canada was now an active participant in world affairs. The RCAF became a major element in a complex defence system with commitments to NATO, NORAD, and the United Nations. Its record of skill and tenacity subsequently became part of the heritage of the air element in the Canadian Armed Forces.

RESUME

Les débuts du Corps d'Aviation royale du Canada, intégrée aux Forces armées canadiennes en 1968, remontent à la fin du XIX^e siècle, alors que l'aviation militaire se réduisait à l'utilisation de ballons en tant que postes d'observation. L'avènement des avions a déclenché de sérieuses discussions quant à la création d'un service canadien de l'air. Il y a eu plusieurs faux départs entre 1909 et 1920 et ce n'est que le 1^{er} avril 1924 que le Canada était doté d'une aviation militaire, permanente et professionnelle, forte de l'expérience vécue par l'Aviation royal (RAF) et ses prédécesseurs, au sein de laquelle des milliers de Canadiens avaient servi pendant la Première Guerre mondiale.

Le CARC a toujours été une puissance militaire, mais elle est également venue en aide aux autorités civiles en accomplissant diverses tâches pour le compte de ministères autres que la Défense nationale. Entre les deux guerres, elle s'est surtout occupée d'établir la cartographie aérienne du Dominion, mais acceptait aussi d'autres missions, telles que la désinsectisation des récoltes et la répression de la contrebande. A la fin des années trente, l'aviation fut réorganisée dans une optique plus militaire. Avec la Seconde Guerre mondiale, l'importance du CARC s'est accrue, sur le plan de l'effectif que des fonctions à remplir. Ses unités ont fait la guerre sur quatre continents.

A la fin des hostilités, le CARC a repris plusieurs de ses activités d'avant-guerre, y compris la photographie aérienne. Cependant, comme le Canada participe maintenant activement aux affaires mondiales, le CARC est devenu un élément important d'un système de défense complexe en raison de sa participation à l'OTAN, au NORAD et à l'ONU. Sa réputation d'habileté et de tenacité fait maintenant partie de l'héritage du secteur de l'aviation des Forces armées canadiennes.

PREFACE

The history of Canadian military aviation extends over more than 90 years, less than half of which was encompassed by the Royal Canadian Air Force. The complete story of that development has yet to be written, but this chronology identifies the major events in that period, including the individual achievements of many men and women who contributed to the heritage now embodied in the air element of the Canadian Armed Forces.

The late Wing Commander F.H. Hitchins was the true inspiration for this book. In 1949 he prepared a chronology of aviation events which was published in conjunction with the 35th anniversary of the RCAF. The booklet was a popular and valuable guide and requests for it continued long after stocks had been exhausted. Any subsequent chronology would be drawn heavily from Wing Commander Hitchin's work.

Many persons contributed to the compilation of this document. Mr. R.V. Manning supervised the project, seeking out experts to ensure its accuracy. The first draft was examined by Mssrs J.A. Griffin, R.K. Malott, and K.M. Molson, who provided many suggestions relative to the format and details. Air Marshals Robert Leckie and C.R. Dunlap reviewed a later draft, adding valuable comments based upon personal experiences. Finally, the staff of the Directorate of History, Department of National Defence, were equally helpful; particular gratitude is owed to Mssrs Philip Chaplin and R.V. Dodds of that division. Without the assistance of these people, the preparation of the chronology would have been impossible.

L.F. MURRAY

1883

- August
First aerial
photographs
The offer of a
balloon corps
- Captain H Elsdale of the British army, using a camera mounted in a tethered balloon, photographed the barracks of the Halifax citadel, the first example of aerial photography in Canada.
- The Minister of Militia, the Honourable JPRA Caron, received an offer from Joseph L'Etoile to establish a balloon corps for the Canadian forces. The offer was not accepted.

1907

- 30 September
Formation of
Aerial
Experiment
Association
- Dr Alexander Graham Bell formed the Aerial Experiment Association at Halifax with Glenn Curtiss, an American motorcycle manufacturer, Lt Thomas Selfridge (US Army), JAD McCurdy, and FW Baldwin, two Canadian engineers.

1909

- 23 February
First airplane
flight in
Canada
- At Baddeck, NS, JAD McCurdy flew the "Silver Dart" biplane one-half mile over the ice-covered surface of Baddeck Bay. The "Silver Dart" was the fourth airplane manufactured by the AEA.
- 25 March -
15 May
First military
concern for
aircraft
- Colonel RW Rutherford, the Master-General of the Ordnance, Canadian Department of Militia and Defence, proposed to the Militia Council that the department adopt a policy respecting aviation. The council decided on 15 May that it would assist inventors with men and equipment, but no funds were allocated.
- June - August
Demonstrations
at Petawawa
Military Camp
- In June, McCurdy and Baldwin shipped the "Silver Dart" to Petawawa, and on 2 August made four flights to demonstrate the military potential of their aircraft; on the last flight the biplane was wrecked. The "Baddeck No.1", built by the Canadian Aerodrome Company at Baddeck, was then assembled and tested on 11 and 12 August before members of the Militia Council. In another demonstration flight on 13 August the "Baddeck No.1" crashed and was damaged.

1910

9 - 12 March
Demonstrations
at Baddeck, NS

Major GS Maunsell, the Director of Engineering Services from Militia Headquarters, visited the Canadian Aerodrome Company at Baddeck, and witnessed several flights by McCurdy on the "Baddeck No.2." McCurdy and Baldwin offered to sell their two "aerodromes" to the government for \$10,000 and to instruct officers in their use, but the offer was not accepted. Officers of the Militia subsequently attempted to secure funds to support the CAC's experiments, but the Cabinet refused to authorize such expenditures. Consequently, work at Baddeck ceased.

1911 - 1914

Continued
efforts to
establish an
aviation
section

Lt Col (as he now was) GS Maunsell made repeated efforts to have the Department start an aviation section, but each attempt was turned down at the ministerial level. Canada thus had no military aircraft or personnel, and applicants wishing to sell aircraft or inventions were advised that no funds were available. During this period, at least four members of the Militia, Captain PS Benoit, Lieutenants BM Hay and RH Irwin, and Lance Corporal FS Brown, applied for pilot training, but were refused permission.

1914

4 August
First World War

Britain declared war on Germany. Constitutionally, at that time, this placed Canada in a state of war with Germany as well.

25 August
Offer of
aviators
from Canada

Col Sam Hughes, Minister of Militia and Defence, cabled Lord Kitchener, the British Secretary of State for War, asking if services of aviators were required. The War Office replied, on 31 August, that six expert aviators could be taken at once and perhaps some more later.

16 September
Canadian
Aviation Corps
formed

At Valcartier Camp, Col Hughes approved formation of the Canadian Aviation Corps, consisting of a provisional commander, EL Janney, with the rank of Captain, one other officer, and a staff sergeant mechanic, and authorised expenditure of not more than \$5,000 on purchase of an aircraft.

The aircraft, a Burgess-Dunne biplane, was flown from Lake Champlain, Vermont, to Quebec City, and the three members of the Canadian Aviation Corps accompanied the First Contingent overseas on 30 September, 1914. Neglected, the biplane soon became a pile of "worthless junk". Captain Janney resigned his appointment and returned to Canada in January, 1915; the second pilot, Lt WF Sharpe, went to France for a brief training course.

1915

- 4 February Lt WF Sharpe was killed at Shoreham in a training flight - the first Canadian military aviator to give his life in the war.
First Canadian air casualty
- 7 February The War Office asked the Canadian government to enlist candidates in Canada for the Royal Flying Corps.
Recruiting in Canada begins
- April The Admiralty asked the Department of Naval Service, Ottawa, to enroll applicants for the Royal Naval Air Service. Candidates for both the RFC and RNAS were required to secure pilot's certificates, at their own expense, before being commissioned.
RNAS recruiting in Canada begins
- May The third member of the Canadian Aviation Corps, Staff Sergeant HA Farr, was discharged from the CEF, "in consequence of flying corps being disbanded."
Canadian Aviation Corps disbanded
- 10 May Curtiss Aeroplanes and Motors Limited opened an aviation school at Toronto Island and Long Branch, under the management of JAD McCurdy, to train candidates for the RNAS and RFC. By 7 December, when winter forced the suspension of flying, about 285 candidates had been enrolled, of whom 66 had graduated and 100 more had received partial training.
Curtiss Flying School opened
- 11 July F/S/L HJ Arnold, flying as observer in a Henry Farman biplane, registered the guns of two monitors onto the German surface raider Königsberg, which was sunk. During the action the aircraft was shot down. Arnold was awarded the Distinguished Service Order, the first decoration made to a Canadian airman in the RNAS.
F/S/L Arnold wins DSO
- 14 December F/S/L AS Ince, RNAS, while flying as observer in a Nieuport biplane, shot down in flames a German

First Canadian aerial victory two-seater seaplane off the Belgian coast. This victory was the first confirmed success credited to a Canadian airman.

19 December Captain MM Bell-Irving, in a Morane Type N scout of No.1 Squadron, RFC, engaged three enemy aircraft between Lille and Ypres, destroying one in flames and driving off the others. He then evaded three more attackers and was about to open fire on another German machine when he was wounded by anti-aircraft fire. Captain Bell-Irving was awarded the DSO.

1916

12 May The Curtiss Aviation School resumed training in Toronto. By the end of the year, it had enrolled 91 candidates for the RFC and RNAS; 63 graduated as pilots, and 24 received partial training.

1/2 October Second Lieutenant WJ Tempest, flying a B.E.2c, shot down the Zeppelin L.31 over southern England in early morning darkness.

Destruction of L.31 by 2/Lt WJ Tempest

13 October - 21 December Between 13 October and 21 December, the Imperial Munitions Board and the Canadian government evolved plans for the establishment of military flying training in Canada, backed by a factory to manufacture training aircraft.

Plans for Canadian training

28 October Lt AG Knight and 2/Lt AE McKay of No.24 Squadron, RFC, while on patrol near Pozières, were attacked by 12 German fighters, led by the ace, Hauptmann O Boelcke. In diving on Knight's aircraft, Boelcke, victor in 40 combats; collided with one of his own pilots and was killed.

Death of Boelcke in combat with Canadian pilots

1917

25 January An advance party of an RFC training brigade, headed by Lt Col (later Brigadier-General) CG Hoare, arrived in Toronto. In the next few months training camps were set up at Long Branch, Camp Borden, Deseronto (Mohawk and Rathbun), North Toronto (Leaside and Armour Heights) and Beamsville. By the Armistice in 1918, the RFC-RAF in Canada had recruited 16,663 cadets and mechanics; 3,135 pilots had been graduated (of whom 2,539 were sent overseas), together with 137 observers (of whom 85 proceeded overseas).

RFC training establishment set up in Canada

- 14 May F/S/L R Leckie, RNAS, pilot of a Curtiss H-12 flying boat, shared with his crew in the destruction of Zeppelin L.22, shot down in flames off Terschelling.
- Destruction of L.22 by F/S/L Leckie and crew
- 2 June Captain WA Bishop of No.60 Squadron, RFC, while making a solo dawn sortie in his Nieuport 17 scout, attacked a German airfield near Cambrai. As the German aeroplanes took off, he engaged them in succession and destroyed three before his ammunition was exhausted. He then flew home with his own aircraft damaged by ground fire. For this exploit, Captain Bishop was awarded the Victoria Cross. He had previously won the DSO and MC. By the end of August, 1917, Bishop had 47 enemy aircraft to his credit. In the spring of 1918 he won 25 more victories in 24 days, including five on 19 June, and was awarded the DFC.
- First Canadian air VC
- 14 June The crew of an H-12 flying boat piloted by F/S/L BD Hobbs, RNAS, shot down Zeppelin L.43 in flames off Vlieland.
- Destruction of L.43 by F/S/L Hobbs
- 17 June Flying a B.E.12 biplane, Lt LP Watkins destroyed the Zeppelin L.48, which was shot down in flames over southern England.
- Destruction of L.48 by Lt. Watkins
- 29 August A reciprocal training scheme (first negotiated on 9 July) was concluded between the RFC in Canada and the Signal Corps of the US Army, whereby ten US squadrons were to be trained in Canada during the summer and autumn and two RFC wings were to be given accomodation for training in Texas during the winter. The first American cadets had arrived in Toronto early in July and training continued until October, when the move to Texas began.
- Reciprocal training agreement with USA

1918

- 27 March 2/Lt AA McLeod, pilot of an Armstrong Whitworth F.K.8 two-seater of No.2 Squadron, RFC, while attacking German troops with bombs and machine gun fire, was engaged and shot down in flames by enemy fighters. Despite five wounds, McLeod climbed out on the lower left wing and side-slipped until he crashed in No-Man's Land. He then dragged his wounded observer away from the burning wreckage and, under heavy fire,
- Second Canadian air VC

carried him to comparative safety, suffering yet another wound while doing so. He was awarded the Victoria Cross, the second to be won by a Canadian flier.

- 1 April
Formation of
RAF
The Royal Air Force was formed by an amalgamation of the Royal Flying Corps and the Royal Naval Air Service.
- 29 May
Agreement to
form Canadian
squadrons
overseas
In conference with Canadian officials, the Secretary of State for the RAF agreed to the formation of a nucleus of Canadian squadrons within the RAF.
- 5 June
First Canadian
air stations
At the suggestion of the Admiralty, the Canadian government agreed to establish two air stations near Halifax and Sydney, NS, for anti-submarine operations. These were subsequently located at Eastern Passage (Dartmouth) and North Sydney.
- 24 June
First airmail
in Canada
Captain Brian A Peck, an instructor with the RAF in Canada, flew a Curtiss JN-4 (Can) from Montreal to Toronto with a bag containing 124 letters, the first airmail ever carried between two points in Canada.
- 5 August
Destruction of
L.70
Captain R Leckie, flying as observer in a de Havilland D.H.4, shot down Zeppelin L.70 in flames off the English coast. With his pilot he then damaged a second airship. This last Zeppelin raid against Britain cost the enemy the life of their airship commander, Fregattenkapitan Peter Strasser.
- 22 August
Formation of
CAF begun
A Canadian Air Force Detachment was formed at the School of Technical Training, Halton, England, to train Canadian mechanics for the two proposed "all-Canadian" squadrons in the RAF.
- 5 September
Formation of
RCNAS
Establishment of a Royal Canadian Naval Air Service was authorized to operate the two stations in Nova Scotia. Personnel were to be trained for lighter-than-air and heavier-than-air work. Until their training in the United Kingdom and the USA was completed, the US Naval Aviation Force undertook to operate the two stations and began anti-submarine patrols late in August.
- 27 October
Third Canadian
air VC
After a distinguished career as a fighter pilot in Italy, Major WG Barker, DSO, MC, No.201 Squadron in France, was on his last operational flight before going to England, in a Sopwith Snipe. He shot down

a German two-seater high above Mormal Forest, but was himself attacked by groups of enemy Fokkers, numbering in all about sixty. In an epic combat he destroyed three more of the enemy, raising his total number of victories to fifty. Major Barker, though wounded, crash-landed inside British lines. He was awarded a Victoria Cross.

11 November
The Armistice
The Armistice ended the First World War. During the conflict, some 20,000 Canadians served in the RFC, RNAS, and RAF; roughly 1,500 gave their lives; over 800 were decorated.

20 November
First CAF
squadrons
formed in UK
Nos.81 and 123 Squadrons, RAF (Nos.1 and 2 Squadrons, CAF) were formed at Upper Heyford, England, with all-Canadian personnel, as the embryo of a Canadian Air Force. The squadrons, commanded respectively by Major AE McKeever, DSO, MC, and Captain WB Lawson, DFC, moved to Shoreham in March 1919.

8 December
RCNAS
discontinued
Organization of the RCNAS was discontinued; cadets under training were demobilised. Twelve seaplanes and four kite balloons, used by the air stations in Nova Scotia, were donated to Canada by the US government.

1919

25 March
No.1 Canadian
Wing formed
No.1 Canadian Wing, CAF, was formed in Britain to administer the two CAF squadrons. Lt Col R Leckie, DSO, DSC, DFC, was appointed commander.

4 June
Air equipment
offered by UK
The government of the United Kingdom offered to donate aircraft to the Dominions; as a result, Canada received about \$5,000,000 of equipment, including 100 aeroplanes, 14 flying boats, 12 airships, and six kite balloons, with hangars, sheds, spares, stores, vehicles, and other material.

6 June
Air Board Act
The Canadian Parliament passed the Air Board Act, creating a body to control all aeronautics in the Dominion.

23 June
Air Board
constituted
The first Air Board was constituted by Order in Council, comprising the Rt Hon AL Sifton (Chairman), OM Biggar (Vice-Chairman), the Hon SC Mewburn, Hon CC Ballantyne, RM Coulter, JA Wilson, and ES Busby.

3 November
Lt Col JS Scott
appointed
Lt Col JS Scott, MC, AFC, was appointed Superintendent, Certificate Branch (later Controller, Civil Aviation) of the Air Board.

- 15 December Lt Col R Leckie, DSO, DSC, DFC, was appointed Superintendent (later Director) Flying Operations in the Air Board.
Lt Col R Leckie appointed
- 22 December The Air Board submitted to the Privy Council a memorandum proposing organization of a Canadian Air Force.
Organization of CAF proposed
- 31 December Air Regulations, drafted by the Air Board for control of aerial navigation in Canada, were approved by Order in Council.
Air Regulations approved

1920

- 28 January - No.1 Squadron, CAF, was disbanded in England on 28
5 February January, followed by No.2 Squadron and No.1 Canadian Wing Headquarters on 5 February.
Disbandment of CAF overseas
- 18 February Formation of a Canadian Air Force was authorized by Order in Council, as a non-permanent, non-professional force and under the administration of the Air Board.
Formation of CAF authorized
- 19 April By Order in Council, a new Air Board was constituted, comprising the Hon Hugh Guthrie (Chairman), OM Biggar (Vice-Chairman), Major General Sir WG Gwatkin, Lt Col R Leckie, Lt Col JS Scott, Capt W Hose, and E Deville. JA Wilson was named Secretary of the Air Board.
New Air Board constituted
- 25 April Major General Sir Willoughby Gwatkin, KCMG, CB, former Chief of the General Staff, was appointed Inspector-General of the CAF with the rank of Air Vice-Marshal.
Inspector-General, CAF appointed
- 17 May Lt Col AK Tylee, OBE, was appointed Air Officer Commanding, CAF, for a period of nine months with the rank of Air Commodore.
AOC, CAF appointed
- 18 June Captain HT Douglas (US Army Air Service) and Captain JA Le Royer, MC, (CAF) landed at Whitehorse, YT in a D.H.4 to make arrangements for a proposed American round-the-world flight. This was the first aircraft to land at Whitehorse, and Le Royer was the first CAF officer to operate in the Territories.
First CAF officer in north

- 30 June
Provisional establishment authorized
A provisional establishment of 1,340 officers and 3,905 airmen for the CAF was authorized by Order in Council.
- 5 July
Camp Borden taken over
Camp Borden was taken over from the Department of Militia and Defence to serve as a training centre.
- 31 August
"Regulations for the CAF" approved
"Regulations for the Canadian Air Force" were approved. Former officers and airmen of the RAF were invited to offer their services for duty with the CAF for not more than five weeks every year. A Canadian Air Force Association, established the previous June, was responsible to a considerable degree in administering the CAF, which was neither a permanent establishment nor an organization with embodied units. The Association, through provincial branches, maintained rosters of personnel and selected those required for 28-day refresher courses given biennially at Camp Borden.
- 1 October
Training started
Refresher training began at Camp Borden. By the end of the year, 86 officers and 111 airmen had completed courses, having logged 733 hours of flying time.
- 7 - 17 October
First trans-Canada flight
The first trans-Canada flight (Halifax to Vancouver) was completed in 49 hours, seven minutes flying time by relays of a Fairey IIIC seaplane, a Curtiss HS-2L flying boat, a Felixstowe F.3 flying boat, and three D.H.9A landplanes, piloted by W/C R Leckie, S/L BD Hobbs, and Captains JB Home-Hay, CW Cudemore, and GA Thompson. Average speed for the 3,341 miles was 68 miles per hour.
- July - November
Air Board bases and operations
Air Board stations were established at Vancouver (Jericho Beach), Morley, Alta., Ottawa (Rockcliffe), and Roberval, PQ. Civil operations began in July, using HS-2L flying boats and D.H.9A and Avro 504 landplanes. Halifax air station was taken over from the Department of the Naval Service and used as a base for erection and repair of seaplanes.
- Services carried out were forest fire protection patrols, reconnaissance survey and aerial photography; 398 flights were made for a total of 480.10 hours. An experimental aerial survey of Ottawa was undertaken during the summer, using an Avro 504 and a Bristol F.2B - the beginning of this very important phase of the Air Force's work. Another experiment was

undertaken in September in co-operation with the Department of Agriculture to survey forest areas ravaged by insect pests. Operating from a temporary base at Lake Timiskaming, an aircraft carried Forestry and Entomological Branch officers on a complete survey over a large territory; 18 hours' flying sufficed to obtain more information than could have been secured by several months' ground work.

1921

Summary of
CAF training

During the year 375 officers and 835 airmen completed training courses at the "School of Aviation", Camp Borden. There were 7,292 training flights and 313 communications flights, for a total of 2,847.45 hours.

In addition, army co-operation training exercises were carried out at Petawawa and Sarcee Camps and at Kingston, and with the Navy at Halifax. Flights totalled 148, or 138.55 hours. Such exercises at various army and naval bases became regular features of CAF and RCAF flying.

CAF Headquarters at Ottawa (OC W/C JS Scott) carried the names of 1,281 officers and 1,350 airmen on the rolls of 13 "paper" squadrons.

Summary of
Civil
Government
air operations

The Air Board conducted operations for nine departments of the Dominion government, (chiefly for the Department of the Interior) and for the governments of British Columbia, Ontario and Quebec. The major work continued to be forestry reconnaissance and fire protection (570 flights). In addition, there were 167 flights for communications and transportation, 164 for experiment and testing, 172 for reconnaissance and photography, and 69 preventive (anti-smuggling) patrols. Operations were carried out from seven Civil Government air stations at Vancouver, High River (in lieu of Morley), Victoria Beach (opened 1 July), Sioux Lookout (opened 20 May), Ottawa (Rockcliffe), Roberval, and Halifax (depot for repair and maintenance of flying boats). Aircraft used were HS-2L and F.3 flying boats, Avro sea- and landplanes, and D.H.4s.

11 April
First CAF
flying
fatality

While performing aerobatics in an Avro 504 at Camp Borden, S/L K Tailyour crashed and was killed. He was the first CAF officer to die in a flying accident.

30 November The CAF ensign, identical to that of the RAF, was unfurled for the first time at Camp Borden. A separate CAF ensign for the civil Flying Operations Branch was designed and approved but never flown.

1922

1 April Refresher training at Camp Borden ceased. During the first quarter of the year, 81 officers and 245 airmen completed refresher courses. For the remainder of the year, training was restricted to eight officers and 80 airmen.

CAF refresher training suspended

23 April A D.H.4, en route from Camp Borden to London, Ont, to conduct a photographic operation, crashed near Brantford, killing F/L Holland, the first CAF officer to die in the course of operational duties.

F/L HL Holland killed

28 June The National Defence Act was passed to incorporate in one ministry the Department of the Naval Service, the Department of Militia and Defence, and the Air Board. One comprehensive defence plan would now be possible instead of three separate programmes. Reorganization of the three Service departments was undertaken in preparation for amalgamation on a date to be fixed by proclamation.

National Defence Act passed

29 June In the Air Board, the first step was the consolidation of the Civil Operations Branch with the CAF in a single military organization. Hitherto, the CAF had no permanent staff, while the personnel of the Civil Operations Branch had been civil servants appointed by the Civil Service Commission. When necessary, they had been granted leave from their civil duties for service with the CAF. An Order in Council now provided for officers and men, employed as civil servants, to be granted temporary commissions or enlistments in the CAF. For the transition period a temporary establishment of 52 officers and 238 airmen was approved. The CAF was now placed under a Director, responsible to the Chief of the General Staff, for the control of both civil and military aeronautics. On 1 July, 1922, W/C JL Gordon, DFC, became Acting Director.

Reorganization of the CAF

Summary of CAF work Reduction in estimates and reorganization of the Service caused drastic restriction of work during the year. There were only 1,784 flights (993.10 hours). All but 100 of the flights were for training at Camp Borden. The others were for testing, experiment, photography, and artillery co-operation with the

Army at Sarcee and Halifax. Development of wireless telephone communication was carried out in co-operation with the Royal Canadian Corps of Signals.

Summary of
Civil
Government
work

Civil Government air operations increased to 1,210 flights (2,784.30 hours). Forest fire and survey patrols again predominated. Two sub-stations were opened at Norway House and The Pas, extending forest fire protection into more remote districts of Manitoba. In Ontario, bases were established at Whitney and Parry Sound for protection of the Algonquin Park area. Halifax (Dartmouth) remained in use as a repair base, and Ottawa (Rockcliffe) as a centre for experiment and photography. Part of Victoria Island at Ottawa was taken over as a Central Repair Depot for repair and maintenance work on flying boats and seaplanes. Late in the year a station was opened at Winnipeg to serve as a winter base for the three Manitoba detachments.

A new feature in the year's work was a series of flights to transport Indian agents paying treaty money at about 20 isolated posts in northern Manitoba and Saskatchewan. Such flights became routine operations in later years. Another innovation was a series of flights for the Department of Agriculture to investigate an outbreak of white pine blister rust in British Columbia.

18 July -
2 October

Beginning of
interest in
Arctic flying

S/L RA Logan was attached to a Department of the Interior expedition into the north to investigate Arctic flying conditions. Sailing from Quebec, the expedition visited Baffin Land, Bylot Island, Ellesmere Island, and North Devon Island. On his return, S/L Logan submitted a valuable report on the possibilities of aviation in the Arctic.

25 November

Air Board
stations
become CAF
units

The air stations at Vancouver, High River, Victoria Beach, Ottawa, Roberval, and Dartmouth were officially redesignated CAF units and the air station superintendents became commanding officers.

28 November

Air force
ranks are
standardized

The use of army ranks (lieutenant to colonel) alongside air force ranks was discontinued. Henceforth, officers were referred to only by air force titles, from pilot officer to group captain.

1923

- 1 January
Department of
National
Defence formed
The National Defence Act, passed in June, 1922, took effect and the Air Board ceased to exist as a separate government department.
- 15 February
Prefix "Royal"
for the CAF
His Majesty the King approved of the Canadian Air Force being designated "Royal Canadian Air Force".
- 19 March
RAF pattern
uniform
adopted
The uniform of the RAF, modified to include "Canadian" references, was adopted by the RCAF, although the dark blue uniform of the CAF remained in use until 1926.
- 23 April
New motto
The CAF motto "Sic Itur ad Astra" was discontinued and replaced by that of the RAF, "Per Ardua ad Astra".
- 15 May
First PPO
course
The first course of provisional Pilot Officers began training at Camp Borden. This was the start of a scheme to bring "new blood" into the Air Force by drawing potential officer aircrew from the universities and Royal Military College. The training course consisted of three summer terms. The nine PPOs of the first course were the first new pilots trained since the Armistice of 1918.
- First RCAF
pupil at RAF
Staff College
W/C JS Scott attended the RAF Staff College at Andover, the first of many Canadian officers to do so.
- RCAF service
operations,
1923 - 24
During the year, reorganization of the Air Force continued, the Force being administered as a Directorate in the Chief of Staff Branch of the Department of National Defence. A complete revision of the CAF Regulations of 1920 was undertaken. The strength of the Force on 31 March was approximately 45 officers and 195 airmen. The conversion of the Air Board branches into a single military organization had created a problem of securing sufficient skilled mechanics, as some of the men formerly employed by the Air Board preferred to return to civilian life.
- In the first quarter of the year (1 January to 31 March) limited service flying, mainly training but including winter flying tests, was conducted at Camp Borden, High River, and Vancouver. Total service flying for the

fiscal year, 1 April, 1923 - 31 March, 1924, was 681.30 hours out of a grand total of 2090.35 hours' flying. The balance of the time was devoted to Civil Government and miscellaneous operations.

Civil
Government
air operations

The RCAF was now responsible for all Civil Government air operations. Having pioneered in the development of many aerial services, the Federal government now began to withdraw from the provincial field, leaving it to commercial companies or provincial air services to carry on in Ontario and Quebec. The RCAF completed 1,422.50 hours flying on 867 flights during the calendar year, of which 750 hours were flown on forest fire patrol and survey in British Columbia, Alberta, and Manitoba.

Patrols began from a sub-base at Prince Rupert to suppress illegal fishing in the Queen Charlotte Islands area. The Dartmouth Air Station investigated, for the Post Office Department, the possibility of air mail service to the Magdalen Islands.

Other operations included aerial photography, preventive patrols to suppress liquor and narcotics smuggling, treaty money flights, white pine blister rust investigation, and experimental flying, principally testing air photographic equipment.

Air stations in operation were at Vancouver, High River (sub-base at Eckville and Pincher Creek), Winnipeg (sub-bases at Victoria Beach, Norway House, and The Pas), Ottawa (Rockcliffe and Victoria Island), and Dartmouth.

In June the first of eight Vickers Viking amphibians entered service - the first new aircraft acquired since 1919.

1924

1 April
Birthday of
the RCAF

Reorganization of the RCAF, started in 1922, was completed and on 1 April, the King's Regulations and Orders for the Royal Canadian Air Force, and Pay and Allowance Regulations, approved by Order in Council on 4 March and 15 January, 1924 respectively, came into effect. The RCAF was now a permanent component of Canada's defence forces. Under the new organization, the Force was composed of an Active Air Force (comprising a Permanent Active Air Force and a Non-Permanent Active Air Force) and a Reserve Air Force. As of this date, the Permanent Force had a strength

Operation "Eclipse"	from Camp Borden, attempted to photograph a total eclipse of the sun.
24 February	In a mid-air collision at Camp Borden, F/L JLM White, DFC, and F/O RH Cross were killed, the first flying casualties in the permanent RCAF.
First RCAF flying casualties	
25 July	New Dress Regulations for the RCAF were approved by Order in Council.
Dress regulations	
RCAF organization	<p>During the year RCAF units were given service designations. These were: No. 1 Flying Training Station at Camp Borden, No. 1 Wing at Winnipeg (with sub-bases at Victoria Beach, Norway House, and Cormorant Lake), Nos. 1, 2, 3, and 4 Squadrons (Operations) at Vancouver (sub-base Prince Rupert), High River (sub-bases Pincher Creek and Eckville), Shirley's Bay (Ottawa), and Dartmouth, and No. 1 Depot at Victoria Island (Ottawa), comprising Main Workshops for winter overhaul of aircraft and equipment and the Central Stores Depot of the RCAF.</p> <p>No. 3 Squadron moved from Rockcliffe to Shirley's Bay, a seaplane base, early in 1925. This unit and No. 4 Squadron operated only during the spring, summer and autumn months. The stations were closed during the winter.</p> <p>No. 1 Wing and the four squadrons (which assumed their new designations in July) were employed principally on Civil Government operations between May and October. In the winter they conducted training courses on various air force subjects.</p>
Training operations	Landplane training was given at Camp Borden and seaplane instruction was conducted at Vancouver. F/O A Carter, MM, and Cpl A Anderson began giving parachute training at Vancouver, High River, and Camp Borden. Seven officers and nine airmen were trained in 1925, and 35 practice jumps were made.
Service flying	During the fiscal year the RCAF flew 5,111.47 hours, of which 2,593.11 hours were on service flying (mainly training) and the balance was on civil government air operations.
Old and new aircraft	Paucity of funds continued to hamper the development of the Force, which was particularly handicapped by the presence of old D.H.4s, HS-2Ls and F.3s dating back to 1919. The first important step to remedy this situation was taken on 17 July, 1925, when the

first Canadian Vickers Vedette three-seater flying boat was taken on RCAF strength, the first of 43 such machines to be acquired by the Force.

Late in 1925, tests began on the Canadian Vickers Varuna, a medium-sized flying boat, of which eight were eventually built for the RCAF.

Civil
Government
air operations

Out of 2,518.36 hours flown by the RCAF on Civil Government air operations, roughly one-half (1,347.50 hours) were for forestry patrol, 60 per cent of it by No. 1 Wing with its three detachments in Manitoba. No. 2 Squadron at High River did nearly all the remaining forest fire patrols while No. 1 Squadron at Vancouver logged 16 hours' flying in forestry work.

Aerial
photography

The year's aerial photographic programme was restricted by bad weather to a total of 48,000 square miles (38,000 in Manitoba, 8,600 in Alberta, 1,140 in Ontario and Quebec, and 225 in Nova Scotia). Some 673 hours' flying was devoted to this task. The principal areas covered were a large sector north of Edmonton, the Nelson River, and the line of the Hudson Bay railroad to Port Nelson and York Factory, which entailed the first RCAF flight to Hudson Bay.

Other
operations

Fishery protection patrols, conducted by a detachment of No. 1 Squadron based at Casey Cove, near Prince Rupert, covered an area from the Alaskan border to Cape Caution.

In co-operation with the Department of Agriculture, the studies of the white pine blister rust in British Columbia were continued. Studies of the wheat rust problem on the Prairies were undertaken.

Preventive service patrols for the Customs Department in British Columbia and flights for Indian Agents in Manitoba were also carried out.

In the course of these varied operations, four "mercy" flights were made to transport an ill mining engineer, an injured miner, an ill factor's wife, and a sick Indian from isolated settlements in Manitoba.

The units employed on these operations (No. 1 Wing and Nos. 1, 2, 3, and 4 Squadrons) each had a strength of three to ten officers and nine to 47 airmen, a total of about 32 officers and 126 airmen. Aircraft used were HS-2Ls (Vancouver and Dartmouth), D.H.4s (photography at High River), Avros (fire patrols in Alberta and Manitoba), and Vikings (fire suppression in Manitoba). At Shirley's Bay the Avro, Viking,

Vedette, Varuna, and HS-2L aircraft were used for test, development, and photography.

1926

11 - 19
September

First
trans-Canada
seaplane
flight

Mr J Dalzell McKee, a wealthy American flying enthusiast, accompanied by S/L AE Godfrey, MC, AFC, who served as navigator and second pilot, flew a Douglas OZB5 from Montreal to Vancouver, completing the 3,000 mile flight in 35.08 flying hours. RCAF facilities were used at several points en route. The crew averaged 4.02 hours flying time a day, the longest non-stop flight being of 7.14 hours' duration. Stops were made at Ottawa, Lake Traverse, Sudbury, Orient Bay, Sioux Lookout, Swan Lake, Malachi Lake, Lac du Bonnet, Prince Albert, Lake Wabamun, and Vancouver. On 21 September, they flew from Vancouver to San Francisco (955 miles) in 9.17 hours. In appreciation of the assistance he had received, McKee donated to the Department of National Defence the Trans-Canada Trophy, to be awarded annually to persons outstanding in their contributions to Canadian aviation.

Summary of
RCAF work

The composition of the RCAF, as noted for 1925, remained unchanged. No. 4 Squadron at Dartmouth was inoperative during the year due to lack of funds.

Service flying (2,823.57 hours) showed an increase of about 10 per cent over the previous year. Seaplane training continued at Vancouver and landplane at Camp Borden. The first course for NCO pilots (six airmen) began training at Camp Borden. Two parachute riggers' courses were given at High River, and one at Borden. Other courses included radio and W/T training, artillery co-operation, and refresher training.

The need for more efficient aircraft continued to be acute. The only modern service aircraft were two Armstrong Whitworth Siskin fighters on loan from Air Ministry. Winter flying tests were conducted on these aircraft at Edmonton by No. 2 Squadron to determine the effect of extreme low temperatures on their operation.

Total flying by the RCAF during the fiscal year was 5,229.10 hours.

Summary of
Civil
Government
air operations

Hitherto the programme of Civil Government air operations had been planned annually at an Inter-Departmental Conference attended by representatives from the various departments concerned. On 3 May

of this year, a Committee on Civil Air Operations was formally established by Order in Council to supervise and organize this work and make recommendations.

Lack of suitable aircraft and inadequate funds for the purchase of new types enforced a curtailment of the programme proposed for the year. Total civil flying decreased to 2,294 hours.

On forestry protection 1,132.43 hours were flown, 856 hours by No. 1 Wing alone over Manitoba and eastern Saskatchewan from sub-bases at Lac du Bonnet (replacing Victoria Beach), Norway House and Cormorant Lake. Although the season was abnormally wet, 256 fires were detected by air patrols. No. 2 Squadron (High River) was responsible for 261.45 hours of forest patrol work; No. 1 Squadron (Vancouver) contributed 24 hours.

The aerial photographic programme for the Topographic Survey increased to 1,116 hours, and the area photographed totalled 59,000 square miles. Once again most of the work (483 hours) was done by No. 1 Wing in northwestern Ontario and Manitoba. A special flight of two Viking aircraft was formed, entirely self-contained except for processing the negatives. From early June to late October it remained in the field, working from Victoria Beach, Lake St. Joseph, Sioux Lookout, Collins, Cormorant Lake, Norway House, Winnipegosis, and Lac du Bonnet. Early in September a second special photographic flight of two Vedettes was formed at Shirley's Bay, flew to Lac du Bonnet, and worked in the field for six weeks.

Over 340 hours' photography was logged by a third special flight from No. 3 Squadron (Shirley's Bay). Operating a Varuna and two Vedettes from Larder Lake, Ont and Senneterre, PQ, they photographed 6,500 square miles of the Rouyn area.

Miscellaneous operations

Fishery patrols, previously an important duty of No. 1 Squadron (Vancouver), were all but cancelled. The squadron had available only two worn-out HS-2Ls of 1918 vintage. Patrols from Prince Rupert were suspended; one operation was completed in the southern part of the province.

Smuggling prevention patrols, white pine blister rust and wheat rust investigation, and treaty money flights called for about 85 hours' flying. No. 1 Wing provided transportation for an electoral returning officer so that he could reach remote polls in the Nelson constituency of Manitoba.

1927

1 July

Air Services
re-organized

Hitherto Civil Government Air Operations and Civil Aviation had been under the control of the RCAF through Assistant Directors. The rapidly increasing importance of these activities made a re-organization of the government air services essential. They were, accordingly, divided into four branches within the Department of National Defence. The RCAF continued as a Directorate responsible to the Chief of the General Staff; it was the military branch of the air services and headed by G/C JS Scott, MC, AFC. Civil Government Air Operations were now divorced from it and placed under a separate Director, W/C JL Gordon, DFC. A third branch, Controller of Civil Aviation, was formed for the control of civil aviation, organization of airways and related duties. Its chief was Mr JA Wilson. An Aeronautical Engineering Division, headed by W/C EW Stedman, OBE, was created to serve all three. The three new branches were responsible to the Deputy Minister.

Although a separate Directorate of Civil Government Air Operations had been created, the RCAF continued to carry out these operations as well as much of the work of the other divisions. Indeed about one-half of its personnel were attached for duty with the other branches of the air services. It was proposed, however, to staff the Controller of Civil Aviation branch with civilians.

Summary of
RCAF work

Under the new re-organization the RCAF was left with only three service formations (squadron designations disappeared). Headquarters at Ottawa was organized into Director (with two Staff Officers for Personnel and Equipment) and Assistant Director (with four Staff Officers for Organization, Training, Operations and Intelligence, and Regulations). RCAF Station Vancouver carried out seaplane training, winter training and combined naval-army-air operations and training. RCAF Station Camp Borden carried out landplane, parachute and technical training. Three members of the first NCO pilots' course graduated.

Between May and July, tests were carried out at Camp Borden on a variable pitch propellor invented by Mr WR Turnbull and fitted to an Avro 504K.

4 July

First
training course
for "Boys"

A scheme for the technical training of boys, 15 to 18 years of age, approved on 5 Nov, 1925, was inaugurated at Camp Borden. Twenty boys attended the two months' course; 16 qualified. For several years thereafter, "Boy" was a rank in the RCAF.

Only one combined army-air operation (3.15 hours at Sarcee) was conducted during the year.

Total RCAF flying was 4,303.20 hours. This included 289.55 hours on forest fire protection patrol and 16.20 hours on anti-smuggling patrol before the re-organization of the Air Services in July.

Summary of
Civil Government
air operations

When the Air Services were re-organized, most of the RCAF's air units were allocated to the CGAO Directorate. These included a headquarters, No. 1 Depot (Stores Depot and Workshops), the Photographic Section at Ottawa, and operational stations at Ottawa (Shirley's Bay, for test and experiment, and photography), High River (sub-bases at Eckville and Pincher Creek), Winnipeg (sub-bases at Lac du Bonnet, Norway House, and Cormorant Lake, Manitoba, and two new sub-bases at Winnipegosis, Manitoba and Ladder Lake, Saskatchewan), and Dartmouth.

Total Civil Government air operations were 3,471.17 hours. Operations were carried out for nine departments of the federal government.

Forest patrol

Forest fire patrol continued to be of primary importance and 106 fires were detected. Very unfavourable weather hampered the High River Station, but 193.05 hours were flown on patrol over 3,360,826 acres in the Bow River and Crownsnest Reserves. Operations by the Winnipeg unit steadily increased, the forest patrol area being extended from the Ontario border to the border of Alberta; 1,344.25 hours were consumed in protecting this vast expanse of 57,752,085 acres.

Aerial
photography

Aerial photography for the Topographic Survey covered 45,850 square miles. High River photographed 2,230 square miles in the Lacombe, Melfort and Saskatoon areas during 189.30 hours' flying. Dartmouth did an equal amount (2,215 square miles; 157.09 hours), principally in the Shelburne area. Ottawa covered about 5,000 square miles (400 hours) on detached operations around Muskoka, Sudbury, La Tuque, Lake St Joseph and Roberval. The greater part of the photo work was once again done by the Winnipeg Station; unfavourable weather prevented the completion of more than 45 per cent of the year's programme, but 36,456 square miles were photographed in 600.10 hours' flying. Two mobile flights worked from Rainy Lake and Kenora in northwestern Ontario, Winnipegosis and Flin Flon in Manitoba, to Wood Buffalo Park in northern Alberta. The latter sector, extending along the lower Athabaska River to Lake Claire and along Slave River to the Alberta border, was the farthest north yet covered by the survey.

- Miscellaneous operations Two experiments, using a Keystone Puffer, were made in dusting crops and forests. A detachment from the Winnipeg Station flew 57.40 hours dusting wheat areas in Manitoba infected by black stem rust. Another detachment from Dartmouth Station flew 38.40 hours dusting forests in the Bras d'Or Lakes area to combat the spruce budworm insect pest. These experiments continued until the close of the 1930 flying season, using a Ford AT-6-AS in later tests.
- On behalf of the Post Office Department, Ottawa Station made ten experimental flights between 12 September and 11 November to hasten delivery of trans-Atlantic mails. Outgoing mails were flown from Montreal to Father Point and incoming mails were picked up there.
- Beginning of St. Hubert On 24 June, authority was given to acquire an aerodrome site at St. Hubert, on the recommendation of Air Ministry officials. The original intention was to develop it as a base for trans-Atlantic airship services.
- Aircraft situation Aircraft in use for CGAO were Avro 504 land- and seaplanes, Vedette, Viking and Varuna flying-boats, D.H.4 landplanes, a Douglas MO-2B seaplane and Fairchild FC-2 and FC-2W monoplanes. More funds were now available for the purchase of new equipment, and during the year 109 aircraft and 51 engines were ordered for the Air Services.
- 17 July, 1927 - 14 November, 1928 Hudson Strait Expedition In connection with the completion of the Hudson Bay Railway and its terminals, the Government organized a Hudson Strait Expedition, under the direction of the Department of Marine, to study ice conditions and navigation problems. The expedition tested the feasibility of using aircraft as an aid to navigation and the practicability of establishing air bases in the area. The RCAF contributed a party of six officers and 12 airmen, under the command of S/L TA Lawrence, with one D.H.60 seaplane and six Fokker monoplanes equipped with wheels, floats and skis. Sailing from Halifax on CGS Stanley and SS Larch on 17 July, the expedition reached Port Burwell on 27 July. Bases were established there, at Wakeham Bay and Nottingham Island. Regular air patrols began from the three bases on 19 October, 30 September, and 11 October respectively, and continued until the middle of August, 1928. In all, 227 patrols were made for a total of 369.44 hours, and 2,285 photographs were taken.
- Two aircraft were lost, but there were no casualties to personnel. The D.H.60 was wrecked at its moorings in a sudden storm. One of the Fokkers was abandoned when

the pilot, lost in a heavy snow-storm, overshot Port Burwell and forced-landed on the ice of the Atlantic Ocean. F/O A Lewis, FS NC Terry and "Bobby", their Eskimo guide, walked back to base after an absence of 13 days. There were two other forced-landings, on which crews were missing for one to nine days.

It had been intended to fly the aircraft home at the end of the expedition, but damage to two of the machines caused the plan to be abandoned and the air component returned by ship in October, 1928.

1928

Summary of RCAF work

The increase in service and civil government flying which began in 1927 continued through 1928. Service flying totalled 6,793.45 hours, consisting chiefly of training at Vancouver (for seaplanes) and Camp Borden (for landplanes). Training of P/P/O aircrew was supplemented by direct entry RMC and university engineering graduates who were commissioned in the Permanent Force before starting their pilot training. Six such trainees began their flying courses in August.

Seven combined operations (126 hours) were completed with the Army, for reconnaissance, transportation and tactical exercises, and one operation (23 hours) with HMCS Vancouver of the RCN.

5 - 8 September An experiemental air mail flight was made, Ottawa to Vancouver, by S/L AE Godfrey, MC, AFC, and FS M Graham on a Fairchild seaplane. Stops were made en route at Lac du Bonnet, Ladder Lake and Edmonton. An attempted return flight ended when the seaplane crashed in the Peace River while attempting a forced-landing due to dense smoke from forest fires.

Summary of Civil Government air operations

There was an even greater expansion in Civil Government air operations; flying hours jumped from 3,471 to 8,450.49. Approximately one-half of the RCAF personnel were employed at Ottawa, High River and Winnipeg Air Stations and with Photographic Detachments operating in the field for eight federal departments (Interior, Marine and Fisheries, Railways and Canals, Agriculture, Indian Affairs, Post Office, Mines, and Public Works).

Forest patrol

Air patrols covered 64,534,563 acres of forest in Manitoba, Saskatchewan and Alberta, and flew 3,213.37 hours, divided between High River (706.32 hours, eight fires detected) and Winnipeg Air Stations (2,507.05 hours, 179 fires). In addition to the existng sub-bases and detachments, new sub-bases were opened at Ile-à-la-Crosse in northwestern Saskatchewan, and Grande Prairie, Alberta.

Miscellaneous operations

The Winnipeg unit also provided a detachment to transport personnel of the Department of Railways and Canals from the end of steel on the Hudson Bay Railway (near Deer Lake) to the new terminus at Churchill. The detachment also made coastal ice patrols between Nelson and Churchill. Flying time was 538 hours.

Miscellaneous operations included transportation flights by the Winnipeg Station for Indian agents, RCMP officers and other officials, and numerous flights by the Ottawa Station for transportation, training, testing of aircraft, instruments, wireless and cameras, and for air mail and air route investigation. The principal routes investigated were Ottawa-Minaki, Ottawa-Halifax, Montreal-Toronto, and Toronto-Buffalo.

Aerial photography

During the year eight self-contained Photographic Detachments, controlled from Headquarters in Ottawa and attached to the nearest air station for stores and accounting, photographed 64,400 square miles. Each detachment consisted of two or three officers with three to six airmen and, with one exception, a navigator from the Topographical Survey; each had two aircraft (Fairchild seaplanes, or Viking or Vedette flying boats). The detachments flew 2,759.21 hours. No. 1 PD (attached to High River) operated in British Columbia where it completed six photo assignments and one customs patrol. Nos. 2, 3, and 4 PDs, (attached to Winnipeg) carried out 19 operations in western Ontario, Manitoba, Saskatchewan and northern Alberta (chiefly Lac Seul, Rainy River and Quetico areas in Ontario, Churchill River, Pelican Narrows and Lac La Rouge in Manitoba and Saskatchewan, and Slave River-Lake Athabasca-Alberta boundary sector). Nos. 5, 6, and 7 PDs (attached to Ottawa) were engaged on 20 operations in eastern Ontario and Quebec (Lake Nipissing, Sudbury, Gatineau-Rouge-Mattawin Rivers, and Lac Archambault); and No. 8 PD (flying from Dartmouth, where now only a nucleus of personnel was maintained) did nine operations in the Maritimes. Ottawa Air Station also completed some photographic assignments.

The D.H.60 Moth was a new addition to the fleet of CGAO aircraft, replacing the veteran Avro 504s.

A summary of Civil Government air operations by units shows:

Unit	Personnel		Aircraft	Flying Time
	Officers	Airmen		
High River...	4	19	6	801.52 hrs.
Winnipeg.....	25	72	26	3522.00 hrs.
Ottawa.....	12	45	13	1367.36 hrs.
Photo Dets...	17	34	17	2759.21 hrs.

Light
Aeroplane
Clubs
formed

Sixteen Light Aeroplane Clubs organized during the year received assistance from the Department of National Defence. Each club received an initial issue of two light aircraft, and was paid \$100 for each ab initio pupil who received a Private Pilot's Certificate. Instructors for the clubs were given a Flying Instructor's course at Camp Borden and 40 graduated during the next two years.

1929

Summary of
RCAF work

For the third successive year there was a significant increase in the volume of service flying; 10,536.50 hours were reported. Flying training continued at Vancouver (seaplane), and Camp Borden (landplane), the only two air stations under the control of the RCAF. One combined operation with the Navy and six with the Army were carried out (178 hours' flying).

Summary of
CGAO work

In Civil Government air operations flying time rose to 12,240.59 hours. Approximately 5,800 hours were spent on forest fire patrols. High River Air Station reported 43 fires during the season's work from sub-stations at Pincher Creek, Rocky Mountain House (Eckville), and Grande Prairie (about 1,294 hours). Winnipeg Air Station recorded 4,502.12 hours on forest protection service. The major bases utilized were Lac du Bonnet, Cormorant Lake, Norway House, Winnipegosis, Ladder Lake, and Lac La Ronge (in lieu of Ile-à-la-Crosse); patrols were also made from Berens River and Thicket Portage, Man; 325 fires were detected.

Aerial
photography

Photographic survey likewise expanded. Over 3,350 hours were flown, to photograph 74,655 square miles. As in 1928, eight Photographic Detachments were in the field. One completed eight operations in British Columbia, chiefly in the Parsnip River area. Four were active on 25 operations in northwestern Ontario, northern Manitoba and Saskatchewan, principally around Miminiska Lake, Ont., Flin Flon, Kississing Lake, Granville Lake and Churchill in Manitoba, and the Foster Lakes and Mudjatic River in Saskatchewan. Three more detachments worked in eastern Ontario, Quebec, and the Maritimes, particularly around Lake Nipissing, Rouyn, Senneterre, Doucet, Blue Sea, Moncton, and western Nova Scotia. In addition to 3,243.21 hours flown by the eight detachments a Mobile Photographic Training Flight, formed at Ottawa Air Station for instructional purposes, completed 110.45 hours on several operations.

Miscellaneous operations The various air stations and detachments made numerous flights to transport officials of the Civil Aviation Branch, treaty money parties and other government officials. In addition Ottawa continued its important test and development work, and made a number of investigation flights during the winter along the Ottawa-Montreal-Saint John-Halifax air route.

Rockcliffe re-opened, Vancouver transferred to CGAO The operational base at Ottawa was moved from Shirley's Bay, where it had been since 1925, to Rockcliffe, its original site. Station Vancouver was transferred to the CGAO Directorate; like Dartmouth, where a nucleus was still maintained, it was used as a base for photographic detachments.

Aeronautical research undertaken by National Research Council An important development this year was an expansion of National Research Council activities to include aeronautical research. A wind tunnel and other facilities were being constructed.

New aircraft types New types brought into service were the Avro Avian, Curtiss-Reid Rambler, and the Canadian Vickers Vancouver.

1930

29 July - 16 August On 29 July HM Airship R.100 left its base at Cardington, England, and arrived at St. Hubert on 1 August where it used the new mooring mast. After a demonstration flight to Ottawa, Toronto and Niagara Falls, the R.100 left St. Hubert on 13 August and reached Cardington on 16 August. G/C EW Stedman, Chief Aeronautical Engineer, Department of National Defence, was a passenger on the return flight. The visit of the R.100 was expected to inaugurate a regular trans-Atlantic airship service, but the loss of the R.101 later that year cancelled the scheme.

Visit of R.100

Summary of RCAF work Despite the world-wide depression, service and Civil Government flying, supported by the largest appropriation since 1919, continued to expand. Service flying increased to 13,996.13 hours, the greater part being devoted to training and practice at Vancouver and Camp Borden. The first course in instrument flying was given at Camp Borden in the latter part of the year. One hundred hours were flown on various combined operations with the Army and Navy.

Siskin demonstration flight In April a special demonstration flight of Siskin fighters was formed at Camp Borden, under the command of F/L FV Beamish, on exchange from the RAF, with F/O

RC Minnes, and P/Os RC Hawtrey, FM Gobeil and EA McNab as pilots. During the summer the flight presented exhibitions of formation flying and aerobatics at Whitby, Brantford, St. Hubert, Kingston, Ottawa, Toronto, Waterloo, and London.

Summary of
CGAO--
the peak

Although the rapid rate of expansion of the previous two years was checked, Civil Government air operations rose to a peak of 14,935 hours.

Expansion of
aerial
photography
into NWT

The major increase of 1930 was in photo survey operations. Eleven Photographic Detachments flew 5,463.03 hours on 73 photo assignments and 26 other varied tasks; 98,275 photographs were taken covering an area of 54,100 square miles.

One detachment, from Vancouver Air Station, operated in British Columbia, particularly in the Nimpkish Lake area on Vancouver Island. This detachment also carried out a few forest fire patrols and assisted in the search for a civil aircraft missing in the Prince Rupert area. Five detachments worked in northwestern Ontario, Manitoba, Saskatchewan, Alberta, and the Northwest Territories. The major sectors covered were Lake Nipigon, Ont; Porcupine Hills, Man; Dillon, Green Lake, Ile-à-la-Crosse Lake and Lake Athabaska, Sask; Lac la Biche, and Lesser Slave Lake, Alta; Resolution, Great Slave Lake and Lockhart River, NWT. These detachments also made some forest fire patrols in Ontario, and various transportation flights. One photographed the air mail route from Winnipeg to Calgary. The remaining five detachments were engaged in eastern Ontario, Quebec, and the Maritimes. Their areas included Guelph, Algonquin Park, Lake Nipissing and Coral Rapids in Ontario; Lachine, Blue Sea, Mont Laurier, Oskelaneo and Notastgan Lake in Quebec; and Newcastle, NB.

Most of the photographic work was now done on Fairchild seaplanes, together with a number of Vedettes. Transportation was provided by five Vancouver flying boats.

Forest
patrol

Forest fire protection work continued on about the same scale as the previous year. High River Air Station (sub-stations Pincher Creek, Rocky Mountain House and Grande Prairie) flew 643.21 hours on patrol over 3,260.826 acres in the southern area and 22,000,000 acres in the Peace river sector; 46 fires were reported. Winnipeg Station recorded 4,672.45 hours' flying over 44,468.480 acres of forest in Manitoba and 22,076,160 acres in Saskatchewan;

522 fires were detected and suppression action taken. Buffalo Park sub-station (Fitzgerald, Alta) was added to the list of bases operated by the Winnipeg unit.

Long distance
flights into
NWT

RCAF operations extended to the shores of the Arctic Ocean this summer. On 2 July two Fairchild's of No. 1 General Purpose Detachment, under the command of F/O JC Uhlman, left Fort McMurray and proceeded on an inspection tour that carried them to Aklavik and Herschel Island. By 24 July they had returned to McMurray, having flown 140.35 hours and covered 11,365 miles.

No. 2 General Purpose Detachment also was involved in the area. On 4 July a Fairchild 71 and a Vedette, commanded by F/L FJ Mawdesley, left Ottawa to inspect oil caches and photograph water and air routes in the Northwest Territories. They, too, reached Aklavik (19 July) and attempted to reach Herschel Island. Turning south again, they flew to Hunter Bay (Great Bear Lake), photographed the route to Reliance (Great Slave Lake), then proceeded to Coronation Gulf, up the Coppermine to Lac de Gras, back to Reliance, and eastward to Chesterfield Inlet, Wagner Bay, and Repulse Bay. From there they followed the coast of Hudson Bay, via Mistake Bay and Eskimo Bay, to Churchill. On 1 October the detachment returned to Rockcliffe, after taking 3,100 photographs on an expedition covering 12,000 miles.

McKee
Trans-Canada
Trophy
award

S/L JH Tudhope, MC, Superintendent of Airways in the Civil Aviation Branch, Department of National Defence, was awarded the McKee Trans-Canada Trophy for 1930. He was the fourth recipient of this award "for meritorious service in the advancement of aviation in Canada".

1931

Summary
RCAF
work

Despite the depression and a slight decrease in the annual appropriation for the RCAF, service flying rose to 19,171.45 hours. In addition to the usual seaplane and unit training at Vancouver, personnel of this unit participated in pelagic seal and customs patrols and naval and militia co-operation exercises. At Camp Borden the ninth, last, and largest course of 47 PPOs began ab initio training, while 23 members of the seventh course qualified as pilots.

Trans-
Canada
Air
Pageant

Exhibition flying (1,376 hours) again featured in the year's work. The special Siskin flight took part in the Trans-Canada Air Pageant which toured Canada between 1 July and 12 September. Demonstrations were

given at 21 cities. The Siskin flight also visited the National Air Races at Cleveland, Ohio.

Opening of
Trenton
Air
Station

The new air station at Trenton was opened. For some years Camp Borden, the Force's major training centre, had been considered too large, too isolated and too costly to maintain; the buildings, of temporary wartime (1917-18) construction, were rapidly deteriorating. A better site was selected at Trenton late in 1929; construction of permanent buildings and facilities began and in September 1931 two flights were transferred here from Camp Borden.

New
aircraft

New additions to the government's air fleet were the Fleet 7B trainer and the Bellanca CH-300 Pacemaker.

Summary
CGAO--
decrease
in forest
patrol

The appropriation for Civil Government air operations was sharply reduced and the federal government transferred control of natural resources in the prairie provinces to the provincial governments. As a result, forestry protection work by the CGAO Directorate almost ceased, and total Civil Government flying for the year dropped to 11,185.10 hours. Flying operations were discontinued at High River and the station was placed on a care and maintenance basis on 1 April. The virtual cessation of forestry work also led to a decrease in the Winnipeg Station; the sub-station at Norway House and detachments at Lac La Ronge, Winnipegosis, Berens River and Thicket Portage were all discontinued.

Expansion
of aerial
photography

On the other hand air mapping was continued on a wider scale than ever before. Once again eleven Photographic Detachments were in the field and, including work done by the Winnipeg and Ottawa Air Stations, 4,820.50 hours were flown photographing over 76,000 square miles of the Dominion. One detachment in British Columbia completed eight operations, chiefly around northern Vancouver Island, Quesnel and Garibaldi Park. Five detachments based in Winnipeg covered the vast central area from northwestern Ontario to the Northwest Territories in the course of 20 photographic assignments, including work around Great Bear Lake, NWT; the eastern shore of James Bay and Hudson Bay and the Belcher Islands. Five detachments based in Ottawa worked in eastern Ontario, Quebec and the Maritimes, completing 35 photo operations in addition to many transportation and reconnaissance flights. One detachment also shared in the work along the eastern shore of James and Hudson Bays and delivered mail along the route every fortnight. Several of the photographic and reconnaissance operations were carried out during the winter months.

Miscellaneous
operations

Winnipeg Air Station remained responsible for forestry patrol over 1,600,000 acres in the two national parks

of Riding Mountain, Man, and Prince Albert, Sask (320.15 hours). A détachment was located at Clear Lake, Man, to protect Riding Mountain Park. An experiment in mosquito control dusting was carried out near Winnipeg for the Department of Agriculture.

During the year the Winnipeg and Ottawa stations flew 3,721.20 and 3,225.45 hours respectively. Over half of the flying time was for transportation, including flights for RCMP officers making the decennial census in northern Saskatchewan and flights for treaty money parties in northern Ontario. In addition to its sub-stations at Lac du Bonnet, Cormorant Lake, Ladder Lake and Fitzgerald and detachment at Clear Lake, Winnipeg had three General Purpose Detachments in the field.

1932

31 March

"The Big
Cut"

As a result of the depression and the pressing need for economy, the air services appropriation for the fiscal year 1932-33 was slashed by 67 percent from the previous year. This necessitated a drastic reduction in the strength of the RCAF, and 78 officers, 100 airmen and 110 civilians -- almost one-fifth of the Force -- had to be released.

1 November

Reorganization
of Air
Service

To obtain the maximum economy and efficiency with the very limited funds available, the government air services were again reorganized. The RCAF and CGAO Directorates were consolidated and, with the Aeronautical Engineering Division, were placed under a Senior Air Officer responsible to the Chief of the General Staff. The fourth branch of the government air services, the Controller of Civil Aviation, remained under the Deputy Minister. Under the SAO, RCAF, the Aeronautical Engineering Division retained certain responsibilities with respect to civil aviation.

Summary of
RCAF work-
beginning
of
reorganization
along service
lines

Under the dark cloud of a depression which almost washed away its financial support, the RCAF began a reorganization which, during the next few years, converted it into a military, as distinct from a civil, air force. Service designations, which had lapsed in 1927, were revived, the first to appear being No. 4 (Flying Boat) Squadron at Vancouver on 17 February 1933. In addition to this unit with its two Mobile Detachments, the RCAF now comprised: Headquarters, No. 1 RCAF Depot, and RCAF Photographic Section at Ottawa; four stations at Winnipeg (three General Purpose Flights and three Mobile Detachments), Camp Borden (Flying Training, Technical Training, Army Co-operation, and Air Armament and Bombing Schools),

Trenton (Fighter and Army Co-operation Flights), and Ottawa-Rockcliffe (Test Flight, General Purpose Flight, and seven Mobile Detachments). The two stations at High River and Dartmouth remained on a care and maintenance basis; the sub-bases of Winnipeg Station at Fitzgerald and Ladder Lake were also reduced to a care and maintenance basis.

5 October -
First NPAAF
units
authorized

Approval was given for the formation of No. 1 (Army Co-operation) Wing and Nos. 10, 11 and 12 (Army Co-operation) Squadrons located at Toronto, Vancouver and Winnipeg. They were the first units of the Non-Permanent Active Air Force to be formed. Authorized establishment of the NPAAF was 128 officers and 624 airmen.

Due to the financial restriction, construction at Trenton Station was suspended and it was not possible to complete the move of the Training Station from Camp Borden.

Restriction
of
training

Training likewise was severely curtailed; the intake of PPOs had to be suspended and the technical training of boys also ceased. Total instructional flying at Camp Borden and Trenton was 4,921.49 hours, chiefly on advanced flying training and instruction of the last course of 15 PPOs. Almost 200 hours of exhibition flying were included in this total.

In addition the Force flew 1,982.05 hours for the Department of National Defence. These included transportation, photographic, test and development flights for the RCAF, the Militia and the Controller of Civil Aviation Branch.

Summary -
CGAO -
drastic
reduction

Civil Government air operations accounted for 3,521.30 hours which, added to the service flying, made the total RCAF flying time for the year 10,425.24 hours. (CGAO flying alone for the previous year had been 11,185.10 hours).

Civil Government air operations were under the control of the Director, CGAO until 1 November, and thereafter under the SAO, RCAF. The general reduction of estimates, which resulted in the elimination of a separate appropriation for civil air operations and its consolidation with that of the RCAF, necessitated the abandonment of much of the planned civil program. Personnel and aircraft were available only for urgent work. Nevertheless the Force was able to carry out services for the Departments of Interior, Indian Affairs, Mines, Marine, Public Works, and Post Office, for the RCMP, and the National Research Council.

Most of the work was done by the units of Ottawa Air Station (2,672.05 hours); Winnipeg and Vancouver flew 468.45 and 371.25 hours respectively, while Camp Borden contributed 9.15 hours on a special search for lighthouse keepers missing on Lake Erie.

Aerial photography was reduced this year to a mere 376.50 hours, carried out on the west coast of British Columbia and Vancouver Island by No. 1 Photographic Detachment from Vancouver, and in the Maritimes, Quebec and Ontario by a General Purpose Detachment from Ottawa.

Forestry protection was restricted to 77.35 hours by two Forestry Detachments from Winnipeg stationed at Riding Mountain and Waskesiu to patrol the Riding Mountain and Prince Albert National Parks.

Transportation flights accounted for a further 636.50 hours. An Indian Treaty Payment Party was conveyed to various points in northern Ontario, and government officials were transported to isolated parts of Manitoba, Saskatchewan and the Northwest Territories.

28 June -
17 August

Air mail
experiments

Ottawa Air Station conducted an air mail service between Rimouski and St Hubert for trans-Atlantic mails, and also instituted a special service in connection with the Imperial Economic Conference. Mails were flown between Montreal and the Strait of Belle Isle to connect with the mail steamers. Total flying on air mail services was 732.50 hours.

Preventive
service

The most important item in the year's CGAO work was 1,697.25 hours' flying on preventive service patrols undertaken by four RCMP detachments. One, the Pacific Detachment, flew 117.45 hours on patrol over the west coast of Vancouver Island. The other three, located at Gaspé, Shediac and Dartmouth, covered a beat that extended from Rimouski to Miscou Island, thence to Cape North (Cape Breton Island) and around to the Bay of Fundy.

1933

1 January -
Appointment
of First
Air Staff
Officer

S/L GR Howsam, MC, was appointed as Air Staff Officer in Military District No. 2, to act as adviser to the District Officer Commanding on air force matters and to supervise and assist the organization of the NPAAF unit in Toronto.

1 June

G/C JL Gordon, DFC, was appointed District Officer Commanding, Military District No. 12 (Regina), with the temporary rank of Brigadier. He later became DOC, MD 10

RCAF Officer (Winnipeg), a post which he held until 9 June 1939. appointed DOC G/C Gordon was the first and only RCAF officer to hold such a military appointment.

Summary The continuing shortage of funds was still restricting RCAF air operations. Construction work on air stations was work held up and no new aircraft could be purchased. The latter handicap was serious, as the air staff, in keeping with the re-organization of the Force along more strictly military lines, began to study questions and problems relating to the air defence of Canada.

Lack of The Force had at its disposal 184 aircraft, of which service aircraft very few were service types. No new machines had been purchased since 30 January, 1931, and all were rapidly becoming worn out or obsolete. Of the 19 aircraft that could be called "service" types, nine were Siskins, a type which the RAF had already withdrawn as obsolete; five were Vancouvers designed for civil work but converted for service use. The 82 training machines consisted chiefly of D.H.60s and Fleet 7Bs. The civil and transportation fleet of 83 machines comprised Fairchilds, Vedettes, D.H.80As and Bellancas, with three miscellaneous types.

No aircraft were available for issue to the three new NPAAF squadrons and, although recruiting was actively in progress, no flying training could be given.

Total flying for the fiscal year was 10,762.45 hours, a slight increase over the previous year. The total was subdivided into 5,940.10 hours on instruction and training, 1,331.45 hours for Department of National Defence operations, and 3,490.50 hours for Civil Government operations.

Training Service training at Camp Borden, Ottawa, Trenton and Vancouver was still restricted by lack of funds. PPO training was discontinued after the 13 members of the last intake completed their course early in the summer. A new item in the training program this year was an Air Gunner's course at Camp Borden attended by eight airmen. At Ottawa, advanced photographic and camera operator's courses were conducted for officers and airmen.

Demonstration flying (92.50 hours) was limited to four displays in Quebec and Ontario and a goodwill tour in Manitoba.

Service National Defence operations included flights for flying operations transportation, aerial photography, reconnaissance, aircraft tests and other test and development work

for the RCAF, the Militia and Naval Services and the Controller of Civil Aviation Branch. A special search was made for an RCNVR sailboat and crew lost on Lake Winnipeg. Some photographic and reconnaissance flights were also made in British Columbia, Manitoba, Ontario and New Brunswick in connection with Unemployment Relief Projects that included construction of a chain of civil aerodromes across Canada.

Over half of the National Defence operations were carried out by the Ottawa Station, where the Test Flight worked with the Aeronautical Engineering Division and the National Research Council in the test and development of aircraft and equipment. A tri-camera mount for aerial photography was devised and tested; and trials were made of the automatic pilot as an aid in photography. Much study was devoted to various winter flying problems in the use of engines and skis, and, at the request of the RAF, the Hawker "Audax" was given winter trials.

Preventive
service
flying

Ottawa Station also did almost 80 percent of the flying on Civil Government air operations (2,725.10 hours out of a total of 3,490.50). The largest item in 1933 was preventive service for the RCMP, with five detachments on both coasts flying 2,093.35 hours.

Aerial
photography

Second in importance was aerial photography (586.10 hours) carried out by General Purpose detachments from Vancouver, Winnipeg and Ottawa. They worked over the Queen Charlotte Islands, Vancouver Island and western British Columbia, the North West Territories, northern Ontario, Quebec, the Gulf of St Lawrence and the Maritimes.

Miscellaneous
operations

Transportation flights accounted for 432.55 hours. RCMP officers were flown into the Northwest Territories and the Yukon; the annual Indian Treaty Party was conveyed on its round of northern Ontario, and many other government officials were carried by air over routes that would have required days or weeks of travel by land.

Over 275 hours were flown for the Post Office Department on the reconnaissance of air mail routes in the Maritimes and Newfoundland and in continuation of the trans-Atlantic mail pick-up service between Rimouski and St Hubert.

Forestry patrols had now dwindled to 102.25 hours by two Forestry Detachments protecting the Riding Mountain and Prince Albert National Parks.

1934

19 March A second Air Staff Officer, F/L KM Guthrie, was appointed to Military District 10 (Winnipeg).

Second
ASO
appointed

18 June - Five Hawker Fury aircraft from No. 1 Squadron, RAF,
27 July visited Canada to take part in Toronto Centennial
celebrations and a goodwill tour of cities in Ontario
and Quebec. On 14 July the RAF Furies and RCAF Siskins
presented a combined display at Ottawa which attracted
25,000 spectators.

Visit of
RAF
aircraft

1 September The formation of Nos. 15 (Fighter) and 18 (Bomber)
Squadrons of the NPAAF was authorized at Montreal.

Formation of
two new
NPAAF
squadrons

Summary
RCAF work-
the turn
of the tide

In 1934 the annual appropriation showed a modest increase of \$565,000 and the RCAF started to expand once more. Twelve officers and 98 airmen were added to the strength; ten service aircraft were purchased; construction at Trenton was resumed; Dartmouth (on a care and maintenance basis since 1931) was reopened and a new squadron (No. 5 Flying Boat) was formed there on 16 April; the three original NPAAF squadrons were equipped with five Moths each and began elementary flying training, and two more NPAAF units were authorized; a more extensive photographic and survey program was undertaken; and total flying by the Force was increased by over 1,700 hours.

The acquisition of "new" aircraft - the first since January 1931 - was a noteworthy event, but the machines were obsolescent Armstrong Whitworth Atlas aircraft which had to be reconditioned before being put into service.

Total flying for the fiscal year was 12,467.10 hours, of which 7,331.30 hours were for training, 1,389.45 hours for Department of National Defence operations, and 3,745.55 hours for Civil Government air operations.

Training

Included in the training total were 1,081.30 hours on courses for commercial pilots. Two Radio Beacon Courses were given at Ottawa - the first of their kind in Canada. Also included in the training total were 487.05 hours' flying by the three original NPAAF squadrons which had started elementary flying training.

Training of airmen and air gunners continued and new courses for wireless operators were added. The Force also conducted many courses on ground training during the year, notably specialized training, e.g. - courses on explosives and armament, stores, inspection, instrument flying, night flying, etc. An enlarged photo survey course was launched at Station Rockcliffe in January, using Bellancas and Fairchilds on skis.

National
Defence
operations

Department of National Defence operations embraced transportation, serviceability tests, test and development, photography and reconnaissance for the RCAF, Militia, Controller of Civil Aviation and Unemployment Relief Projects. Test and development included experiments in infra-red photography for mapping. Operations also provided an early example of supply by air. When Relief Camps in British Columbia were cut off by floods, RCAF aircraft dropped supplies from the air.

Civil
Government
air
operations

The major Civil Government operation continued to be preventive patrols for the RCMP (2,047.05 hours). Most of the work was done by No. 5 (FB) Squadron, formed on 16 April from four MP Detachments of Ottawa Air Station. Based at Dartmouth (where repair and new construction on the reopened station was being done as an unemployment relief project) the squadron had detachments at Rimouski, Gaspé, Sydney and Shediac. No. 4 (FB) Squadron at Vancouver detailed one aircraft for patrols on the west coast of Vancouver Island.

Expansion
of
aerial
photography

Aerial photography increased to 1,085.10 hours. About 66 per cent of the work was done by two General Purpose Detachments from Winnipeg Station, operating in western Ontario, Manitoba and the Northwest Territories. Additional work was done by two Ottawa GP Detachments in Quebec and Ontario and along the western shore of James Bay, No. 5 Squadron over Chaleur Bay and No. 4 Squadron on the west coast.

Forestry patrols were continued by the two Winnipeg Detachments covering Riding Mountain and Prince Albert National Parks (139.05 hours).

Transportation flights (474.35 hours) included Treaty Party flights in Manitoba and northern Ontario, geodetic reconnaissance and transportation during the winter months, forest fire reconnaissance in New Brunswick, a mercy flight in Manitoba for a sick Indian, and searches for a civil aircraft missing near Senneterre, PQ and a fisherman lost off Cape Canso. RCAF aircraft from Shediac participated in welcoming French delegates to the Jacques Cartier celebrations.

McKee
Trans-Canada
Trophy to
RCAF officer

F/L EG Fullerton, a pioneer bush pilot, became the eighth recipient of the McKee Trans-Canada Trophy and the second RCAF officer to receive the award.

1935

1 January
First RCAF
peacetime
awards

The first peacetime awards to RCAF personnel were announced; S/L RS Grandy received the OBE and FS HJ Winny the BEM. The OBE was also awarded to F/L WR May, DFC, of the Reserve Officers.

3 June
Further
peacetime
awards

In the King's Birthday and Silver Jubilee Honours List S/L GE Brookes received an OBE while W01 AA Rabnett was awarded the MBE.

Summary
RCAF
work

The annual vote was almost doubled, permitting further re-equipment, expansion and construction, and an increase of almost 30 per cent in total flying time. The RCAF signals system was also further developed and extended.

Formation
of new
units

Continuing the reorganization of the Force along service lines, seven new units were authorized. No. 7 (General Purpose) Squadron was formed from the Test Flight, GP Flight and two Mobile Photo Detachments at Ottawa Station (amalgamated late in 1935 but not formally constituted until 29 January 1936). No. 8 (GP) Squadron was formed from the GP Flight and four GP and Forestry Detachments at Winnipeg (merged in the fall of 1935 and redesignated a squadron on 17 February 1936). At Trenton the Army Co-operation Flight was the nucleus of No. 2 (AC) Squadron, and the Fighter Flight became part of No. 3 (Bomber) Squadron, both formed on 1 September. No. 6 (Torpedo Bomber) Squadron began to organize in Vancouver. In the NPAAF the formation of No. 19 (B) Squadron at Hamilton and No. 20 (B) Squadron of Regina was authorized on 15 May and 1 June respectively.

Formation
of Training
Group

Camp Borden was reorganized as the RCAF Training Group, comprising Group Headquarters, with Schools for Technical Training, Flying Training, Air Armament (formerly Air Armament and Bombing), and Air Navigation and Seaplane (a new creation). The School of Army Co-operation, formerly at Borden, moved to Trenton. TTS at Borden introduced 10-month courses in a wide variety of trades for airmen apprentices: carpenters, fitters, armament artificers, motor mechanics, fabric workers, motorboat crew, etc.

New aircraft ordered	Although the aircraft situation remained unchanged in 1935, orders were placed for 28 aircraft to be delivered in 1936. Of these, 13 were purchased in the United Kingdom - six Westland Wapitis, four Blackburn Sharks and three Avro 626s. The remaining 15 - 10 Fleets, three Northrop Deltas and two Fairchild Super 71s - were manufactured in Canada.
	Total flying time by the RCAF was 16,059.10 hours, including 10,720.35 for flying training, 4,049.55 for Civil Government departments and 1,288.40 for National Defence operations.
Training	Flying training was broken down into 5,113.25 hours for service training and 5,607.10 for individual training. The former embraced 2,604.40 hours by five permanent squadrons (Nos 2, 4, 5, 7 and 8: Nos. 3 and 6 had not yet reached the stage of unit training), and 2,170.55 hours by the three NPAAF squadrons, Nos. 10, 11 and 12, each of which included a 10-day summer camp in their training program. (Nos. 15 and 18 Squadrons were ready to begin flying training, but Nos. 19 and 20 had not yet reached that stage of organization.) There were also 337.50 hours devoted to Navy and Army co-operation training. Individual flying training included a wide range of courses from ab initio to instrument and specialized flying, conducted at Borden, Ottawa, Winnipeg and Trenton.
National Defence operations	National Defence operations, for the RCAF, Naval and Militia Services and CCA, included reconnaissance, transportation, aerial photography, serviceability tests, and test and development as in previous years.
Civil Government air operations	Preventive patrols for the RCMP continued to be a major Civil Government operation. No. 5 Squadron, with detachments at Gaspé, Shédiac, Sydney and Dartmouth flew 1,543.55 hours, while one aircraft from No. 4 squadron flew 192.20 hours on the west coast.
Aerial photography	Aerial photography rose to top position in the Civil Government phase of the Force's work. Of the 1,736.55 hours spent on this duty, No. 8 Squadron (Winnipeg) accounted for 981.40 hours; Nos. 2 and 3 GP Detachments worked in northwestern Ontario, Manitoba, Saskatchewan and the Northwest Territories, Nos. 6 and 7 GP Detachments of No. 7 Squadron (Ottawa) flew 753.50 hours in Ontario, Quebec, and the Maritimes, while No. 4 Squadron did one small assignment in British Columbia.
Miscellaneous operations	Nos. 4 and 5 Forestry Detachments of No. 8 Squadron continued their protective patrols in Manitoba and Saskatchewan (207.35 hours).

Transportation flights for government officials totalled 369.10 hours. Nos. 7 and 8 Squadrons made Indian Treaty Party flights in northern Ontario and Manitoba respectively. Other flights were made for the Chief Electoral Officer to transport ballot boxes to Senneterre, PQ and the Magdalen Islands. No. 3 GP Detachment, operating near Great Slave Lake, flew the wife of the Army wireless operator at Resolution to hospital at Fort Smith.

1936

- February
Photographic Establishment located at Rockcliffe
- The RCAF Photographic Section, hitherto quartered in Ottawa, moved to new accommodation at Rockcliffe and was re-designated the Photographic Establishment.
- 17 August -
16 September
- Search for F/L SW Coleman and LAC J Fortey
- While flying to Fort Reliance from a point in the Barren Lands, 220 miles northeast of Aylmer Lake, F/L SW Coleman and LAC J Fortey of No. 8 (GP) Squadron were forced down at Point Lake, NWT. It was four days before Reliance learned that the Fairchild aircraft was overdue. An extensive search began, directed by S/L LF Stevenson, and employing RCAF and civilian aircraft. Bad weather hampered the search, but on 14 September a message was found in an empty gasoline drum. Two days later two bush pilots, AM Berry and HM Kennedy, located the missing men. For the first three weeks Coleman and Fortey had lived on reduced rations; when these were exhausted, they had subsisted on berries and some ground squirrels that they snared.
- September
- NA and AS Committee formed
- A Navy, Army and Air Supply Committee was formed, under the chairmanship of the Master-General of the Ordnance, to explore the sources of supply of materials necessary to meet the requirements of the Services in time of emergency. A survey of Canadian industry was undertaken.
- Aircraft situation
- The aircraft situation was still causing concern. The Force had on charge 135 aircraft; 58 were civil or transport types, 46 training and 31 service. The great majority were obsolete or rapidly becoming so. Of the service aircraft ordered in 1935 only the four Sharks had been received; delivery of the Wapitis and Avros had been delayed. New orders were placed for 24 aircraft: five Supermarine Stranraers, four Deltas, three Sharks, and 12 training machines. Delivery was expected during 1937. The RCAF was still flying Siskin fighters.

Expansion
at Trenton

The development of Trenton as the major training centre was carried further by the transfer there, from Camp Borden, of the Technical Training School and the Air Navigation and Seaplane School. A new Wireless School was also formed at Trenton to meet the demand for increasing numbers of W/T Operator Mechanics. The RCAF Training Group was now enlarged to include both Camp Borden and Trenton Stations, with two schools at the former and four at the latter.

Unit
changes

No new flying units were formed this year, but both Nos. 7 and 8 (GP) Squadrons were reconstituted. At the end of the season's operations the two mobile GP (photographic) detachments and some of the personnel of the GP Flight (Lac du Bonnet) of No. 8 were moved from Winnipeg to Ottawa, where they were amalgamated with the two GP (photographic) detachments of No. 7 to form a re-organized No. 8 (GP) Squadron.

The remaining personnel of No. 8 provided the nucleus for No. 2 Depot at Winnipeg. No. 1 Depot at Victoria Island had been re-designated an Aircraft Depot in 1934; the new Depot at Winnipeg was known first as a Supply Depot, then an Aircraft Depot, and finally an Equipment Depot.

Service
flying

Total flying for the fiscal year was 16,927.15 hours, consisting of 10,971.45 for flying training, 1,269.05 for National Defence operations and 4,686.25 for Civil Government operations.

Training

Service training accounted for 6,148.35 hours, including unit training by permanent squadrons and units, preliminary training by Nos. 10, 11, 12, 15 and 18 NPAAF Squadrons, and Army and Navy co-operation exercises and training. The three original NPAAF units carried out service training during their fortnight summer camp, while Nos. 15 and 18 began preliminary training; Nos. 19 and 20 were still organizing. Of the permanent squadrons, Nos. 2, 3 and 4 carried out service training following RAF syllabi, No. 6 was still in process of organization, and Nos. 5, 7 and 8 were primarily employed on Civil Government operations.

Individual training in various courses was done at the two training centres (Camp Borden and Trenton), at Ottawa, Vancouver, Dartmouth and Winnipeg (4,823.10 hours).

National Defence operations consisted chiefly of test, development and delivery for the RCAF (1,139.10 hours) with a small amount of flying on aerial photography and other duties for the Militia Service.

Civil
Government
air
operations

This was the last year in which Civil Government operations were one of the major roles of the RCAF. The total flying time consisted of:

Transportation.....	1,726.20 hours
Photography.....	1,357.50 hours
Preventive service.....	1,335.05 hours
Forestry patrol.....	267.10 hours

Aerial
photography-
introduction
of W/T

The photographic work was done by Nos. 2 and 3 GP Detachments of No. 8 Squadron, working in Ontario, Manitoba and the Northwest Territories (759.25 hours) and by Nos. 6 and 7 GP Detachments of No. 7 Squadron, operating in Ontario, Quebec, Nova Scotia and Prince Edward Island (508.25 hours). For the first time aircraft employed on photography were equipped with W/T sets. The tests showed that sets more powerful than one watt were necessary for this work.

The usual preventive patrols for the RCMP were flown on the west coast by one aircraft of No. 4 Squadron (97.05 hours) and on the east coast by detachments of No. 5 Squadron based at Dartmouth, Shediac and Gaspé.

Nos. 4 and 5 Forestry Detachments of No. 8 Squadron continued their patrols over the National Parks in Manitoba and Saskatchewan (257.50 hours), while No. 7 Squadron made some patrols over the Petawawa area during a period of high fire hazard (9.20 hours).

Increase
in
transportation
flights

Transportation flying increased this year, largely because of special searches and emergency flights. In addition to the month-long search for F/L Coleman and his mechanic, RCAF aircraft searched for men lost in the woods near Rat Rapids, Ont, a hunting party lost in the Gaspé area, and the bodies of men believed drowned in Lake Simcoe. Emergency flights carried one patient from Fort Hope, Ont to Sioux Lookout, and another from Sable Island to Halifax. Medical and other supplies were flown to the rescue of men entombed in the Moose River gold mine in Nova Scotia, and the rescued men were transported to Halifax. Another special flight was made to reconnoiter an area in Lake Erie where a ship had foundered.

A flight of No. 8 Squadron made daily flights at Fort Smith, NWT, during the winter to observe upper air conditions and radiation. This flight also transported replacement engines for aircraft engaged on photographic work in the Aylmer Lake area, NWT.

Normal transportation duties for government officials included the annual treaty party flights in Manitoba and northern Ontario, and an inspection flight for the

Commissioner of the RCMP from Ottawa to posts in Manitoba, Saskatchewan, Alberta, Northwest Territories and the Yukon.

1 November
Department of Transport formed

On the formation of the Department of Transport the Controller of Civil Aviation Branch, a division of the Department of National Defence since 1923, was transferred to it. The new department also took over most of the Civil Government air duties previously performed by the RCAF, leaving the Force responsible only for aerial photography and some transportation work.

1937

12 May
Coronation of HM King George VI

An RCAF detachment of eight officers and 22 airmen, from both the Permanent and Non-Permanent Active Air Force, participated in ceremonies attending the coronation of HM the King. Commanding the detachment was W/C H Edwards.

15 November
NPAAF squadrons renumbered

Units of the NPAAF were renumbered by the addition of 100 to their previous designations, e.g. No. 10 became No. 110.

General summary - marked increase in appropriation

The annual vote skyrocketed to over \$11,750,000. As there was a decrease in the appropriation for civil government operations, the RCAF's share was almost \$11,400,000, a sum greater than the total for the previous four years. Reorganization, re-equipment and expansion of the Force proceeded rapidly as the international situation became more serious. Orders were placed for 104 new service and training aircraft and 168 engines and quantities of other new equipment, e.g. Browning machine-guns to replace the Vickers. To free the RCAF from dependence upon UK and RAF sources of equipment, steps were taken to have armament stores manufactured in Canada.

Direction finding equipment was ordered, and there was a further expansion of RCAF signals work, although handicapped by shortage of trained personnel.

Air station expansion

Development of existing air stations and construction of new bases were accelerated. Construction of an air firing and bombing range at Trenton began. The growing importance of aerial defence focussed attention on the two coasts. Surveys were made on the Atlantic and Pacific seaboard to find potential bases and advanced bases, gather meteorological data and prepare maps.

On the Pacific coast the seaplane base at Vancouver (Jericho Beach) was further developed and sites were selected at Patricia Bay (landplanes), and Alliford Bay (seaplanes) for new bases. On the Atlantic coast there was further development at Dartmouth to accommodate landplanes as well as seaplanes; landplane sites were selected at Yarmouth, Sydney and Truro.

Strength
increase

The strength of the RCAF increased by 50 per cent during the year; 594 officers and airmen were added to the Permanent Force, and 240 to the Non-Permanent. During the past few years there had been a significant rise in the number of applications received; from 4,000 in 1934, the total rose to 9,000 for 1935, 12,000 for 1936 and 14,000 for 1937.

Included in these totals were numerous requests for enlistment in the RAF. Since 1932 the RCAF had been handling such inquiries and nominating suitable candidates. For the first three years the total number accepted was only 16, but for 1935 it rose to 37 as the RAF began to expand rapidly. In 1937 35 Canadian candidates were accepted and 15 more began training to qualify for commissions under a new "Trained in Canada Scheme". To accommodate these RAF pupils a new flight was added to the Flying Training School at Trenton.

Organization
changes

The concentration of the Training Group at Trenton was completed during the year with the transfer from Camp Borden of the Flying Training and Air Armament Schools and the formation of a new Equipment Training School. It was necessary, however, to retain Camp Borden for No. 2 Technical Training School formed to take the overflow of recruits from No. 1 TTS at Trenton.

To make room for the seven schools at Trenton No. 2 (AC) and No. 3 (B) Squadrons were moved to Ottawa. Prior to the move the Fighter Flight was separated from No. 3 Squadron and became No. 1 (F) Squadron. It remained at Trenton with No. 6 (TB) Squadron.

No. 3 Repair Depot was opened at Vancouver, which now became a Station Headquarters. Two Technical Detachments, No. 11 at Montreal and No. 12 at Toronto, were also formed, under the command of RCAF engineer officers, to account for and inspect work done in plants manufacturing aircraft on contract for the Department.

Nos. 4 and 5 (FB) Squadrons were renamed General Reconnaissance Squadrons and No. 2 Aircraft Depot became No. 2 Equipment Depot.

On 1 January, No. 13 (F) and No. 21 (F) Squadrons of the NPAAF were authorized at Calgary and Quebec; they became Nos. 113 and 121 when all NPAAF units were renumbered later in the year. No. 111 (Vancouver) was changed to a Coast Artillery Co-operation Squadron.

Service flying increased

Total flying by the RCAF increased to 19,777.35 hours, mostly for service and individual training (15,755.15 hours), and Departmental operations (1,661.55 hours); only 2,360.25 hours were devoted to Civil Government operations.

Training

Service flying training consisted of preliminary training by the seven NPAAF squadrons, unit training by the Permanent squadrons and stations, and Army and Navy co-operation exercises. Four NPAAF squadrons spent a fortnight in summer camp. Individual flying training at Trenton, with a small amount at Camp Borden, covered an increasing variety of elementary and specialized courses, including several for RCMP personnel. Technical training of airmen in No. 1 TTS, Trenton and No. 2 TTS, Camp Borden embraced 18 different courses; other courses were conducted at Ottawa and No. 1 AD and No. 2 ED for automatic pilots, photography, engines and parachutes. The number of students attending courses abroad was increased and for the first time included airmen as well as officers. A new addition was the Link Aviation Trainer Course in the USA.

National Defence operations, carried out chiefly by the units at Ottawa Station, included the usual transportation for the Militia, transportation, serviceability tests, and test and development work for the RCAF.

Civil Government air operations

The Force's Civil Government tasks now consisted chiefly of aerial photography (1,807 hours) with some transportation flights (553.25). The Interdepartmental Committee on Air Surveys and Base Maps, under the chairmanship of Dr. Charles Camsell of the Department of Mines and Resources, drew up an extensive program of air survey, for which the RCAF detailed No. 8 (GP) Squadron. Four detachments of two aircraft each worked in Quebec, Ontario, Manitoba, Saskatchewan, Alberta, British Columbia and the Northwest Territories. Among the sections covered were the drought areas of the prairie provinces and the trans-Canada airway in northwestern Ontario. A total of 74,959 square miles was photographed. This year all the photographic detachments used more powerful W/T sets with marked success.

Transportation operations included flights for the Governor General from Aklavik, NWT, to Cooking Lake, Alta, and over Tweedsmuir National Park, BC, (August-September).

1938

- 1 March
Formation of WAC
Western Air Command (authorized in 1937) was formed with Headquarters at Vancouver; it embraced all RCAF units in British Columbia, Alberta, Saskatchewan and Manitoba. G/C GO Johnson, MC, was the first commanding officer.
- 1 April
New squadrons authorized
The formation of three more NPAAF squadrons was authorized; No. 114 (B) at London, No. 116 (CAC) at Halifax and No. 117 (F) at Saint John, NB.
- 1 June
RCAF Record Office
RCAF Record Office was organized at Ottawa.
- 15 September
Formation of ATC and EAC
Air Training Command was formed with Headquarters at Toronto. The first commanding officer was G/C AE Godfrey, MC, AFC, who was succeeded on 16 December by G/C AAL Cuffe. Eastern Air Command was formed with Headquarters at Halifax, under the command of G/C NR Anderson.
- 19 November
Independent status given to RCAF
The Senior Air Officer, hitherto responsible to the Chief of the General Staff, was made directly responsible to the Minister of National Defence, and the RCAF was thereby placed on an equal footing with the RCN and the Canadian Army. At the same time an Air Council was appointed, consisting of the Senior Air Officer, Air Staff Officer, Air Personnel Staff Officer, Chief Aeronautical Engineer and a Secretary.
- 1 December
NPAAF renamed AAAF
The Non-Permanent Active Air Force was renamed the Auxiliary Active Air Force.
- 9 December
First issue of AFGOs
The first separate Air Force General Orders were issued. Previously they had been included in General Orders of the Canadian Militia.
- 15 December
SAO becomes CAS
The Senior Air Officer was redesignated Chief of the Air Staff, a title corresponding to the head of the other two Services. A/V/M GM Croil, AFC was the first CAS.

General
summary

Although there was a slight decrease in the annual appropriation, actual expenditures rose by almost \$1,200,000. Because of the great program of aerodrome extension and development, a Directorate of Works and Buildings was added to the Equipment and Development Staff Division at Headquarters. New buildings were erected at Ottawa and Trenton Stations. Construction of aerodromes at Dartmouth, Yarmouth, Sydney and Truro, NS, continued, and sites for possible advanced bases were selected in the Magdalen Islands, Anticosti and the Bay of Chaleur area. On the west coast progress was made in the development of sea- and landplane aerodromes at Vancouver, Patricia Bay and Alliford Bay; a tentative site for a seaplane base was selected at Seal Cove, near Prince Rupert. Further tentative sites were chosen for wireless direction finding stations. To serve RCAF needs in WAC, action was taken to have the Department of Transport establish a meteorological station at Vancouver.

In furtherance of the policy of developing Canadian sources of supply, it was decided to purchase Canadian designed and manufactured aircraft wireless sets.

New
units
formed

During the year, in addition to the three Air Commands and Record Office, the following new units were formed: Station Headquarters at Dartmouth, Test & Development Flight at Ottawa, No. 4 Repair Depot at Dartmouth, and No. 21 (Magazine) Detachment at Kamloops. Authority was also given for the formation of No. 9 (GR) and No. 10 (TB) Squadrons, and No. 13 Technical Detachment (Vancouver), and the three new Auxiliary Squadrons mentioned above, but these units did not actually organize during the year. In the Auxiliary Force provision was also made for three Wing Headquarters, No. 100 at Vancouver, No. 101 at Toronto, and No. 102 at Montreal. Another change was the establishment as individual units of the Permanent Force Detachments (Nos. 110 to 121) which previously had been carried as integral parts of the several Auxiliary Squadrons.

Movement
of units

The operational strength of Western Air Command was expanded by the move of Nos. 1 (F) and 3(B) Squadrons from Trenton and Ottawa respectively to Calgary and No. 6 (TB) from Trenton to Vancouver. No. 1 Squadron (with three Siskin fighters) made the journey by rail late in August. Prior to its transfer No. 3 made a long distance flight with four Wapitis from Ottawa to Halifax and return, completing the outward flight in one day and the return in two. In October, the squadron, now eight aircraft strong, flew to Calgary, completing the first long distance transfer of an

RCAF squadron by air. No. 2 (AC) Squadron also carried out a movement exercise from Ottawa to Halifax where it took part in coastal artillery co-operation practice. After its return to Ottawa, the squadron was transferred to Trenton where it took over the personnel, equipment and functions of the School of Army Co-operation which was thereupon closed.

Training

During the year the RCAF flew 27,069.10 hours, an increase of more than 36 per cent over the previous year. Over half of the flying was done by units of the Training Group at Trenton (13,615.05 hours). Ottawa Air Station did 4,991.35 hours, and Nos. 119 and 120 Auxiliary Squadrons each logged more than 1,600 hours.

Flying activities for the year included:

	Hours
Individual Flying Training.....	14,012.25
Preliminary Training (by seven Aux. Sqns.)	5,646.10
Service Training.....	2,838.30
Photography.....	1,774.30
Transportation.....	1,089.20
Test & Development.....	1,023.40
Army & Navy Co-operation.....	665.10
Militia Service.....	19.25

Individual flying training was done primarily at Trenton with some courses at Ottawa and other stations. The program of the Flying Training School was reorganized to conform with the RAF Standard Syllabus which divided the training into three stages, elementary, intermediate and advanced. Each stage lasted about 16 weeks, so that, allowing for travelling time between stages, the whole course was completed within a year. It was decided to have elementary training done in civil schools and arrangements were made for eight flying clubs (at Vancouver, Calgary, Regina, Winnipeg, Hamilton, Toronto, Montreal and Halifax) to conduct three courses with a total of 32 pupils in each course. The training scheme was designed to produce approximately 75 fully-trained pilots annually for the RCAF, and 50 for the RAF.

Preliminary training by the Auxiliary squadrons (Nos. 110, 111, 112, 115, 118, 119 and 120) included a fortnight of service training at the annual summer camp. Permanent squadrons Nos. 1, 2, 3, 4, 5 and 6 carried out service training in their several operational roles, and also engaged in co-operation exercises with the Navy and Army.

Test and development An addition to the 1938 test and development agenda was investigation of a cathode ray direction finder (radar) carried out by the Directorate of Air Development in close collaboration with the National Research Council.

Air survey No. 8 (GP) Squadron was engaged on an extensive program of air survey, covering all parts of the Dominion except Manitoba. As in 1937 the drought area in the prairies received particular attention. In all 86,250 square miles were photographed. This represented a marked increase over the previous year yet, thanks to the use of more modern aircraft and better film, the work was completed by 1 October, two months earlier than usual. A photographic trailer was designed, tested in the field and found to be most useful.

1939

17 February A detachment from No. 1 (F) Squadron at Calgary went to Sea Island to take delivery of the first Hawker Hurricane fighters issued to replace the long-obsolete Siskins. On 1 June S/L EG Fullerton ferried the first Hurricane from Vancouver to the squadron base at Calgary.

May-June During the visit of Their Majesties the King and Queen, the RCAF provided aerial escorts and guards of honour. Three Stranraers escorted the Royal Yacht up the St. Lawrence on its arrival at Quebec, escorted RCN ships conveying the Royal Party to Prince Edward Island, and again escorted the Royal Yacht on its departure from Halifax. At Trenton five Wapiti and three Atlas aircraft flew on escort, and at Vancouver three Stranraers and five Hurricanes escorted Their Majesties on the trip to Victoria and back. While the King and Queen were in residence at Ottawa the RCAF provided the Royal Household Guard.

26 August RCAF squadrons began moving to war stations. No. 3 (B) Squadron's Wapitis left Calgary en route to Halifax, followed five days later by No. 1 (F) Squadron en route to St Hubert. No. 2 (AC) Squadron began to move from Trenton to Halifax and thence to Saint John. No. 8 (GP) Squadron, after recalling its aircraft from detached photographic operations, left Ottawa for Sydney.

31 August On the eve of the war the RCAF total strength was 4,061 officers and airmen (Permanent - 298 officers, 2,750 airmen; Auxiliary - 112 officers, 901 airmen). It had 270 aircraft of 28 different types; "service"

RCAF order of battle

types included twenty-two Wapitis, twenty Oxfords, nineteen Hurricanes, thirteen Atlas, twelve Deltas, eleven Sharks, ten Battles, nine Stranraers, five Siskins, four Norsemen and four Vancouvers.

The organization of the Force was:

Headquarters and Record Office, Ottawa
Western Air Command, Vancouver
Eastern Air Command, Halifax
Air Training Command, Toronto

Stations -

Vancouver
Dartmouth
Ottawa (Photo Establishment, Test & Development Flight, Communication Flight)
Camp Borden (Intermediate Training Wing Headquarters, Intermediate Training Squadron, Intermediate Ground Instructional School; No. 2 Technical Training School)
Trenton (Advanced Training Wing Headquarters, Advanced Training Squadron, Advanced Ground Instructional School; No. 1 Technical Training, Air Armament, Equipment Training, Air Navigation and Seaplane, and Wireless Schools).

Squadrons -
(Permanent)

No. 1 (F) - Hurricane; en route St. Hubert
No. 2 (AC) - Atlas; Saint John, NB
No. 3 (B) - Wapiti, en route Halifax
No. 4 (GR) - Vancouver and Stranraer; Vancouver
No. 5 (GR) - Stranraer; Dartmouth
No. 6 (TB) - Shark; Vancouver
No. 7 (GP) - Fairchild and Norseman; Ottawa
No. 8 (GP) - Delta; Sydney
Nos. 9, 10 and 11 Squadrons had also been authorized, but not formed prior to 1 September.

Depots -

No. 1 Aircraft, Ottawa
No. 2 Equipment, Winnipeg
No. 3 Repair, Vancouver
No. 4 Repair, Dartmouth
No. 5 Equipment, Moncton

Detachments -

No. 11 (Technical), Montreal

No. 12 (Technical), Toronto
No. 13 (Technical), Vancouver
No. 21 (Magazine), Kamloops
No. 22 (Magazine), Debert

Auxiliary Active Air Force

Wing Headquarters -

No. 100, Vancouver
No. 101, Toronto
No. 102, Montreal

Squadrons -

No. 110 (AC), Toronto
No. 111 (CAC), Vancouver
No. 112 (AC), Winnipeg
No. 113 (F), Calgary
No. 114 (B), London
No. 115 (F), Montreal
No. 116 (F), Halifax
No. 117 (CAC), Saint John
No. 118 (B), Montreal
No. 119 (B), Hamilton
No. 120 (B), Regina
No. 121 (F), Quebec City

Each of the 12 Auxiliary squadrons had a PF Detachment. Five squadrons (Nos. 113, 114, 116, 117 and 121) were still in preliminary stages of organization and were disbanded after the outbreak of hostilities.

Summary to 31 August

Prior to the declaration of war considerable progress was made in the establishment or improvement of bases on the Pacific and Atlantic coasts. An Equipment Depot was opened at Moncton and a magazine at Debert. The meteorological service of the Department of Transport was extended to the east coast, and plans were made for a complete service for all Air Force establishments. Improvement of Service armament was actively pursued; a Directorate of Armament was formed at Headquarters, the Air Armament School at Trenton was expanded, and the armament on all service aircraft was modernized. An Intelligence Section was also organized.

Training

Service flying training for the period 1 April to 31 August totalled 11,924.15 hours (7,104.20 by Permanent units and 4,819.55 by Auxiliary squadrons, including a fortnight in annual summer camp). As arranged the previous year, elementary training was carried out

at civil flying clubs; intermediate training was given at Camp Borden and advanced at Trenton. To train civil elementary instructors a Flying Instructors' School was opened at Camp Borden early in the year.

Civil
Government
air
operations

Civil Government air operations consisted of aerial photography and survey for the Dominion Forest Service and the Bureau of Geology and Topography. One detachment of three aircraft was assigned in July to make a detailed reconnaissance of the Labrador coast. The work was interrupted, however, when the aircraft had to be sent on a search for a civil machine lost in Labrador. All photographic work was suspended on 25 August. By that date 424.35 hours' flying had been recorded and 25,100 square miles photographed.

1 September

Germany attacked Poland. The RCAF was placed on active service.

Second World
War begins

3 September

Great Britain and France declared war on Germany.

Great Britain
declares war

4 September

P/O SR Henderson, a Canadian in No. 206 Squadron, RAF, was the lead navigator in a bomber force attacking German warships. He thus became the first Canadian to participate on an operational sortie in the Second World War.

First
Canadian
in action

10 September

Canada declared war on Germany.

Canada declares
war on Germany

14 September

By Order-in-Council the RCAF Special Reserve was created and placed on active service.

Special
Reserve created

14 September

En route from Megantic, PQ to Sydney, NS to take up wartime duties, a Delta reconnaissance aircraft disappeared. The wreckage of the machine was located in New Brunswick in 1958 but there was no sign of its crew, FS JE Doan and LAC DA Rennie.

First wartime
casualties

15 September

The Directorate of Air Force Manning was formed at Headquarters to direct the rapid expansion of the

Directorate of Manning formed Force and 20 recruiting centres were opened across the Dominion. By the end of the fiscal year (31 March, 1940), 102,777 applications had been received.

18 September Manning Pool formed RCAF Manning Pool (later No. 1 Manning Depot) was formed at Toronto.

29/30 September First RCAF war sortie over enemy territory S/L WI Clements, attached to No. 53 (Blenheim) Squadron, RAF, made a long distance night reconnaissance from Metz, France, to the Hamm-Hanover area of Germany - the first member of the RCAF to fly over enemy territory.

6 November AMOT Division formed Formation of the Organization and Training Division at Headquarters was authorized, to carry out the proposed training plan. (Headquarters now constituted four Divisions - Air Staff, Personnel, Aeronautical Engineering and Supply, and Organization and Training - each under an Air Member. The new "Air Member" titles were introduced 21 October).

17 December BCATP agreement signed The governments of the United Kingdom, Canada, Australia and New Zealand signed, at Ottawa, an agreement to set up a British Commonwealth Air Training Plan organized and administered by the RCAF (acting for the Canadian Government). The initial plan proposed the establishment of three Initial Training Schools, thirteen Elementary Flying Training Schools, sixteen Service Flying Training Schools, ten Air Observer Schools, ten Bombing and Gunnery Schools, two Air Navigation Schools and four Wireless Schools, plus the necessary ancillary schools and depots, a total of 74 units in all. Training was to begin on 29 April 1940 and all schools were to be in operation by 30 April 1942. When fully developed the Plan was to produce 520 pilots with elementary training, 544 pilots with service training, 340 observers and 580 wireless operator-air gunners every four weeks.

31 December Expansion of RCAF The strength of the RCAF at the end of the year totalled 8,287 officers and airmen, an increase of more than 100 per cent in four months. There were 280 Permanent, 195 Auxiliary and 454 Special Reserve Officers and 7,358 airmen.

The operational strength was fourteen squadrons, all stationed in Canada: No. 1 (F) Dartmouth, No. 4 (BR) Vancouver, No. 5 (BR) Dartmouth, No. 6 (BR) Vancouver, No. 8 (BR) North Sydney, No. 10 (BR), formed from No. 3 on 5 September, Halifax, No. 11

(BR) Dartmouth, No. 110 (AC) Ottawa, No. 111 (CAC) Vancouver, No. 112 (AC) Ottawa, No. 115 (F) St. Hubert, No. 118 (B) Dartmouth, No. 119 (B) Hamilton and No. 120 (BR) Vancouver.

1940

- 1 January Overseas Headquarters formed RCAF Overseas Headquarters, London, England, was formed under W/C FV Heakes who had been RCAF Liaison Officer. On 7 March G/C MV Walsh, MBE, assumed command.
- 2 January First Canadians decorated The London Gazette announced that P/O SR Henderson and W/C JF Griffiths, two Canadians in the RAF, had been awarded the Distinguished Flying Cross for air operations against the enemy, the first Canadians to be decorated during the war. P/O Henderson's award was for attacking German flying boats on 8 November 1939. W/C Griffiths was decorated for attacks on German warships on 14 December 1939.
- 14 February First RCAF unit overseas No. 110 (AC) Squadron, augmented by personnel of No. 2 (AC) Squadron, sailed from Halifax, under the command of S/L WB Van Vliet. It disembarked at Liverpool on 25 February, the first of 48 RCAF squadrons which served overseas during the war.
- 16 February No. 1 Wireless School formed The prewar Wireless School was transferred from Trenton to Montreal and re-named No. 1 Wireless School, the first of four such schools operated within the BCATP.
- 31 March Summary RCAF flying In the fiscal year, 1 April 1939-31 March 1940, the RCAF flew 69,472.50 hours, including 5,022.10 hours on service operations and 60,316.30 hours on training at civil flying clubs, service schools and units. The balance (4,134.10 hours) covered testing, transfer of aircraft, transportation, Civil Government operations (prior to 25 August 1939), co-operation with the Militia and miscellaneous duties.
- March-April Formation of Training Commands To implement the BCATP four Training Commands were organized. Air Training Command (Toronto) was re-designated No. 1 TC on 1 January; No. 2 TC formed at Winnipeg on 15 April, No. 3 TC at Montreal on 18 March and No. 4 TC at Regina on 29 April.
- 15 April No. 1 ITS opened No. 1 Initial Training School was officially opened in the Eglinton Hunt Club, Toronto, absorbing the Ground Training School previously located at Trenton. The first intake of BCATP trainees, 164 AC2s, arrived on 29 April.

29 April No. 1 Air Navigation School was formed at Trenton, providing specialized training in this field for BCATP students.
Formation of No. 1 ANS

21 May An advance party of No. 112 (AC) City of Winnipeg Squadron sailed from Montreal, and disembarked at Liverpool eight days later.
Second RCAF Squadron overseas

23 May Hon CG Power, KC, MC, was appointed Minister of National Defence for Air.
Ministry of National Defence for Air created

23-25 May On 23 May S/L FM Gobeil, an RCAF exchange officer commanding No. 242 (Canadian) Squadron of the RAF, engaged a Bf.109 near Berek, France. Two days later this officer, in another combat near Menin, Belgium, shot down a Me. 110.
First RCAF air combat and victory

27 May No. 1 Air Observer School was officially opened at Malton with the first intake of BCATP trainees. All AOSs were operated by civilian firms under RCAF supervision.
First AOS opened

8 June No. 1 (F) squadron, augmented by personnel of No. 115 (F) Squadron, under the command of S/L EA McNab, and the rear party of No. 112 (AC) Squadron, commanded by S/L WF Hanna, sailed from Halifax and arrived at Liverpool on 20 June.
Second and third RCAF Squadrons to UK

17 June No. 10 (BR) Squadron at Dartmouth sent a detachment of five Douglas Digbys, under the command of S/L HM Carscallen, to operate from Newfoundland Airport (Gander).
Operations begun from Newfoundland

20 June An Air Council was constituted to advise the Minister of National Defence for Air.
Air Council created

24 June The first four Elementary Flying Training Schools (No. 1 at Malton, No. 2 at Fort William, No. 3 at London and No. 4 at Windsor Mills, PQ) were officially opened with intakes of 24 BCATP pupil-pilots. The EFTSs were operated mainly by civilian companies with RCAF supervisory staffs. An exception was the EFTS at Cap de la Madeleine, operated by Quebec Airways.
First EFTSs opened

- June
RCAF
ensign
approved
- The RCAF ensign was approved by HM the King. It was adapted from the RAF ensign with the substitution of a red maple leaf for the red circle in the centre of the roundel.
- 22 July
BCATP service
flying
training
started
- The first intake of BCATP pupils for service flying training reported to No. 1 Service Flying Training School at Camp Borden. The school had been formed earlier in the year from the training units operating there.
- 15 August
First RCAF
victory in
Battle of
Britain
- S/L EA McNab, while flying with No. 111 Squadron, RAF, destroyed a Do. 215 and won the RCAF's first victory in the Battle of Britain.
- 17 August
No. 1 Squadron
operational
- No. 1 (F) Squadron (later No. 401) became operational on its Hurricane aircraft and began patrols and scrambles over its base at Northolt.
- 19 August
No. 1 B and
G School
formed
- No. 1 Bombing and Gunnery School was formed at Jarvis, Ontario, the first of eleven such schools formed within the BCATP to train bomb aimers and air gunners for the RCAF and Commonwealth Air Forces.
- 21 August
Formation of
PJBD
- By Order in Council the Permanent Joint Board of Defence was formed to co-ordinate Canadian and American activities relating to the defence of North America. Composed of civilians and personnel from all services of both countries, the Board held its first meeting on 26 August. Many of its subsequent meetings dealt with air force matters, including the Northwest Staging Route, anti-submarine operations, and supplies of aircraft. The first RCAF representative on the Board was A/C AAL Cuffe.
- 26 August
No. 1
Squadron's
first action
- Intercepting a raid by 25 or 30 Dornier bombers, No. 1 Squadron destroyed three and damaged four. F/O RL Edwards was killed in the engagement - the RCAF's first battle casualty. No. 1 remained in the Battle of Britain until 9 October when it was withdrawn for a rest. In the 53-day period, 17 August to 9 October, it was credited with destroying 30 enemy aircraft and damaging 43 more. Three pilots were killed in action and ten wounded or injured.

- 22 October S/L EA McNab, commanding officer of No. 1 (F) Squadron, was awarded the Distinguished Flying Cross for his services in the Battle of Britain. Three days later F/L GR McGregor and F/O BD Russel of the same squadron also received the DFC.
- First RCAF war decorations
- 8 November Training and Supply were detached from AMOT and AMAES respectively and became separate divisions under Air Members.
- AMT and AMS divisions created
- 19 November An Order in Council authorized the formation of the Air Cadet League of Canada, a civilian organization to train boys of 12 to 18 years of age for possible future enlistment in the RCAF.
- Air Cadet League formed
- 24 November The first draft of BCATP graduates, 12 officers and 25 sergeant observers, arrived at Liverpool. The course of 37 had graduated from No. 1 Air Navigation School at Trenton on 24 October.
- First BCATP graduates overseas
- 31 December There were three RCAF squadrons overseas: No. 1 (F), No. 110 (AC) and No. 2 (F) which had just been formed from No. 112 (AC) Squadron. At home there were eleven squadrons: in EAC - Nos. 5, 10 and 11 (BR) at Darmouth, No. 8 (BR) at North Sydney and No. 119 (BR) at Yarmouth; in WAC - No. 4 (BR) at Ucluelet, No. 6 (BR) at Coal Harbour, and Nos. 111 (F), 120 (BR) and 13 (Operational Training) at Patricia Bay; No. 12 (Communication) Squadron was stationed at Rockcliffe.
- Operational strength

1941

- 7 January Article 15 of the Agreement of 17 December, 1939, provided that "pupils of Canada, Australia and New Zealand shall, after training is completed, be identified with their respective Dominions, either by the method of organizing Dominion units and formations or in some other way." By the supplementary Sinclair-Ralston agreement signed in London on 7 January, 1941, it was arranged that 25 RCAF squadrons would be formed in the UK in the next 18 months (exclusive of the original three sent over from Canada).
- Sinclair-Ralston agreement
- 1 March To obviate confusion with RAF units, squadrons of the RCAF overseas were re-numbered in the 400 series.

400 Series
introduced

Thus No. 110 became No. 400; No. 1 became No. 401, and No. 112 which had been reorganized as No. 2 (F) Squadron, became No. 402. On the same date No. 402 was passed as operational, the second RCAF fighter squadron to go into action overseas.

1 March

No. 403 (F) Squadron, the first of the "Article 15" units, was formed at Baginton, England. It was followed by 17 more in the next ten months, these being:

No. 403
Squadron formed

New Units
Overseas

No. 404 (Coastal Fighter).....	15 April
No. 405 (Bomber).....	23 April
No. 407 (Coastal).....	8 May
No. 406 (Night Fighter).....	10 May
No. 411 (Fighter).....	16 June
No. 409 (Night Fighter).....	17 June
No. 408 (Bomber).....	24 June
No. 410 (Night Fighter).....	30 June
No. 412 (Fighter).....	30 June
No. 413 (Coastal).....	1 July
No. 414 (Army Co-operation).....	12 August
No. 415 (Coastal).....	20 August
No. 418 (Intruder).....	15 November
No. 416 (Fighter).....	18 November
No. 417 (Fighter).....	27 November
No. 419 (Bomber).....	7 December
No. 420 (Bomber).....	19 December

Of these, Nos. 403 to 413 inclusive had started operations by the end of the year.

11 April

No. 10 (BR) Squadron, which had had a flight at Gander since June, 1940, moved to the Newfoundland airport.

No. 10 (BR)
Squadron moved
to Gander

15 April

First RCAF
offensive
operation
over enemy
territory

Twelve pilots of No. 402 Squadron, led by W/C GR McGregor, DFC, took part in an offensive patrol over the Boulogne sector of the French coast. This was the first offensive operation carried out by an RCAF unit over enemy-held territory.

23 May

First OTU
opened

Operational training in Canada commenced with the opening of No. 31 Operational Training Unit at Debart, NS. Equipped with Hudson and Bolingbroke aircraft, the unit was the first of ten OTUs to be located in Canada under RAF and RCAF control.

- 12/13 June Three Vickers Wellington bombers of No. 405 Squadron carried out the RCAF's first attack on Germany, bombing the freight yards at Schwerte, southeast of Dortmund, with a total of 9,000 lbs of high explosives and 2,160 lbs of incendiaries for the three aircraft.
- First RCAF bomber attack on Germany
- 2 July The formation of a Canadian Women's Auxiliary Air Force was authorized by Order in Council, to recruit women for training in various ground trades so that men could be released for combat duties. By the end of the war it had enrolled 17,038 women, of whom over 1,500 saw service overseas. The first female officer was Kathleen Walker, appointed Flight Officer, 2 July; the first airwoman was Jane Bennett.
- CWAAF (WD) formed
- 2 July While flying a Spitfire with No. 145 Squadron (RAF) FS JGL Robillard was shot down over France. Making contact with French civilians, he evaded capture and reached Gibraltar by the end of October. He subsequently returned to operational duties. FS Robillard was the first RCAF airman to become a successful "evader".
- First RCAF evader
- 22 July A Catalina of No. 116 Squadron, captained by F/L NE Small, attacked a U-boat, but the bombs did not explode.
- First U-boat attack by EAC
- 1/2 September F/O RC Fumerton and Sgt LPS Bing, flying a Beaufighter of No. 406 Squadron, won the RCAF's first night fighter victory by destroying a Ju. 88 over Bedlington, Northumberland.
- First RCAF night fighter victory
- 22 September Formation of University Air Training Squadrons was proposed and approved.
- University Air Training Squadrons formed
- 23 October The Manning Depot for women personnel opened at Havegal College, Toronto, with 150 airwomen taking administrative courses. The depot was subsequently redesignated No. 6 Manning Depot.
- CWAAF Depot opened
- 10 November Despite serious injuries, which proved fatal, LAC KM Gravell, a wireless operator-air gunner under training at No. 2 Wireless School, Calgary, gallantly endeavoured to rescue his pilot from the blazing wreckage of their crashed Tiger Moth aircraft. His gallantry and self-sacrifice were recognized by the posthumous award of the George Cross.
- RCAF's first George Cross

- 7 December Canada declared war on Japan, and immediate steps were taken to strengthen our Pacific defences. The formation of new squadrons was instituted and others were shifted from EAC to WAC.
- War with Japan
- 21 December No. 404 (Blenheim) Squadron helped to provide long-range fighter cover for Commando forces attacking enemy positions at Vaagso (Norway).
- Commando raid on Vaagso
- 31 December There were 21 RCAF squadrons in the United Kingdom and 16 at home. Of the overseas squadrons, 14 were operational (five fighter, three night fighter, one army co-operation, two bomber and three coastal). In EAC there were Nos. 5 (BR), 11 (BR), 116 (BR), (formed 28 June) and 118 (F) at Dartmouth, No. 8 (BR) at North Sydney, No. 119 (BR) at Yarmouth, and No. 10 (BR) at Gander, Nfld. In WAC Nos. 13 (Operational Training), 111 (F), and 115 (F), (formed 1 August) were at Patricia Bay; No. 4 (BR) was at Ucluelet, No. 6 (BR) at Alliford Bay, No. 120 (BR) at Coal Harbour, No. 7 (BR), (formed 8 December) at Prince Rupert, and No. 9 (BR), (formed 8 December) at Bella Bella. No. 12 (Comm) Squadron was still at Rockcliffe.

1942

- 2 January Trained members of the CWAAF began reporting to units in Canada. No. 2 SFTS, Uplands, was the first station to receive such personnel, who were initially posted to BCATP stations.
- CWAAF personnel active
- 3 February The Canadian Women's Auxiliary Air Force was renamed Royal Canadian Air Force (Women's Division).
- CWAAF renamed RCAF (WD)
- 12 February The Scharnhorst, Gneisenau and Prinz Eugen escaped from Brest, where they had been frequently attacked by RCAF units of Bomber Command, and fled up the Channel and through the Strait of Dover under attack by aircraft of the Fleet Air Arm and Coastal, Bomber and Fighter Commands of the RAF. Nine Canadian squadrons (four bomber, four fighter and one coastal) took part in the day's action; seven aircraft were lost and three enemy fighters were destroyed and three damaged.
- Escape of German warships

- 17 February
RCAF officer
commands a
bomber
squadron
- W/C JE Fauquier, DFC, assumed command of No. 405 Squadron. He became the first RCAF officer to take charge of a bomber squadron overseas; such RCAF units had hitherto been commanded by RAF officers, most of whom were Canadians who had enlisted in the pre-war RAF.
- 1 March
AIB
formed
- An Accidents Investigation Branch was formed at AFHQ to investigate all service flying accidents in Canada and compile data for the promotion of safety in flying.
- 4 March
No. 7 MD
opened
- To accommodate the growing numbers of women volunteering for the RCAF (Women's Division), No. 7 Manning Depot was opened at Rockcliffe.
- 9 March
First BCATP
graduate to
command an
RCAF unit
- S/L LV Chadburn assumed command of No. 416 Squadron. He became the first Canadian trained under the BCATP to command an RCAF squadron, having won his wings at No. 2 SFTS, Uplands, on 2 October 1940.
- 23 March
Director
General of
Air Research
appointed
- The great advances being made in aeronautical research led to the appointment of a Director General of Air Research in the RCAF. A/V/M EW Stedman, OBE, who had been in charge of technical services and aeronautical engineering since 1920, was selected for this post. A/C A Ferrier, MC, succeeded him as AMAE.
- 18 March -
6 April
Movement of
No. 413
Squadron to
Ceylon
- To strengthen the air defences of the Far East, where the Japanese tide was in full flood, No. 413 Squadron was transferred from the Shetland Isles to Ceylon. While ground personnel proceeded by boat, four aircraft made the 8,000-mile journey by air between 18 March and 6 April.
- 4 April
"The Saviour
of Ceylon"
- S/L LJ Birchall and crew of No. 413 Squadron, whose aircraft and crew had arrived in Ceylon only two days previously, on reconnaissance over the Indian Ocean, sighted and reported by wireless a large enemy naval force 350 miles south of Ceylon. The PBY-5 was shot down, however, and S/L Birchall and some of his crew were taken prisoners. Thanks to their warning the island's defences were put in readiness and the Japanese attack was beaten off.
- 5 - 9 April
Canadians in
Ceylon
- On Easter Sunday 75 Japanese aircraft attacked Colombo, and four days later an even larger enemy force attacked Trincomalee. Taking part in the defence of the island were at least 15 Canadians, members of the RAF and RCAF.

13 April To strengthen the Middle East, No. 417 (Spitfire) Squadron was transferred from the UK. It left Tain on 13 April and travelled by sea to Egypt where it arrived on 4 June. The squadron served with the Desert Air Force in the Western Desert, Tunisia, Sicily and Italy.

No. 417 Squadron moved to Middle East

April - November During the year ten more RCAF squadrons were formed in the UK. The new units were:

Expansion of RCAF overseas

No. 422 (Coastal)	2 April
No. 421 (Fighter)	9 April
No. 423 (Coastal)	18 May
No. 425 (Bomber)	25 June
No. 424 (Bomber)	15 October
No. 426 (Bomber)	15 October
No. 427 (Bomber)	7 November
No. 428 (Bomber)	7 November
No. 429 (Bomber)	7 November
No. 431 (Bomber)	9 November

Of these, Nos. 421, 423, 425, and 427 were operational by the end of the year; the others followed in the first nine weeks of 1943.

13 May By Order in Council the University Air Training Corps was established as a component of the RCAF. During the war 23 UAT squadrons were formed. Resembling the Army's COTC, they gave preliminary training to university students.

UATC made component of RCAF

17 May No. 404 (Blenheim) Squadron participated in Coastal Command's strike against the cruiser Prinz Eugen in the Skagerrak.

Attack on Prinz Eugen

30/31 May Bomber Command despatched 1,092 aircraft to attack Cologne; 1,459 tons of high explosive and incendiary bombs were dropped on the target area. The four operational RCAF bomber squadrons contributed 68 aircraft, 56 of which reached the objective and released over 81 tons of bombs. One RCAF aircraft was lost. Included in the Canadian contingent were 15 Handley Page Halifaxes of No. 405 Squadron, led by W/C JE Fauquier, making the RCAF's first four-engined heavy bomber raid.

First "1000 bomber" raid

2 - 8 June As a result of the Japanese threat to the Aleutians, RCAF units were moved to Alaska to co-operate with American naval and army forces. No. 8 Squadron (which had moved from the east coast in January) flew its Bolingbromes from Sea Island, BC, to Anchorage, Alaska (2 - 7 June), while No. 111 Squadron's Curtiss

Movement of RCAF units to Alaska

Kittyhawks moved from Patricia Bay to the same base (3 - 8 June). In addition No. 118 (Kittyhawk) Squadron was transferred from the east coast to Annette Island (21 June), joining No. 115 (Bolingbroke) Squadron which had been at Annette since 5 May. In July No. 111 Squadron moved forward to Umnak in the Aleutians for operations against Japanese-held Kiska.

- 5 June
Extension of BCATP
The 1939 Agreement, which was to remain in force until 31 March, 1943, was extended to 31 March, 1945 and at the same time was enlarged to provide for nine additional training schools and ten specialist schools (Operational Training Units, Flying Instructors' Schools, etc.). In addition 27 RAF units, which had been transferred to or established in Canada, were brought under the administration of the "Combined Training Organization."
- 31 July
EAC's first "kill"
A Hudson of No. 113 (BR) Squadron (captain, S/L NE Small) scored Eastern Air Command's first kill by sinking the German submarine U754, southeast of Cape Sable.
- 19 August
Dieppe
Six RCAF fighter and two army co-operation squadrons participated in the attack on Dieppe, providing air cover, escorting bomber formations, and reconnoitring over the approaches to the battle area. Claims were made for ten enemy aircraft destroyed, four probably destroyed and 22 damaged; our losses were 13 aircraft and ten pilots. No. 418 (Intruder) Squadron also contributed two aircraft for the operation, one of which was lost.
- 28 September
Japanese fighter destroyed at Kiska
In the first RCAF fighter sortie over Kiska, S/L KA Boomer, commanding No. 111 Squadron, destroyed a Japanese "Rufe" seaplane that crashed into the sea. This was the only air combat fought by the RCAF in the North American theatre.
- 15 October
Northwest Staging Route constituted
The Northwest Staging Route, organized to link Alaska and the Yukon by air with supply centres, was constituted as a unit under No. 4 Training Command.
- 30 October
Double U-Boat "kill"
About midday a Lockheed Hudson of No. 145 (BR) Squadron (captain, F/O EL Robinson) destroyed U658 with a salvo of depth charges, 320 miles east of St John's Nfld. Later in the afternoon a Digby of No. 10 (BR) Squadron (captain, F/O DF Raymes) sent U520 to the bottom far out in the Atlantic.

31 December

Operational
strength

At the end of the year the RCAF had 31 squadrons overseas and 36 at home. In the UK there were seven fighter squadrons, two army co-operation, three night fighter, one intruder, eleven bomber and five coastal. There was one fighter squadron in Egypt and a coastal squadron in Ceylon.

The strength of EAC had grown from seven to 17 squadrons (nine BR, six F and two others); at Dartmouth were Nos. 10 (BR), 11 (BR), 126 (F), (formed 20 April), 129 (F), (formed 28 August), and 121 (Composite), (formed in January); at Yarmouth--Nos. 113 (BR), (formed 15 February), and 162 (BR), (formed 19 May); at Sydney--Nos. 119 (BR) and 128 (F), (formed 7 June); at North Sydney--No. 117 (BR), (reformed 27 April); at Debert--No. 123 (Army Co-operation Training), (formed 15 January); at Shelburne--No. 116 (BR); at Bagotville, PQ--No. 130 (F), (formed 1 May); in Newfoundland Nos. 5 (BR) and 127 (F), (formed 4 July) were at Gander, and Nos. 125 (F), (formed 20 April) and 145 (BR), (formed 18 May) at Torbay.

During the year WAC had grown from eight squadrons to 17 (eight BR, one TB, six F and two others). No. 14 (F, formed 2 January) and 147 (BR, formed 15 June) were at Sea Island; Nos. 135 (F, formed 15 June), 149 (TB, formed 1 October), 122 (Composite, formed 10 January) and 13 (Operational Training) were at Patricia Bay; No. 4 (BR) was at Ucluelet; No. 6 (BR) at Alliford Bay; No. 7 (BR) at Prince Rupert; No. 9 (BR) at Bella Bella; No. 120 (BR) at Coal Harbour; No. 132 (F, formed 10 April) at Tofino; and No. 133 (F), (formed 1 July) at Boundary Bay. Four squadrons were in Alaska, No. 8 (BR) at Anchorage, No. 111 (F) at Kodiak, and Nos. 115 (BR) and 118 (F) at Annette Island.

No. 12 (Comm) Squadron at Rockcliffe had been joined by No. 124 (Ferry), formed on 1 January.

1943

1 January

No. 6 (RCAF)
Group formed

No. 6 (RCAF) Group, under the command of A/V/M GE Brookes, OBE, became operational in Bomber Command. The Group originally comprised eight squadrons, Nos. 408, 419, 420, 424, 425, 426, 427 and 428, formerly in No. 4 Group. They were joined by No. 429 Squadron on 1 April and by No. 431 Squadron on 15 July. By the end of the war the Group had grown to 14 heavy

- bomber squadrons, located at Linton, East Moor, Tholthorpe, Leeming, Skipton, Middleton St George, and Croft. A/V/M CM McEwen, MC, DFC, succeeded A/V/M Brookes as Air Officer Commanding on 29 February, 1944.
- 3/4 January
First Group operation
January
RCAF Badge approved
1 April
Canada assumes full financial responsibility for RCAF overseas
19 April
No. 405 Squadron joins the Pathfinder Group
22 April
Air Cadet Corps a component of the RCAF
23 April
Beginning of paratroop training
4 May
Fourth EAC "kill"
13 May
First U-boat "kill" by RCAF overseas
- Six Wellingtons of No. 427 Squadron carried out No. 6 Group's first operation, a minelaying sortie to the Frisian Islands.
- The RCAF badge was approved by HM the King.
- The Canadian government assumed full financial responsibility for total pay and allowances of all RCAF personnel overseas as well as the total cost of all RCAF squadrons formed overseas.
- No. 405 Squadron moved to Gransden Lodge and joined No. 8 (Pathfinder) Group with which it served until the end of the war. No. 405 carried out its first Pathfinder operation on 26 April.
- The Air Cadet Corps was made a component of the RCAF. During the war almost 400 Air Cadet squadrons were formed with a total enrolment of over 30,000. Summer camps were held at RCAF units.
- No. 2 Detachment of No. 165 (HT) Squadron was formed at Rivers, Man, to initiate paratroop training in Canada in conjunction with 1st Parachute Battalion, Canadian Army. After preliminary tests the first jumps were made by ten paratroopers over Camp Shilo on 4 May.
- A Canso of No. 5 (BR) Squadron (captain, S/L BH Moffit, AFC) depth-charged and sank U630 in the Western Atlantic.
- A Short Sunderland of No. 423 Squadron (captain, F/L J Musgrave) attacked U456 and shared its destruction with a ship of the RN and HMCS Drumheller of the RCN.

14 May
Second GC
awarded

When the pilot of an Avro Anson from No. 4 AOS, London, fainted at the controls, LAC KG Spooner, a student navigator with no pilot training, took over the controls to enable three of his comrades to bail out. Soon after the aircraft crashed into Lake Erie. The George Cross was posthumously awarded to LAC Spooner in tribute to his act of self-sacrifice that others might be saved.

16/17 May
Breaching
"The Dams"

Nineteen Avro Lancasters of No. 617 Squadron, RAF, led by W/C GP Gibson, DSO, DFC, breached the Mohne and Eder Dams. Eight aircraft were lost. Twenty-nine of the 133 men in the attacking force were members of the RCAF. W/C Gibson received the VC for his gallant and inspiring leadership, and seven of the RCAF personnel were also decorated.

January -
June

During the first months of the year the strength of the RCAF overseas was increased to 34 squadrons by the formation of

Expansion of
RCAF overseas

No. 430 (AC)..... 1 January
No. 432 (B)..... 1 May
No. 434 (B)..... 15 June

26 June
331 Wing
begins
operations
in Tunisia

In mid-May three RCAF Wellington squadrons, Nos. 420, 424 and 425, left the United Kingdom for North Africa where they constituted 331 Wing under the command of G/C CR Dunlap. Based in the Kairouan area of Tunisia, the Wing began operations on 26 June with an attack on the aerodrome at Sciacca, Sicily. For the next 15 weeks the Wing shared in the softening-up campaign which preceded the invasions of Sicily and Italy. The last attack was made on 5 October when Grosseto aerodrome was bombed. In all, the Wing made 2,127 sorties and dropped 3,745.5 tons of bombs as well as some 10,000,000 leaflets. From Tunisia the squadrons returned to the UK and rejoined No. 6 Group in November.

June -
July

First
glider crossing
of the
Atlantic

A Waco CG4A glider towed by a Dakota tug crossed the Atlantic in stages from Montreal to Prestwick. The course of 3,500 miles, via Newfoundland, Greenland and Iceland, was covered in 28 hours' flying time. Both aircraft carried useful loads of cargo, the glider having on board 3000 pounds of freight including serum for Russia, truck parts and aircraft wireless sets. Co-pilot of the glider was S/L FM Gobeil of the RCAF; F/L WS Longhurst, captain of the Dakota, was a Canadian in the RAF and his radio operator was another Canadian, Senior Radio Officer HG Wightman. The flight was made as an experiment by Transport Command of the RAF.

11/12 July F/O JH Turnbull, flying a Beaufighter of No. 600 Squadron, RAF, destroyed three Ju. 88 bombers in a single night interception over Sicily.

Triple night "kill"

1 August RCAF War Staff College was formed at Armour Heights, Toronto. A/C GE Wait was the first Commandant. The College was officially opened on 4 October with a course of 20 students.

RCAF Staff College formed

4 August The submarine U489 was sunk by a Sunderland of No. 423 Squadron (captain, F/O AA Bishop). Damaged by the U-boat's fire, the flying-boat crashed into the sea and five of her eleven-man crew were lost. The six others, all wounded, were rescued by a destroyer, together with 23 survivors of the submarine's crew.

Another submarine sunk

17 August Bomber Command attacked the German research and development station at Peenemunde on the Baltic coast where the V-1 flying bomb and jet aircraft were being developed. The raid has been called "the 45 minutes that changed the course of the war". The RCAF contributed 74 aircraft to the force of 597 making the attack. Included in the Canadian detachment were 12 Pathfinders of No. 405 Squadron led by W/C JE Fauquier, DFC.

Attack on Peenemunde

August The "Operational Wings" award was instituted by the RCAF, to be awarded to aircrew personnel who completed a tour of operations.

"Operational Wings" introduced

7 September - 26 October In a period of seven weeks RCAF aircraft destroyed four U-boats. On 6/7 September a Leigh-Light Wellington of No. 407 Squadron (captain P/O EM O'Donnell) surprised U669 on the surface, west of the Bay of Biscay, and sent it to the bottom. Twelve days later, on the other side of the ocean, a Consolidated Liberator of No. 10 Squadron (captain F/L RF Fisher) sank U341. At the time the aircraft was returning to Gander from Iceland after escorting Prime Minister Churchill, homeward bound on HMS Renown from the Quebec Conference. U610 was destroyed on 8 October by a Sunderland of No. 423 Squadron (captain F/O AH Russell), and U420 was killed on 26 October by F/L RM Aldwinckle's crew of No. 10 Squadron after an engagement that lasted an hour.

Four U-boats sunk

22 November G/C CR Dunlap assumed command of No. 139 Wing, comprised of three squadrons of Mitchell tactical bombers. He was the only RCAF officer to command an RAF operational wing.

RCAF officer commands RAF wing

10/11 December F/O RD Schultz, flying a de Havilland Mosquito of No. 410 Squadron, destroyed three DO. 217 bombers in a single night interception sortie.

Another triple-kill by night

15 December A Boeing Fortress of No. 168 (HT) Squadron, piloted by W/C RB Middleton, AFC, left Rockcliffe with 5,502 pounds of mail for Canadian servicemen overseas. This was the beginning of RCAF air transport operations on a global scale.

Beginning of long range transport operations

December The strength of the RCAF overseas rose to 35 squadrons with the formation of No. 433 (B) on 25 September.

Peak expansion of the RCAF The successful course of the war made it possible to reduce the air defences of Canada and at the end of the year six more squadrons were despatched overseas. From EAC came Nos. 123, 125 and 127 Squadrons and from WAC Nos. 14, 111 and 118 (overseas they were re-numbered 439, 441, 443, 442, 440 and 438 respectively and formed two new Typhoon and Spitfire wings).

The RCAF reached its peak expansion in December, 1943-January, 1944 with a strength of 215,200 (including over 15,000 WDs). The BCATP reached its peak at the same time with 97 flying schools (including 24 RAF) in operation, complemented by 184 ancillary units.

Order of battle There were 78 RCAF squadrons, 35 overseas, 37 at home and six in course of transfer. In the United Kingdom there were 14 bomber, 14 fighter (including three fighter-reconnaissance, three night fighter and one intruder), and five coastal squadrons; one fighter squadron was in Italy, and a coastal squadron was based in Ceylon.

EAC had 11 BR squadrons--Nos. 5, 10, 11, 113, 116, 117 (disbanded 15 December), 119, 145, 160 (formed 3 May), 161 (formed 28 April) and 162; four F squadrons--Nos. 126, 128, 129 and 130; a Composite squadron (No. 121); a Transport squadron (No. 164, formed 20 January); and a Communications squadron (No. 167, formed 22 July).

WAC had nine BR squadrons--Nos. 4, 6, 7, 8, 9, 115, 120, 147, and 149; four F squadrons--Nos. 132, 133, 135, and 163 (formed in February); a Composite squadron (No. 122); a Transport squadron (No. 165, formed 15 April); and a Communications squadron (No. 166, formed 15 July).

In addition to No. 12 (Comm) and No. 124 (Ferry) at Rockcliffe, a new Heavy Transport squadron, No. 168, had been formed there on 18 October for trans-Atlantic air mail service.

1944

- 1 January
Transfer of
NW Staging
Route
The control of the Northwest Staging Route was transferred from No. 4 Training Command to Western Air Command. On 18 February it was organized as No. 2 Wing Headquarters within WAC.
- 4/5 January
High-Level
minelaying
inaugurated
Six Halifaxes of No. 428 Squadron carried out Bomber Command's first high-level minelaying operation, dropping their mines by parachute into the inner harbour of Brest from heights of 14,000 to 15,000 feet. Hitherto mines had been planted from heights below 6,000 feet. Between January, 1943 and April, 1945, No. 6 Group made 2,594 minelaying sorties and planted 6,375 "vegetables" in enemy "gardens".
- 24 January
No. 162
Squadron in
Iceland
No. 162 (Canso) Squadron began operations from Reykjavik, Iceland. The squadron, on detachment to Coastal Command from EAC, had flown from Dartmouth to Reykjavik via Gander, Goose Bay and Bluie West 1 (Greenland). The move began on 4 January and was completed by the end of the month.
- 11 February
U-boat
"kill"
A Wellington of No. 407 Squadron, captained by F/O PW Heron, sank U283 in the North Atlantic.
- 16 February
Reduction of
BCATP begun
Because of the large reserve of aircrew already trained or under instruction, it was arranged, by the Balfour-Power Agreement, to begin gradual reduction of pupil intake and training establishments.
- 10 March
U625 sunk
A Sunderland of No. 422 Squadron, with F/L SW Butler, attacked U625 which was so heavily damaged that her crew had to abandon ship. Before leaving the submarine, the enemy crew signalled "Fine Bombish" to the Sunderland crew.

- 8 April
Aerial preparation for D-Day
RCAF Spitfires and the new RCAF Typhoon wing began dive-bombing operations as the Allied Air Forces opened their tactical preparation for the invasion. No. 403 Squadron carried out the first bombing attack by Spitfires in North western Europe.
- 17 April -
4 May
Three more U-boat kills
No. 162 (Canso) Squadron scored its first kill when F/O TC Cooke's crew sank U342 southwest of Iceland. A week later another U-boat (U311) was destroyed southwest of Ireland by a Sunderland of No. 423 Squadron captained by F/L FG Fellows. During the engagement the flying-boat was severely damaged by flak and a violent explosion in the submarine. In a third successful encounter, west of the Bay of Biscay, in the early morning of 4 May, F/L LJ Bateman and his crew, of No. 407 (Wellington) Squadron, flew through a barrage of light flak to drop their depth charges on U846.
- 2, 16 May
Intruder victories
On a daylight intrusion to the Baltic coast two Mosquito crews of No. 418 Squadron (S/L CC Scherf, DFC of the RAAF with F/O WAR Stewart, and F/O JT Caine, DFC and Bar with P/O EW Boal, DFC) destroyed ten enemy aircraft on the ground and one in the air and damaged four more on the ground. A fortnight later S/L Scherf with F/O CG Finlayson as navigator and accompanied by S/L HD Cleveland and FS F Day, RAF, on another Mosquito again intruded to the Baltic where they destroyed eight enemy aircraft (two on the ground).
- May - June
Recruiting suspended
Recruiting of both aircrew and ground personnel for the RCAF was suspended; the Recruiting Centres across Canada were disbanded.
- 1 June
NWAC formed
As a result of the great increase of air traffic through Northwestern Canada, North West Air Command was formed, with headquarters at Edmonton, under A/V/M TA Lawrence. It took over the control, operation and maintenance of the series of aerodromes and aircraft control facilities known as the Northwest Staging Route.
- 6 June
D-Day
British, American and Canadian forces landed in Normandy. For weeks prior to the invasion the Allied Air Forces had been sealing off the invasion area and blasting the "rocket coast"; on the eve and early morning of D-Day bombers smashed Nazi coastal defences; day and night fighter squadrons maintained a ceaseless patrol over the invasion fleets and beachheads while reconnaissance aircraft covered the

battle area and its approaches; and Coastal Command set up an impenetrable blockade against enemy submarines and surface craft. In all these varied operations 37 RCAF bomber, fighter and coastal squadrons played their part.

- 7 June
Thirteen
in one
day
- No. 126 (RCAF) Wing of No. 83 Group in 2nd TAF (Nos. 401, 411 and 412 Spitfire Squadrons) destroyed 12 enemy aircraft and probably destroyed or damaged five more in three engagements over the Normandy beaches. No. 144 (RCAF) Wing added another destroyed and one damaged.
- 7/8 June
Two U-boats
in 22 minutes
- F/O KO Moore, captain of a Liberator of No. 224 Squadron, RAF, on patrol off Ushant, destroyed two U-boats, U629 and U373, in 22 minutes.
- 10 - 27 June
RCAF wings
moved to
Normandy
- On 10 June the Spitfire wings began using hastily constructed landing strips on the beaches for re-arming and refuelling between patrols. On 15 June No. 144 Wing, led by No. 442 Squadron (S/L BD Russel, DFC), moved from England to a new base in Normandy. It was followed by No. 127 Wing on 16 June, No. 126 Wing on 18 June, and No. 143 (Typhoon) Wing on 27 June.
- 3 - 30 June
Four U-boats
destroyed by
No. 162
Squadron
- Coastal Command's intensive anti-U-boat campaign during invasion month led to a brilliant series of successes for No. 162 Squadron operating from Reykjavik, Iceland and Wick, Scotland. The Canso crews destroyed four U-boats and shared in another kill as the enemy sought to move his submarine flotillas from Norway to the southern battle zone. The kills, all scored in an area just north of the Shetland Isles, were:
- 3 June--U477 sunk by F/L RE McBride's crew
11 June--U980 sunk by F/O L Sherman's crew
13 June--U715 sunk by W/C CGW Chapman's crew
24 June--U1225 sunk by F/L DE Hornell's crew
30 June--U478 attacked by F/L McBride's crew and
destroyed by a Liberator of No. 86
Squadron, RAF.
- 12 June
P/O AC
Mynarski, VC
- In an attack on a target at Cambrai, France, a Lancaster of No. 419 Squadron was shot down in flames. P/O AC Mynarski, the mid-upper gunner, went to the aid of the rear gunner who was trapped in his turret. He continued his efforts until his clothing and parachute were on fire and then, at the direction of the rear gunner, reluctantly went back through the flames to the escape hatch and jumped. P/O Mynarski died from his severe burns, but the rear gunner miraculously escaped when the bomber crashed. In 1946, the Victoria Cross was posthumously awarded to P/O Mynarski.

24 June
F/L DE
Hornell, VC

In the attack on U1225 F/L DE Hornell's aircraft was severely damaged by the intense enemy fire. One engine and wing began to burn. Nevertheless he pressed home his attack before landing the blazing Canso on the sea. The crew took to their dinghies, but only one was serviceable and could hold only part of the crew; the others clung to its sides. During the 21-hour ordeal in the water, to which two of his crew succumbed, F/L Hornell sustained and encouraged his companions. By the time they were rescued, however, he was blinded and completely exhausted and died shortly after being picked up. For "valour and devotion to duty of the highest order" F/L Hornell was awarded the first Victoria Cross won by a member of the RCAF.

27/28 June
A/C AD Ross,
GC

A bomber of No. 425 Squadron, returning on three engines from a raid, crashed into another bombed-up aircraft on the ground; both aircraft began to burn fiercely. A/C AD Ross, OBE, the base commander, ran to the scene and directed rescue operations. Aided by an airman he extricated the injured pilot and then, despite the fact that some bombs had already exploded, returned to help release the rear gunner. Another blast occurred, throwing the men to the ground and injuring A/C Ross's right hand so severely that amputation was necessary. For "fine leadership and great heroism" he received the George Cross.

28 June
Record day
for RCAF
Spitfires

In air battles over Normandy 34 enemy aircraft were destroyed by the Allied Air Forces. Of these, 26 fell to the three RCAF Spitfire wings in No. 83 Group.

13 June -
21 August
The "Buzz
Bomb"
campaign

On the night of 12/13 June the first flying-bomb fell on England. Three RCAF squadrons shared in patrol work to counter the buzz-bombs. No. 418 Squadron shot down 82 in the period from 16 June to 21 August; No. 409 accounted for 10 and No. 402 for five. S/L R Bannock and his navigator, F/O RR Bruce, of No. 418 Squadron, were the most successful RCAF team with 18½ V-1s to their credit. The V-1 campaign continued in strength until early September when the launching sites were overrun.

28/29 July
No. 6 Group's
first 200
plane
operation

For the first time No. 6 Group was able to despatch more than 200 heavy bombers against a single target, when 234 aircraft attacked Hamburg. This was also the Group's most costly operation; 22 bombers did not return.

- 17 - 20 August Caught in a pocket between Canadian and American forces, the Nazi Seventh Army sought to escape through a narrow gap at Falaise. Roads in the area, packed with enemy vehicles, were relentlessly strafed night and day by Allied aircraft. In these four days the RCAF Spitfire and Typhoon wings in Normandy destroyed or damaged over 2,600 enemy vehicles.
- The Falaise pocket
- 26/27 August While attacking a U-boat, a Wellington of No. 172 Squadron, RAF, was shot down over the Atlantic. Four crew members managed to extricate themselves from the wreckage. Despite a severe wound in the leg, F/O RB Gray, the navigator, inflated his dinghy and assisted two of his injured comrades to climb into it. Although in intense pain F/O Gray refused to get in the dinghy as it would not hold more than two. For some hours he held on to the side of the dinghy until he lost consciousness and died. Due to his "magnificent courage and unselfish heroism" the three survivors were later rescued. F/O Gray was posthumously awarded the George Cross.
- F/O RB Gray,
GC
- 11 September A Sunderland of No. 423 Squadron (captain, F/O JN Farren) shared with two ships of the RCN, HMCS Dunver and Hespeler in sinking U484, north of Ireland.
- Shared
U-boat "kill"
- 17 - 29
September Operation "Market", the airborne landings at Eindhoven, Grave and Arnhem, began on 17 September. No. 437 (Dakota) Squadron, took part in the Arnhem lift and support operations, towing gliders and dropping supplies. RCAF Spitfire squadrons provided fighter cover over the area throughout the operation. Enemy air activity was intense, and the two RCAF fighter wings achieved remarkable results, claiming 89 aircraft destroyed between the 25th and 29th. The most notable day was the 27th, when the Spitfire pilots claimed 35 enemy machines destroyed.
- Operation
"Market"
- 5 October Over Arnhem five pilots of No. 401 Squadron destroyed an Me. 262, the first jet-propelled aircraft brought down by the RAF or RCAF.
- First jet
destroyed
- 6/7 October No. 6 Group sent out 293 heavy bombers to attack Dortmund. This force, the largest ever despatched by the Group on a single operation, dropped over 813 tons of HE and incendiaries on the target. Two aircraft were missing. The total Bomber Command force was 523 aircraft, including seven from No. 405 (Pathfinder) Squadron.
- No. 6 Group's
largest raid

- 14 October
No. 6 Group's maximum effort
- The RCAF Group made another record by putting up a total of 501 Lancasters and Halifaxes for two attacks on Duisburg within a period of 16 hours. In the first daylight attack, by 1,013 aircraft (including 13 Lancasters from No. 405 Squadron), the Canadian Group's force of 258 bombers dropped over 1,096 tons. In the second night attack, by 1,008 aircraft (including five from No. 405 Squadron), 243 bombers from the Canadian Group released almost 953 tons. Losses on the two operations were four aircraft.
- October
Reduction of BCATP and RCAF
- By agreement between the United Kingdom and Canada the closing down of BCATP schools was accelerated, so that the Plan might terminate on 31 March, 1945, as scheduled. At the same time the formation of eight Release Centres in Canada was authorized to expedite discharge of personnel.
- 15 November
Disbandment of ADC
- The Aircraft Detection Corps of civilian volunteer observers was disbanded.
- 30 November
Disbandment of Nos. 2 and 4 TCs
- Nos. 2 and 4 Training Commands were disbanded and No. 2 Air Command was established in their stead with Headquarters at Winnipeg (1 December).
- 29 December
Five in one combat
- F/L RJ Audet of No. 411 Squadron destroyed five enemy fighters during a patrol in the Rheine area. Engaging a formation of four Bf. 109s and eight FW. 190s, he shot down two Messerschmitts and three Focke-Wulfs.
- 30 December
U772 sunk
- S/L CJW Taylor, DFC, flying a Wellington of No. 407 Squadron detected the "schnorkel" of U772 in the English Channel and sank the submarine with depth charges.
- 31 December
UAT squadrons disbanded
- As a result of the contraction of the BCATP the University Air Training Squadrons were disbanded.
- 31 December
Order of battle
- During the year, while the operational strength of the RCAF overseas had continued to increase, there had been a sharp reduction in the establishment for Western Hemisphere operations.
- Four new squadrons had been formed overseas, making a total of 46 (including No. 162 in Iceland). Three of the new units were transport squadrons, equipped with Dakotas. No. 437, formed on 4 September operated from

the United Kingdom in support of the Armies on the Continent; Nos. 435 and 436, formed in India in October, took part in the campaign in Burma.

The fourth new unit was No. 664 Air Observation Post Squadron, formed at Andover on 9 December. Flying personnel came from the Royal Canadian Artillery and maintenance and administrative staff were provided by the RCAF. (In February and March, 1945, Nos. 665 and 666 AOP Squadrons were formed at Andover).

At the end of the year No. 413 Squadron had ceased operations in Ceylon and was en route to Britain where it was proposed to reform the unit as a bomber squadron. The war ended, however, before reorganization of No. 413 was completed.

The home establishment had been reduced to 24 squadrons (excluding No. 162) by the disbandment of Nos. 119 (BR), 128 (F), 130 (F), 147 (BR), and 163 (F) on 15 March; No. 120 (BR) on 1 May; No. 113 (BR) on 23 August; Nos. 9 (BR) and 115 (BR) on 1 September and No. 132 (F) on 30 September. There remained in EAC eleven squadrons (Nos. 5, 10, 11, 116, 121, 126, 145, 160, 161, 164, and 167); in WAC nine squadrons (Nos. 4, 6, 7, 8, 122, 133, 135, 165 and 166); at Rockcliffe two (Nos. 12 and 168); and one at St Hubert (No. 124). The only new squadron formed during the year was No. 170 (Ferry) at Winnipeg (1 March).

The BCATP had been reduced to 50 schools, plus two RAF transferred schools.

1945

- | | |
|--|--|
| 1 January | In its last major offensive operation of the war the Luftwaffe attacked Allied airfields in the Netherlands and Belgium. RCAF wings at Eindhoven, Heesch, and Evere suffered losses in aircraft and personnel, but took a heavy toll of the enemy. During the day 40 enemy aircraft were destroyed and at least a dozen more probably destroyed or damaged. |
| New Year's Day
raid by the
Luftwaffe | |
| 15 January | Nos. 1 and 3 Training Commands were disbanded and replaced by No. 1 Air Command with Headquarters at Trenton. |
| 1 AC formed | |
| 5 February | To direct and control the increasing volume of air transport within the RCAF, No. 9 (T) Group was formed at |

9 (T) Group formed
 Rockcliffe under G/C ZL Leigh, OBE. It comprised Nos. 12 (Comm) and 168 (HT) Squadrons at Rockcliffe, No. 124 (Ferry) at St Hubert, No. 164 (T) at Moncton, No. 165 (T) at Sea Island, and No. 170 (Ferry) at Winnipeg. On 1 June A/C JL Plant assumed command.

8 March
 Col the Hon Colin Gibson, MC, MP, was appointed Minister of National Defence for Air.

Col Gibson appointed Minister for Air

24 March
 Airborne crossing of the Rhine
 The great airborne crossing of the Rhine at Wesel was successfully completed. RCAF bomber squadrons shared in the bombing assaults that prepared the way for and accompanied the operation; No. 437 Squadron again towed gliders and carried supplies; and RCAF fighter squadrons formed part of the fighter cover.

31 March
 BCATP terminated
 The BCATP was officially terminated as scheduled. Between April, 1940, when training began, and 31 March, 1945, it had produced 131,553 trained aircrew. Approximately 360 schools and ancillary units had been established on 231 sites, manned by a staff of over 104,000. Output of the Plan was:

Trade	RCAF	RAF	RAAF	RNZAF	Total
Pilot.....	25,747	17,796	4,045	2,220	49,808
Nav B.....	5,154	3,113	699	829	9,795
Nav W.....	421	3,847	---	30	4,298
Nav.....	7,280	6,922	944	724	15,870
A/Bomber...	6,659	7,581	799	634	15,673
WO/AG.....	12,744	755	2,875	2,122	18,496
Naval AG...	---	704	---	---	704
AG.....	12,917	1,392	244	443	14,996
FE.....	<u>1,913</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>1,913</u>
Total.....	72,835	42,110	9,606	7,002	131,553

25 April
 No. 6 Group's last attack
 In the last heavy bomber attack carried out by No. 6 Group 192 Lancasters and Halifaxes dropped over 902 tons of bombs on coastal defences on Wangerooge Island.

2 May
 Final U-boat kill
 Mosquito aircraft of No. 404 Squadron shared in sinking U2359 during a Coastal Command strike into the Kattegat.

8 May
V-E Day

On 4 May the German forces opposing Field Marshal Montgomery's 21st Army Group surrendered at Luneburg Heath. On 7 May, at Rheims, all German land, air and sea forces surrendered unconditionally, the cease fire to be effective at 2300 hours on 8 May. The final instrument of surrender was signed at Berlin late on V-E Day.

May - June

Movement of 6 Group squadrons to Canada for "Tiger Force"

Plans were made to form a "Tiger Force" of eight RCAF heavy bomber squadrons for participation in the Pacific campaign. Accordingly, Nos. 405, 508, 419, 420, 425, 428, 431, and 434 squadrons flew home across the Atlantic with 165 Canadian-built Lancaster Xs. It was proposed to re-equip the squadrons with new Lincoln bombers, but the Pacific war ended before they had been re-formed. All eight squadrons were disbanded early in September.

Air Forces of Occupation and Striking Force

To the British Air Forces of Occupation in Germany the RCAF contributed a Disarmament Wing, a Fighter Wing of four squadrons (Nos. 411, 412, 416 and 443) and No. 664 (AOP) Squadron. Four bomber squadrons, Nos. 424, 427, 429 and 433, remained in Bomber Command as part of the RAF's "Striking Force"; they were employed for some months on troop-transport flights between Italy and Britain.

No. 426 Squadron was transferred from Bomber to Transport Command and, re-equipped with Liberators, was engaged on "trooping to India" until the end of the year.

The other bomber, fighter and coastal squadrons were all disbanded within a few weeks of V-E Day.

9 July

Operation "Eclipse"

During a total eclipse of the sun an RCAF Spitfire, for the first time in history, obtained photographs of the phenomenon from an altitude of 34,000 feet. A Mitchell and an Anson also took part in the operation from Rivers, Man.

14 August

End of hostilities in the Pacific

Japan accepted the terms of the Potsdam Declaration of 26 July, agreeing to an unconditional surrender.

August - September

Movement of Nos. 435 and 436 Squadrons to UK

After the end of hostilities in the Far East Nos. 435 and 436 transport squadrons in Burma flew to the United Kingdom. During eight months of operations in the Burmese theatre they had transported more than 52,000 tons of supplies and thousands of passengers. In the United Kingdom they joined with No. 437 Squadron to form No. 120 (RCAF) Wing for transport work to and from the continent.

2 September Japan officially signed the terms of unconditional surrender.

V-J Day

1 October Maintenance Command was formed with Headquarters at Uplands. A/V/M RE McBurney, CBE, was the first AOC.

Maintenance Command formed

19 October - In response to an urgent appeal from Poland No. 168
16 November (HT) Squadron flew supplies of penicillin donated by the Canadian Red Cross. The first flight left Rockcliffe on 19 October. A second flight ended in tragedy when the Fortress crashed near Munster, Germany, en route to Warsaw, and all five members of the crew were killed. On 16 November a third trip was made by a Fortress.

Mercy flights to Poland

31 December By the end of the year the strength of the RCAF, which a year previously had been 181,235, had been reduced to 58,047 of whom 18,533 (including 630 WDs) were overseas.

Reduction in strength

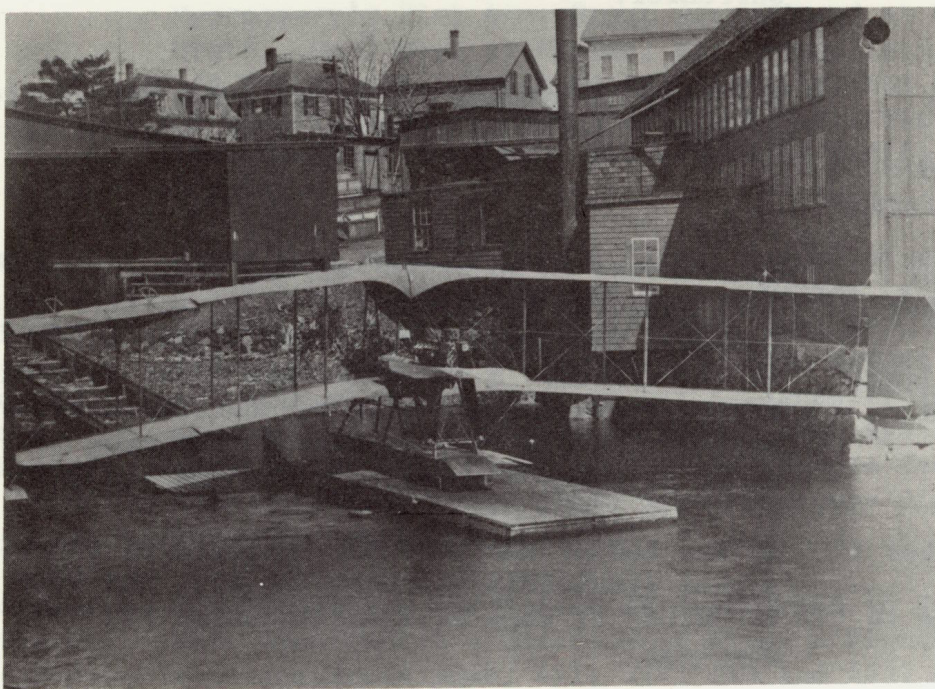
With the disbandment of Nos. 424 and 433 Bomber Squadrons on 15 October and No. 426 Transport Squadron on 31 December the number of RCAF units overseas was cut to ten. At home only four squadrons remained: No. 12 (Comm), No. 124 (Ferry) and No. 168 (HT) at Rockcliffe and No. 164 (T) at Moncton, all in No. 9 Group.

In EAC Nos. 126, 160 and 161 Squadrons had been disbanded on 31 May, followed by Nos. 5, 116 and 145 between 15 and 30 June, No. 10 on 15 August, and Nos. 121 and 167 on 30 September. In WAC No. 8 Squadron was disbanded on 25 May, No. 7 on 25 July, Nos. 4 and 6 on 7 August, No. 11 on 31 August, Nos. 133 and 135 on 10 September, No. 122 on 30 September and No. 166 a month later. Two of No. 9 Group's units had also been disbanded: No. 170 (Ferry) on 30 September and No. 165 (T) on 31 October.

Aerial survey

Resuming its major pre-war peacetime activity the RCAF during the summer and autumn of 1945 photographed 271,000 square miles of the Dominion.

THE FIRST WORLD WAR



The Burgess-Dunne, first Canadian military aircraft.

RE 18371



JN-4 training aircraft of the RFC/RAF, in Texas during winter of 1917-18.

RE 23033-1

THE FIRST WORLD WAR

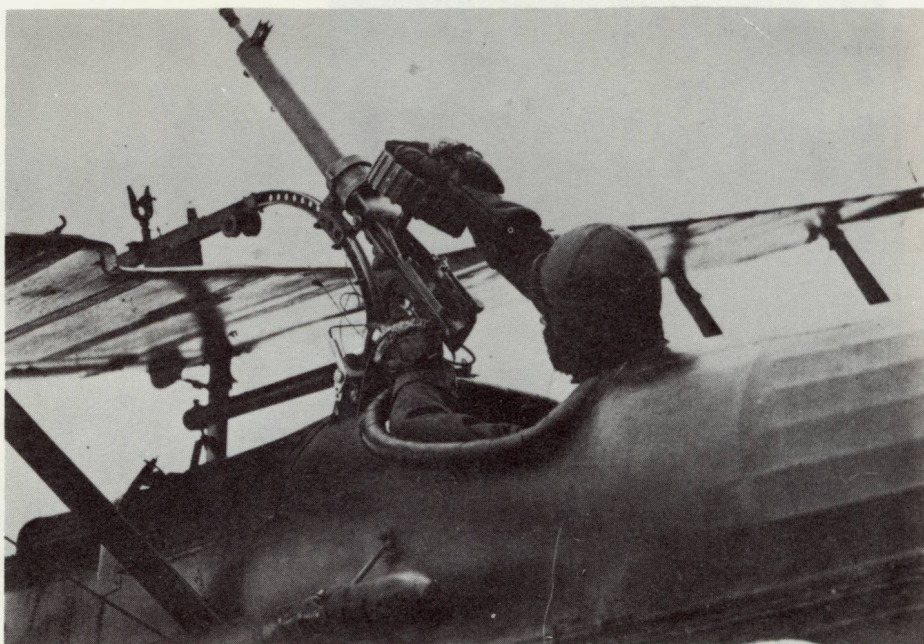


A Zeppelin
airship goes
down in flames
NMC 75-93



Major R Collishaw, veteran of air
operations from 1916 to the end
of the war.

THE FIRST WORLD WAR



Machine gun installation on an SE.5A
J-20183



Dolphin of No. 1 Squadron, CAF
PA 6024

VICTORIA CROSS RECIPIENTS 1914-18



Capt. WA Bishop
PA 4035

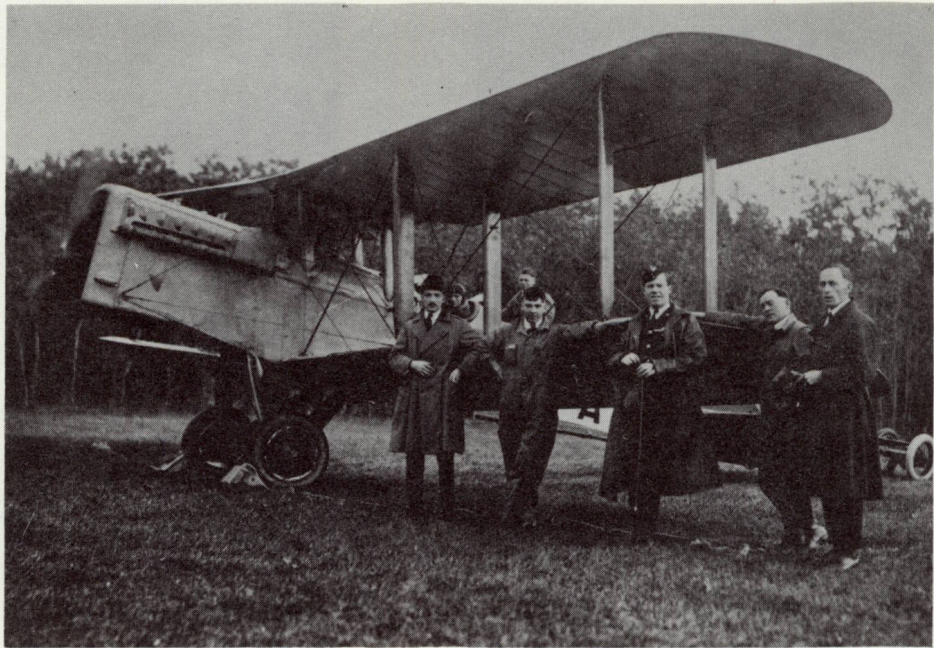


2/Lt. AA McLeod
PL 35319



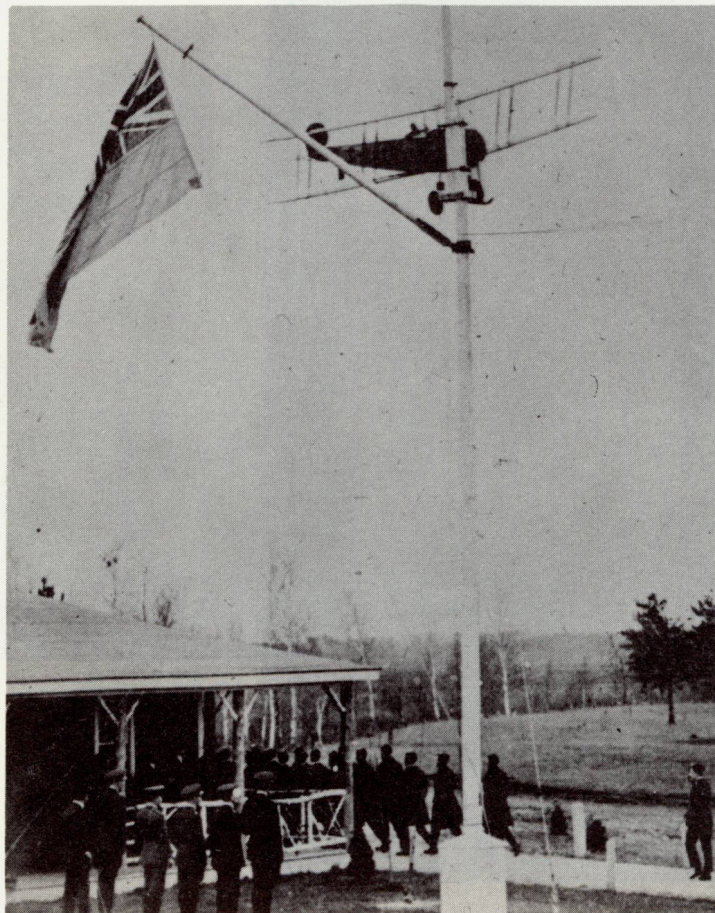
Major WG Barker
PL 117137

THE EARLY '20s



DH-9A at Selkirk, Man during Trans-Canada Flight, 1920

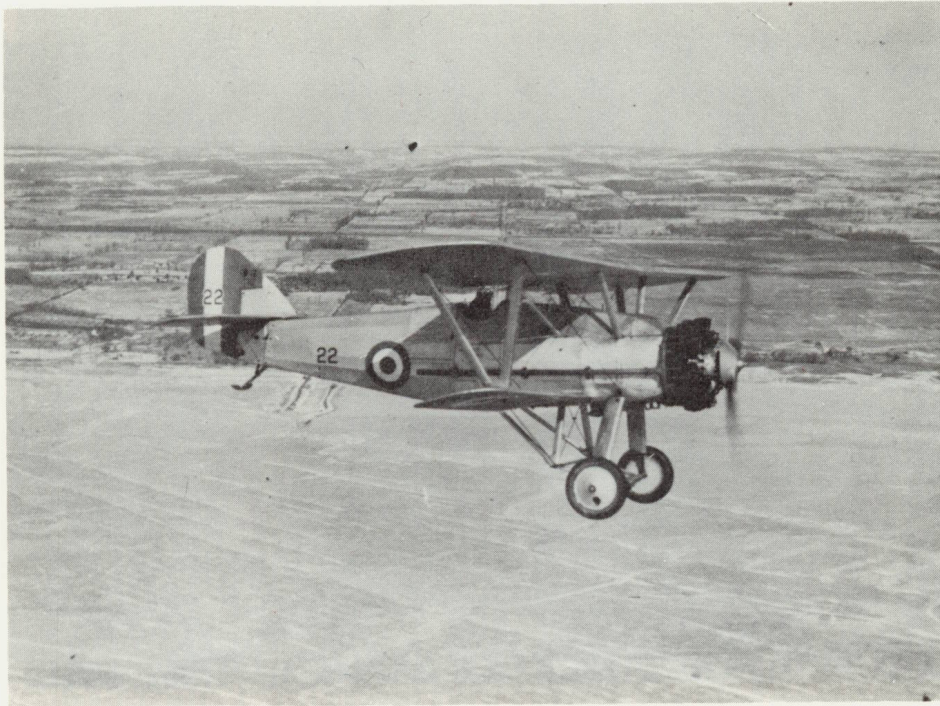
RE 18617



The CAF ensign is flown for the first time at Camp Borden, 30 November 1921

RE 15524

BETWEEN THE WARS

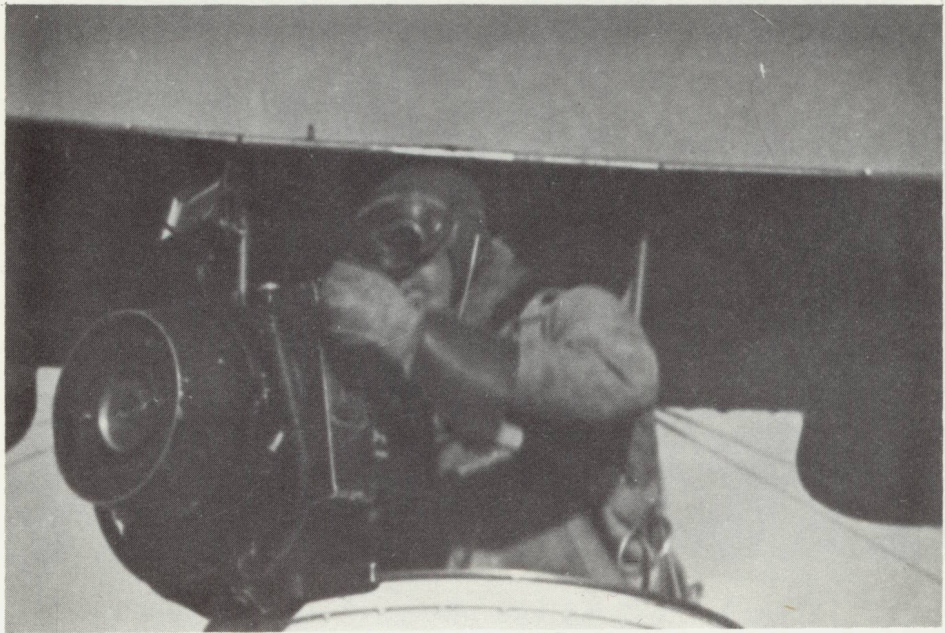


A Siskin Fighter
RE 64-2646



Blackburn Shark torpedo bomber
WRF-117

CIVIL GOVERNMENT AIR OPERATIONS



Oblique photograph from an open cockpit
PA 62960



Vickers Vedette, much used in forestry patrol
and aerial photography.

PA 62309

CIVIL GOVERNMENT AIR OPERATIONS



Fokker Universal on Hudson Straits Expedition, 1927-28
RE 13778



Fairchild FC-2W photographic aircraft
RE 69-3818

BRITISH COMMONWEALTH AIR TRAINING PLAN



The Harvard, standard single-engine advanced trainer
PL 280



Instructor and student beside a Tiger
Moth at an EFTS, 1941

PL3580

BRITISH COMMONWEALTH AIR TRAINING PLAN



Fairey Battle gunnery trainer
PL 2449



Unusual crash-landing of two Ansons
at Vulcan, Alberta, 1944
RE 34061-12

VICTORIA CROSS RECIPIENTS 1939-45

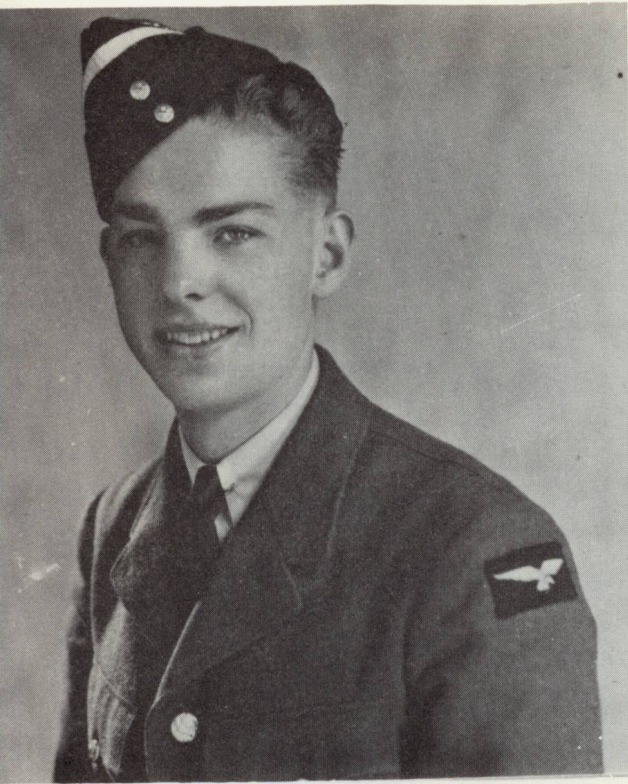


P/O AC Mynarski
PL 38261

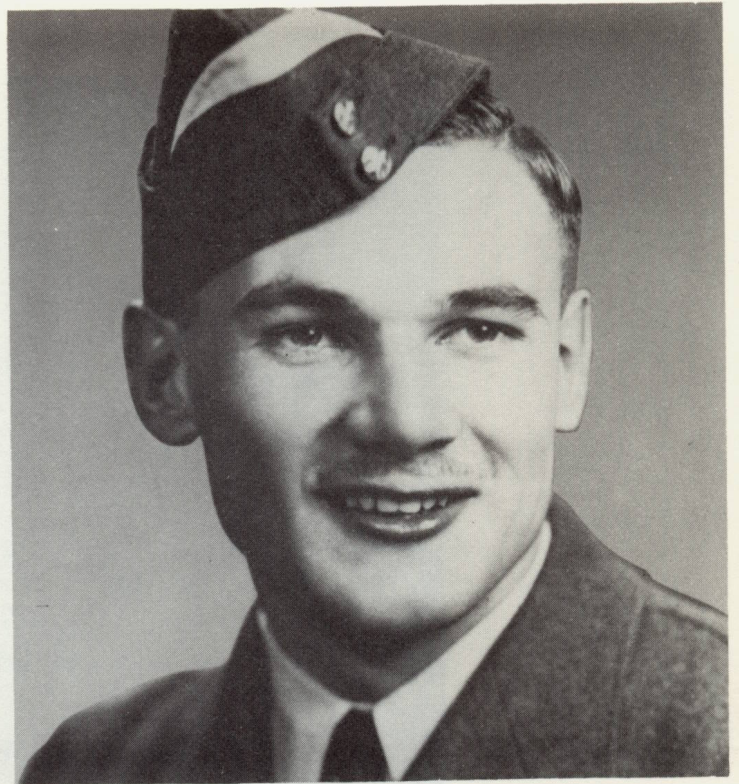


F/L D Hornell
PL 30823

GEORGE CROSS RECIPIENTS 1939-45



LAC KM Gravell
PL 37207



LAC KG Spooner
PL 112740

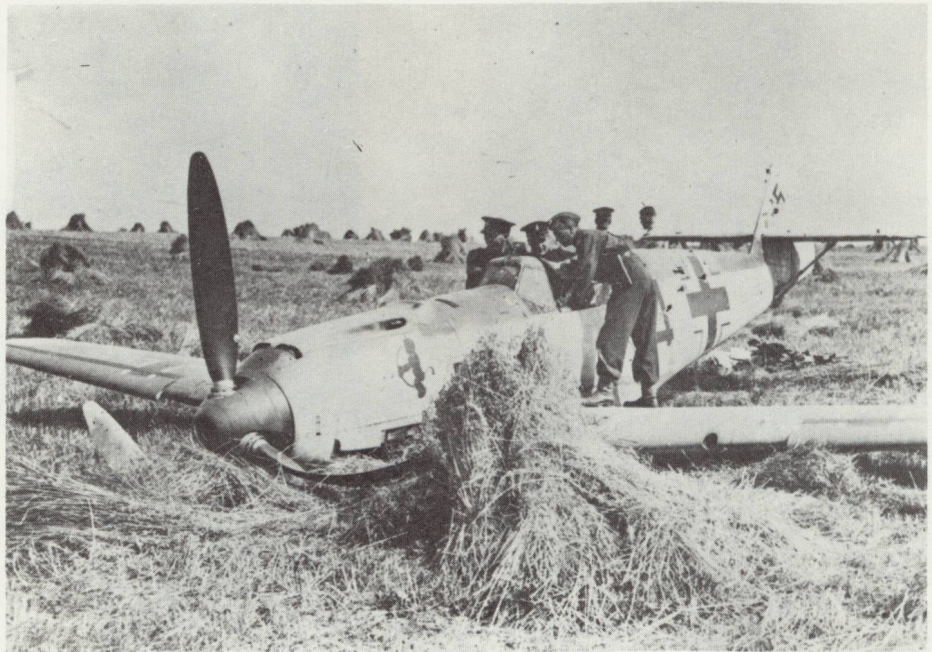


A/C AD Ross
PL 63920



F/O RB Gray
PL 42560

OVERSEAS OPERATIONS 1939-45

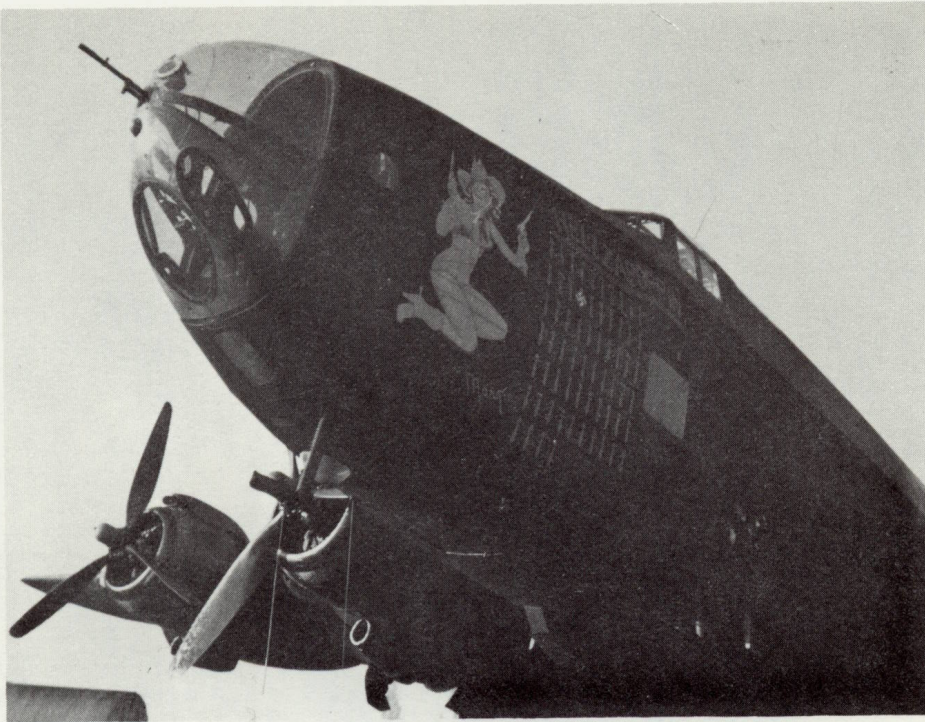


A Bf. 109 shot down in England, 1940
PL 3054

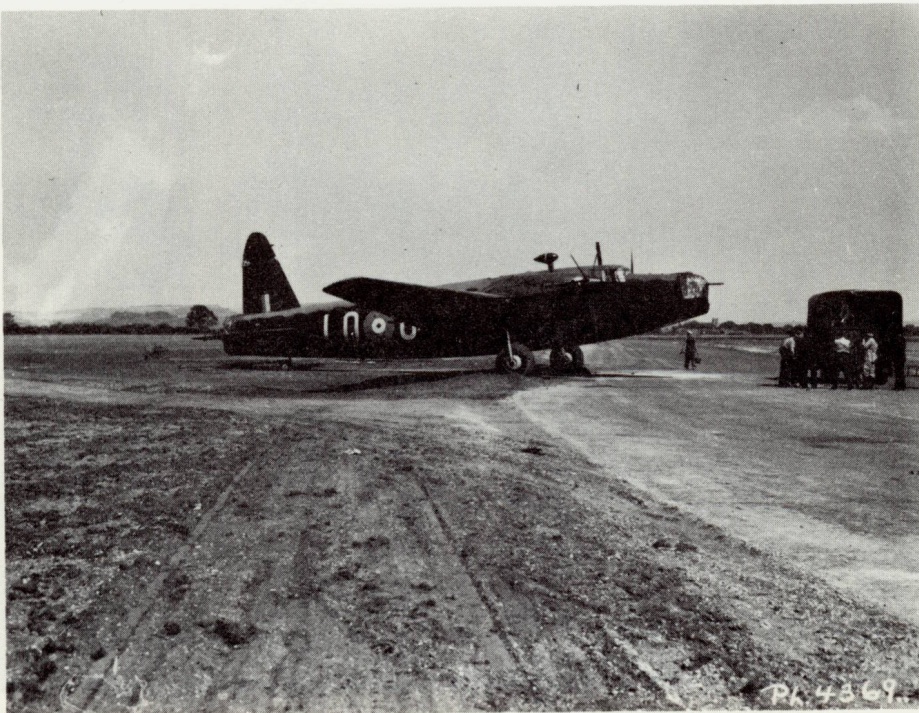


Ground crew service a Spitfire, 1944
PL 29399

OVERSEAS OPERATIONS 1939-45

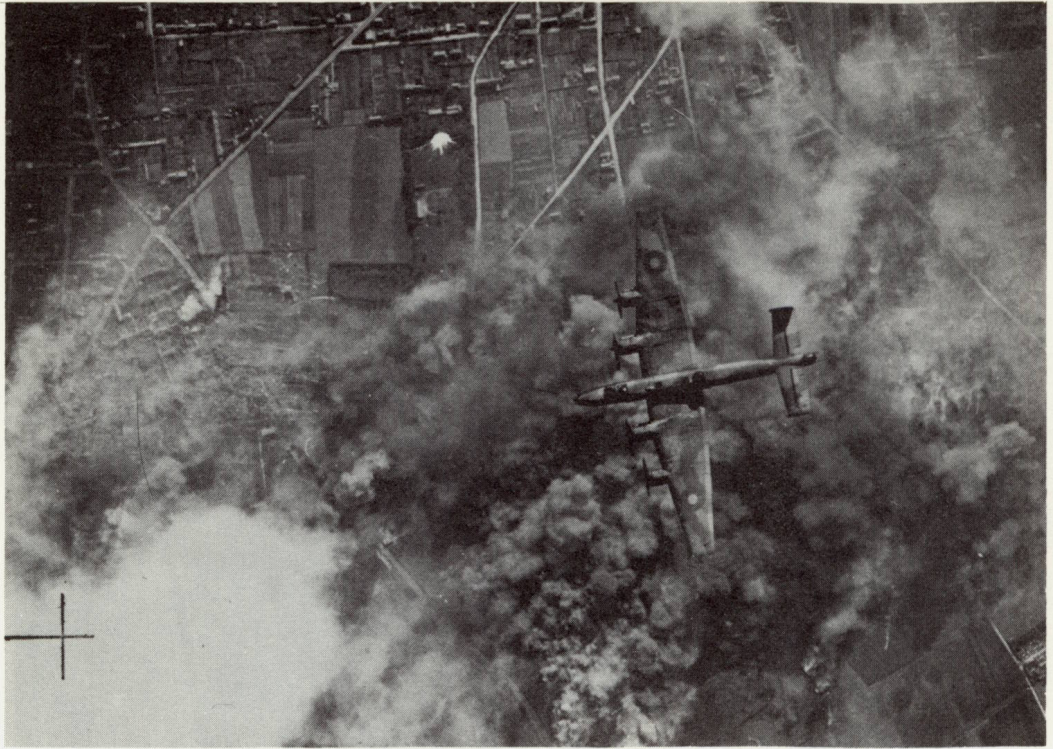


The much-decorated nose of a Halifax bomber
PL 41622

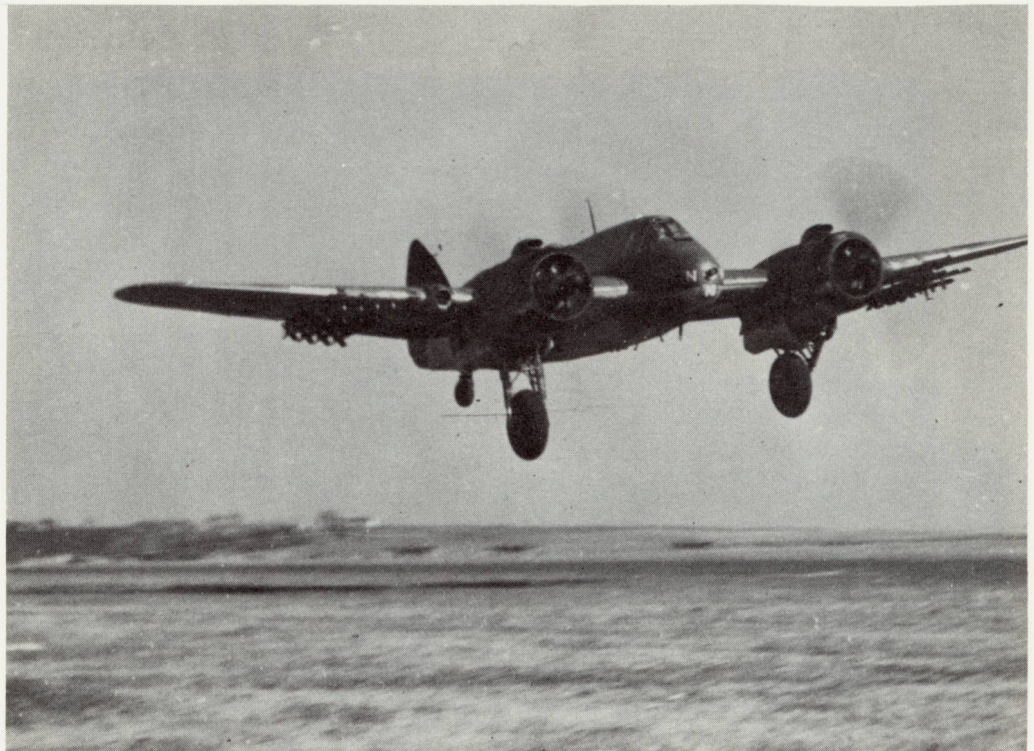


A Wellington of No. 405 Squadron
PL 4369

OVERSEAS OPERATIONS 1939-49



Halifax bomber over Le Havre, September 1944
PL 32846



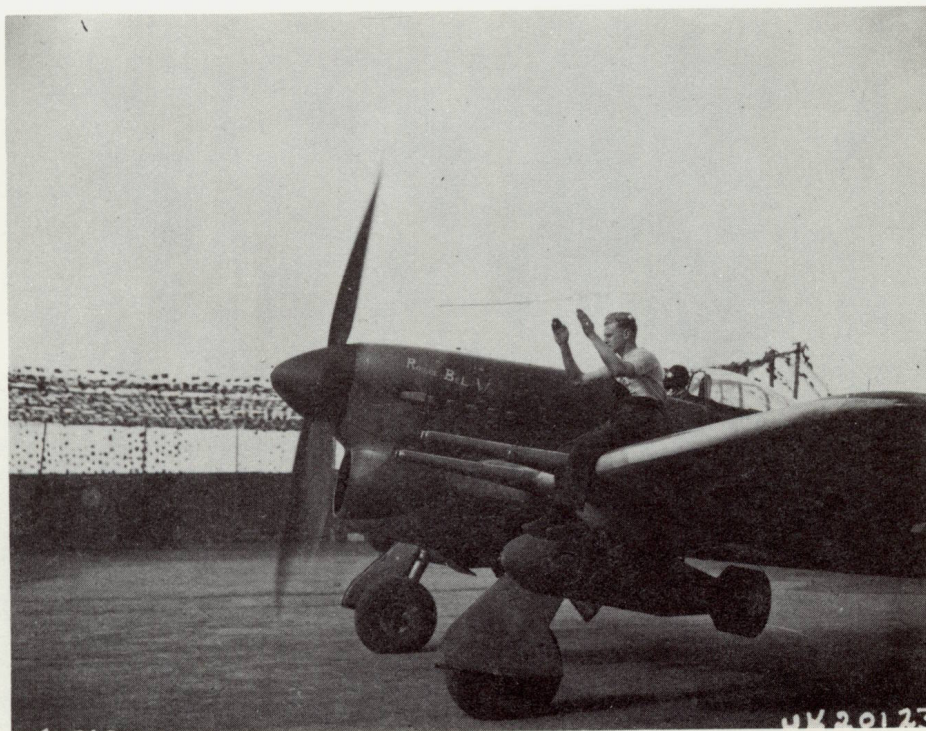
A Beaufighter armed with rockets takes off on
anti-shipping strike.

PL 43242

OVERSEAS OPERATIONS 1939-45

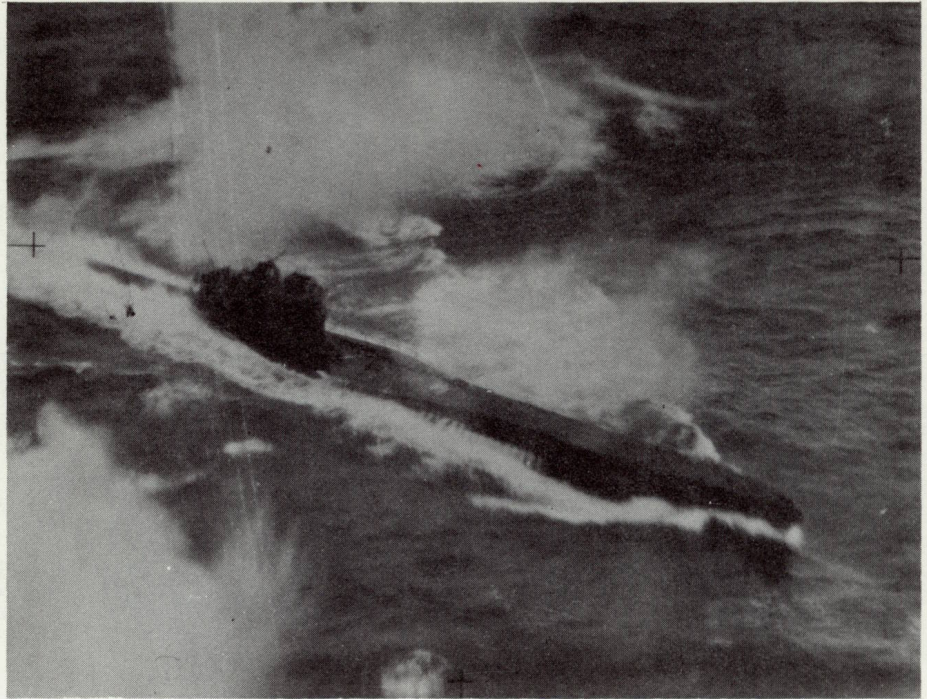


A Mosquito with Invasion stripes
PL 30757



Ground crewman sitting on wing directs
the pilot of a bomb-laden Typhoon
PL 42813

OVERSEAS OPERATIONS 1939-45



The end of U-980, 11 June 44
RE 64-1936



Refuelling Dakota in Burma, 1944
PL 60548

THE RCAF AT HOME, 1939-45



A Bolingbroke of No. 8 (BR) Squadron, B.C., 1942
RE 20468



Loading mail aboard a Fortress of No. 168 (HT)
Squadron for overseas forces
PL 23230

MISCELLANEOUS POSTWAR WORK



Lancaster X of No. 408 Squadron on photo-survey
PL 39187



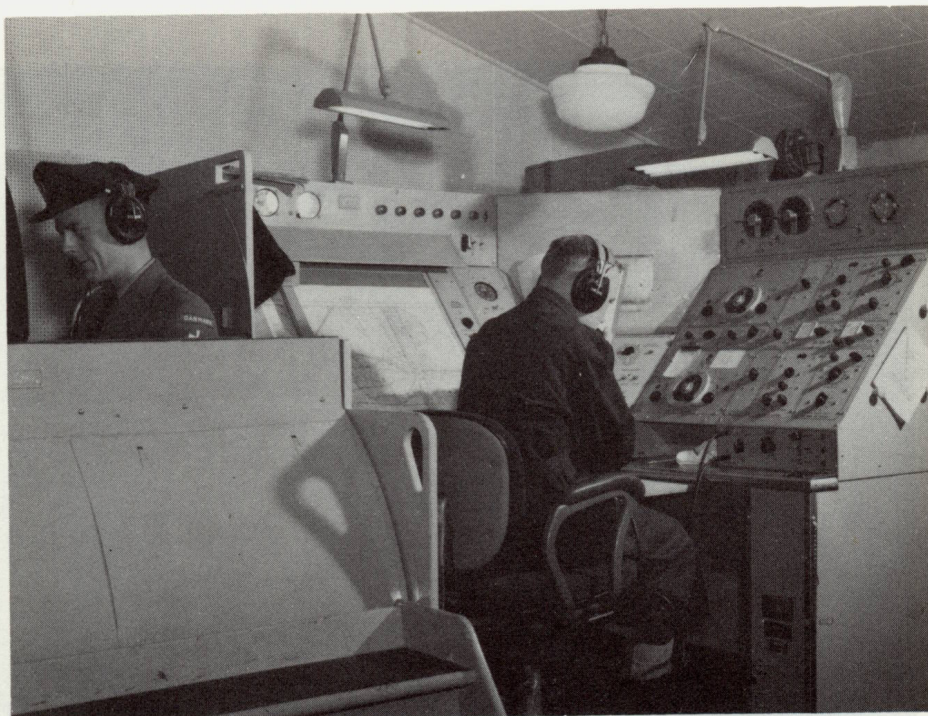
H-5 helicopter - first of the "whirlybirds"
in the Canadian Forces

MAG-1654

NATO AIRCREW TRAINING



Aircrew graduates from eight NATO countries
parade with their national flags, Moose Jaw, 1962
PL 98124



Danish pilot trainee undergoes instruction
in Flight Procedures Trainer, Gimli, Man.
PL 98194

AIR TRANSPORT IN THE '50s



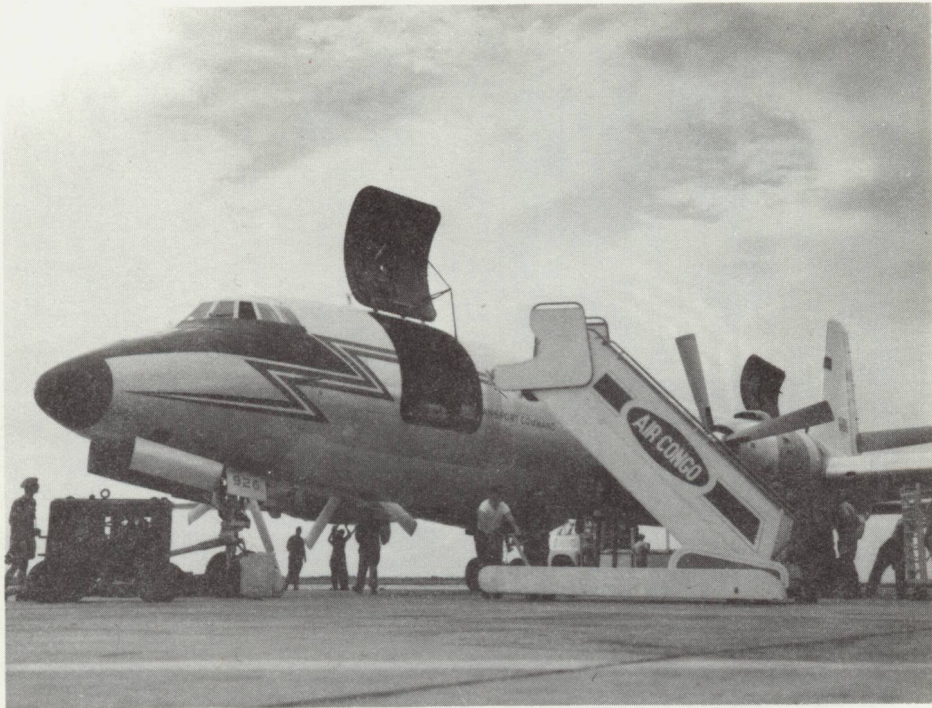
A Comet - First military jet transport
in the world

PL 57879



C-119 Boxcar drops a stick of cargo containers
PL 101313

UNITED NATIONS SUPPORT



Yukon of No. 437 Squadron at Leopoldville,
Congo, 1963

PL 138835



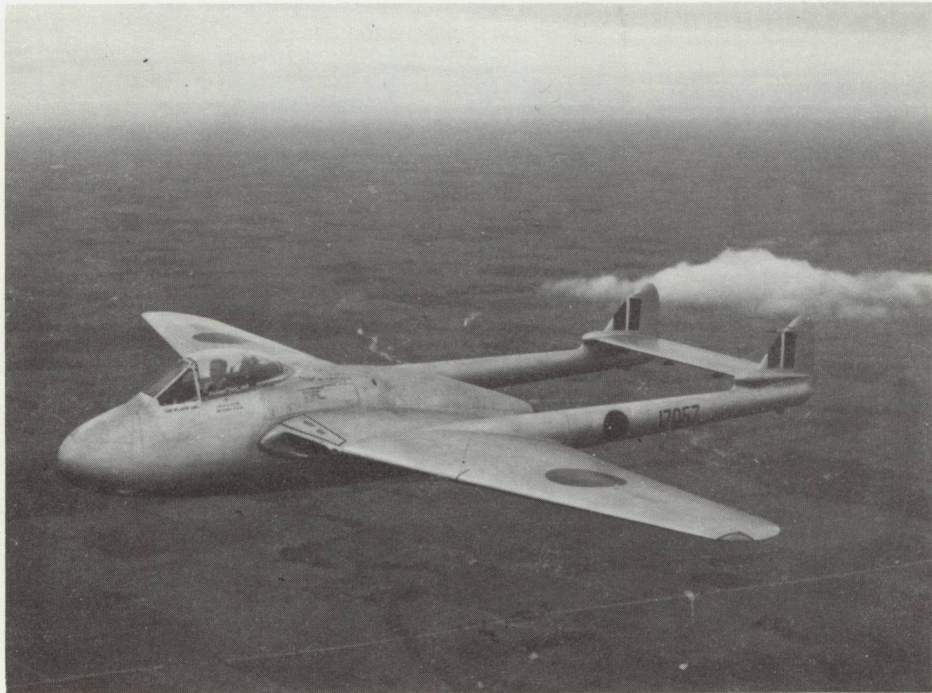
Twin Otter used in support of truce observer
and peace-keeping forces in the 70s

PNC 71-339

AIR DEFENCE - POSTWAR



Mustangs of No. 420 (AUX) Sqn.
PL 55000



The Vampire - first of the jets
PL 39270

FIGHTERS OF THE '50s



CF-100 firing air-to-air rockets
PL 108519



Sabres of the Golden Hawk aerobatic team
PL 64301

DEFENCE IN THE 60s



Bomarc surface to air
missile, No. 446
Squadron

PL 137376



CF-101B Voodoos

PL 139420

IN FAR PLACES



A CUH-1 Iroquois
is serviced in
Jamaica

REC 72-100



Food supplies are unloaded from a CAF
Hercules in Africa, September 1973

ISC 73-341

EQUIPMENT FOR THE '70s



COH-58A Kiowa helicopter
PCN 73-643



A Boeing CC-137 refuels a CF-5 in flight
BN 73-74

CHIEFS OF THE AIR STAFF



A/V/M GM Croil
PL 117514



A/M LS Breadner
PL 117330



A/M R Leckie
PL 117262



A/M WA Curtis
PL 117286

CHIEFS OF THE AIR STAFF



A/M CR Slemon
PL 103213



A/M HL Campbell
PL 110200



A/M CR Dunlap
PL 130600

CHIEFS OF DEFENCE STAFF



A/C/M FR Miller
PL 133680



General FR Sharp
REP 72-104

1946

- 17 January
RCAF roundel
authorized
- The Air Members of Air Council concurred in a proposal of A/V/M GV Walsh that RCAF aircraft be marked with a roundel bearing a red maple leaf in the centre.
- 1 February
Recruiting
resumed
- Recruiting for the RCAF was resumed to fill vacancies in various ground trades.
- 22 February
Post-War
Plan
- The Post-War Plan for the RCAF was announced by the Minister. It provided for a Regular Force of 16,100 officers and airmen, an Auxiliary Force of 4,500, and a Reserve of 10,000. It was proposed to have eight squadrons in the Regular Force and 15 in the Auxiliary.
- 15 February -
6 May
Exercise
"Musk-Ox"
- An Army expedition of 12 snowmobiles and 48 men made a 3,130-mile trek across the Barren Lands from Churchill to Edmonton via Victoria Island and Fort Norman, NWT. Throughout the 80-day exercise an RCAF Air Supply Unit, flying Dakota and Norseman aircraft, dropped supplies to the expedition and established caches along its route.
- 1 April
AFARS Formed;
First Air
Attache
appointed
- The Air Force Amateur Radio System was formed. The first RCAF Air Attache was appointed at Paris, France.
- 15 April
RCAF Auxiliary
Squadrons
authorized
- Formation of the first post-war Auxiliary squadrons was authorized: Nos. 400 (Toronto), 401 (Montreal), 402 (Winnipeg), 418 (Edmonton), 424 (Hamilton), 438 (Montreal), and 442 (Vancouver).
- 21 April
No. 168
Squadron
disbanded
- No. 168 (HT) Squadron was disbanded at Rockcliffe. Between 15 December, 1943 and 3 March, 1946, the squadron had completed 636 trans-Atlantic flights on Fortresses, Liberators and Dakotas, carrying 2,245,269 lbs of mail (approximately 160 million letters).
- 15 March -
22 June
Final
disbandment of
RCAF overseas
squadrons
- On 15 March the RCAF Fighter Wing (Nos. 411, 412, 416 and 443 Squadrons) in the British Air Forces of Occupation was disbanded. On 31 May the two bomber squadrons, Nos. 427 and 429, and the AOP unit, No. 664, also were disbanded. Finally No. 120 Transport Wing was broken up, No. 435 Squadron disbanding on 31 March, No. 437 on 15 June and No. 436 on 22 June; the Dakotas

were flown home to Canada. In the six-month period, December, 1945 - May, 1946, the aircraft of this Wing flew 2,341,418 ton-miles, carrying 50,961 passengers, 3,957,923 lbs of freight and 1,023,907 lbs of mail.

26 June By gracious permission of HM the King the Air Cadets were renamed Royal Canadian Air Cadets.
Air Cadets became RCAC

1 August No. 164 (T) Squadron was redesignated No. 435 (T) Squadron and relocated at Edmonton.

"New" No. 435 Squadron

1 October The RCAF returned to a peace-time footing, and many personnel of the Regular Force reverted to lower rank.
"R-Day"

12 December The Hon Brooke Claxton, KC, was appointed Minister of National Defence, and the three armed services were again united in one department. A programme of consolidation was undertaken.
Mr Claxton appointed Minister of National Defence

31 December With the release of the last WDs the RCAF (Women's Division) was dissolved. The strength of the RCAF was now 12,735 officers and airmen, of whom 73 were serving overseas.
Dissolution of RCAF (WD)

Aerial survey RCAF photographic detachments covered 401,033 square miles during the year. Highlight of the operations was the rediscovery of the Spicer Islands in Foxe Basin which had been "lost" since 1897.

1947

16 January The Defence Minister announced that the Services would be built up to 75 per cent of the permanent strengths proposed in February, 1946.
Reduction of establishments

February At Edmonton a training course was initiated for "para-rescue jumpers."
Para-rescue training

1 March In a reorganization of Air Commands to conform with

Commands re-organized	post-war plans, EAC, WAC and Nos. 1 and 2 ACs were disbanded (28 February). In their place two geographical commands were formed, Central Air Command (Headquarters, Trenton, Ont) and North West Air Command (Headquarters, Edmonton). No. 10 Group was formed at Halifax in CAC, and Nos. 11 and 12 Groups at Winnipeg and Vancouver in NWAC. The other major formations were Maintenance Command (Ottawa) and No. 9 (T) Group (Rockcliffe).
1 April	The first of the post-war Auxiliary squadrons, No. 406, was formed at Saskatoon.
First "Aux" squadron	
5 April	The RCAF received the first of seven Sikorsky S.51 helicopters, known as H-5s in service use, to be employed in the Search and Rescue role.
First RCAF helicopters	
30 April	The McKee Trans-Canada Trophy for 1946 was awarded to G/C ZL Leigh, OBE in recognition of 20 years' valuable service to Canadian civil and service aviation. He was the third RCAF officer to win the Trophy since it was first presented in 1927.
McKee Trans-Canada Trophy awarded to G/C Leigh	
May - September	A Summer Employment Scheme was instituted to employ, during their summer vacations, RCAF Reserve officers who were undergraduates in medical and scientific faculties at Canadian universities; the veterans were engaged on various medical and technical research projects in the Force. A Summer Flying Training Scheme was also started to give aircrew training, as pilots and radio officers, to flight cadets selected from RCAF veterans attending university.
Summer Employment and Training Schemes	
14 June	The first RCAF Day was celebrated at stations and units across the Dominion.
First "RCAF Day"	
19 July	An RCAF Canso (captain, F/L JF Drake), carrying a crew of eight and four scientists from the Department of Mines and Resources, left Rockcliffe on an expedition to re-locate the North Magnetic Pole.
Operation "Polco"	
July - August	A party of 46 Royal Canadian Air Cadets visited Britain while a similar party from the British Air Training Corps toured Canada.
First Air Cadet exchange visits	

- September The first entry of RCAF cadets began training at the RCN - RCAF College at Royal Roads, BC.
- First RCAF entry to Royal Roads
- 2 September - The high-speed launch Takuli with a crew of ten, under the command of S/L SCN Burrige, made a 7,000-mile voyage from Patricia Bay to Dartmouth, via the Panama Canal.
- 14 October Operation "Porpoise"
- 12 September No. 426 (T) Squadron at Dorval (formerly No. 164, renumbered 1 August, 1946) began re-equipping with four-engined North Stars.
- North Star introduced
- 30 September The "interim period" ended and personnel who had agreed to serve during that period were released. Simultaneously the RCAF, on active service since 1 September, 1939, stood down. An intensive tri-Service recruiting campaign was opened.
- "Stand-down"
- 30 September - A joint Canadian Army--RCAF expedition evacuated Canon JH Turner, a gravely injured Church of England missionary, from his remote outpost on Moffet Inlet, Baffin Island, to hospital at Winnipeg.
- 22 November Operation "Canon"
- November Twenty-one flight cadets, the first post-war intake of aircrew trainees, began indoctrination training at No. 1 Manning Depot, Toronto.
- First post-war aircrew trainees
- General summary of RCAF operations During the year the RCAF flew almost 64,000 hours. The strength on 31 December was 11,569 officers and airmen in the Regular and 655 in the Auxiliary Force.
- Aerial survey Despite unusually bad weather, the Dakota, Mitchell, Lancaster, Canso and Norseman crews of Nos. 413 and 414 Photographic Squadrons completed about 435,000 square miles during the operational season, April-October.
- Air Transport During the year No. 9 (T) Group flew 16,897 hours (over 2,000,000 air transport miles), carrying over 23,000 passengers and 4,000,000 pounds of freight.

1948

- 1 - 4 January
Mercy flight
to Mutton Bay
- An RCAF Search and Rescue Canso (pilot, F/O RB West, DFC) completed a hazardous flight to and from Mutton Bay, PQ, to bring a seriously ill woman to hospital in Halifax. For this operation he was subsequently awarded the AFC and then the McKee Trans-Canada Trophy for 1948.
- 23 January
First "Jets"
- The RCAF took delivery of its first de Havilland Vampire jet aircraft, which were used to equip No. 410 Squadron, formed on 1 December.
- 8 February
Olympic
hockey
champions
- The RCAF Flyers won the Olympic and World's Amateur ice hockey championships during the winter games in Switzerland.
- 1 April
ATC formed
- No. 9 (T) Group became Air Transport Command under A/C LE Wray, OBE, AFC, the first AOC. It operated a regular schedule of fast transport flights over a complex network of routes from Goose Bay to Whitehorse; North Stars were used on the main lines and Dakotas on the interlocking feeder lines.
- 6 May
First post-war
wings parade
- At Clinton the first post-war wings parade was held for 13 officer graduates who received the new double-wing badges for radio officers and radio navigators.
- 25 May -
18 June
Operation
"Sandbag"
- When disastrous floods swept British Columbia, isolating many communities, RCAF aircraft, summoned from all parts of the Dominion, carried sandbags, supplies and personnel to critical areas. During this 25-day period 30 aircraft flew 900 sorties for about 1,500 hours' flying time. They carried 2,250,000 sandbags, 55 tons of freight (yeast, bread, blood plasma, pumps, equipment, etc.) and hundreds of soldiers. One hundred aircrew were on continuous duty in addition to 450 other RCAF personnel employed on flood emergency work.
- 10 June
RCAF
Association
formed
- The RCAF Association (of Air Force veterans) was formed under the leadership of A/C/M LS Breadner, CB, DSC.
- 15 June
Trans-Atlantic
training flights
started
- No. 426 (North Star) Squadron at Dorval initiated a regular schedule of trans-Atlantic training flights. Numerous overseas flights had been made by the RCAF since March, 1946, when its first trans-Atlantic service was suspended, but no regular schedule had been maintained.

- 21 June
First
post-war
pilot
graduates
The first post-war wings parade for pilots was held at the Flying Training School, Centralia, when 14 officers received their flying badges from the CAS.
- 30 June
First
Flight Cadet
wings parade
The first course of eight Flight Cadet trainees graduated at the Radar and Communications School, Clinton, and received the double-wing radio officers' badge from the CAS. At the same time five officers were awarded the radio navigators' badge.
- 30 July
First
Post-war
awards
The first gallantry awards to RCAF personnel in the post-war period were announced. The George Medal was awarded to F/O RC Race, while F/O CC McMillan was awarded the Air Force Cross and Cpl JP Rae won the Air Force Medal. The King's Commendation for Valuable Services in the Air went to F/L AB Morabito, DFC, F/O KO Moore, DSO, Sgt KC Swinford and Cpl LD Hawkins. All of these awards were for duties performed during Operation Canon. F/O RB West DFC was awarded the Air Force Cross for his mercy flight to Mutton Bay, PQ. F/L JF Drake and F/O JE Goldsmith DFC received Air Force Crosses for their survey flights of 1947.
- 4 - 27 August
Air Cadet
exchange visits
Twenty-five RCAC cadets flew to Britain while a party of British Air Training Corps cadets visited Canada. Similar exchange visits to the USA and Canada were made by parties of 24 RCAC and US Civil Air Patrol cadets.
- 1 September
Fighter OTU
formed
The formation of a Fighter Operational Training Unit at St Hubert was authorized, to train fighter pilots for air defence operations.
- 12 - 24
September
Operation
"Attaché"
When a USN aircraft, carrying the RN and USN naval attachés at Ottawa, was lost on a flight from Churchill to The Pas an intensive aerial search began and continued until the missing men and their three companions were found and rescued by RCAF aircraft. During the 13-day search USA and RCAF aircraft flew over 170,000 air miles, scouring northern Manitoba and Saskatchewan.
- September -
October
New "Aux"
squadrons
Another Auxiliary Squadron, No. 420, was formed, this time at London, Ont on 15 September, followed by No. 403 formed at Calgary on 15 October.

April - Lancaster and Dakota crews of Nos. 413 and 414
October Squadrons in No. 22 Photographic Wing set a record of 911,000 square miles for the season. Operations covered Baffin Island, Labrador, Ungava, the Northwest Territories and the Yukon. Highlight of the work was the discovery of two previously unmapped islands in Foxe Basin. The islands were about 5,000 square miles in area, the larger being two or three times the size of Prince Edward Island.

November The first issue of a new service publication, The Roundel, made its appearance.
"The Roundel"

1 December No. 1 Air Defence Group was formed at Air Force Headquarters as a temporary measure pending completion of facilities elsewhere. The same day No. 410 Squadron began training on Vampires.

Air Defence Group formed

15 December The RCAF Survival Training School was formed at Fort Nelson, BC, and Cambridge Bay, NWT, to instruct aircrew engaged in northern flying in methods of self-preservation if forced down in the bush or Arctic wastelands.

Survival Training School formed

15 December No. 2401 Radar Squadron (Auxiliary), later designated Aircraft Control and Warning Squadron, was formed at Montreal--the first of a series of units of this type established in the Auxiliary component.

First Auxiliary radar squadron

28 December Defence Minister Claxton, in outlining an expanded defence programme for 1949 to meet "changing circumstances", mentioned: removal of ceiling on strength of the armed forces (which had been 13,663 for the RCAF); reconditioning of older air stations and development of new training bases at Bagotville, Chatham, Mont Joli and Summerside; development and production of jet fighters (including the American F86), and continued conversion and reconditioning of other aircraft.

Programme of expansion

General Flying time for the year was approximately 113,000 hours, almost double the previous year's total. By 31 December summary the Force had grown to 13,832 Regular officers and airmen and 1,121 Auxiliary, an overall increase of more than 2,700.

1949

- 1 January
Commissions from the ranks
- The first post-war appointments from NCO rank to permanent commissions were promulgated, 39 NCO's receiving commissions in the technical and administrative branches.
- 14 - 15 January
First non-stop trans-Canada flight
- A North Star from the Experimental and Proving Establishment, Rockcliffe, completed the first non-stop trans-Canada flight. The aircraft (captain F/O JAF Jolicoeur, with a crew of 14) took off from Vancouver on a gasoline consumption test and landed at Halifax 8 hours and 32 minutes later. Average speed for the 2,785-mile flight was 329 mph.
- 1 April
Functional organization
- Maintenance Command was re-named Air Materiel Command, Central Air Command became Training Command, and Nos. 10 and 11 Groups were designated Maritime Group and Tactical Group respectively, as the RCAF began to adopt an organization based on function rather than geography.
- 4 April
Beginning of NATO
- The North Atlantic Treaty was signed at Washington by representatives of the governments of Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, the United Kingdom, and the United States. The alliance was later expanded by the inclusion of Greece and Turkey (18 February, 1952) and West Germany (9 May, 1955).
- 15 September
Second jet fighter squadron formed
- No. 421 Squadron was reformed at Chatham, NB, as the second post-war fighter squadron in the Regular Force. Like No. 410 Squadron, it was equipped with Vampire jets.
- 1 October
First Auxiliary Medical Unit formed
- The first Auxiliary Medical Unit was formed at Hamilton, Ont; sixteen more were formed at other cities in the next three years.
- 1 November
Air Defence Group relocated; Maritime OTU formed
- Air Defence Group relocated its headquarters at St Hubert, PQ. No. 2 (Maritime) Operational Training Unit was formed at Greenwood, NS.

1950

- 2 January - 8 February A North Star of No. 412 Squadron made the first RCAF round-the-world flight, carrying the Hon LB Pearson to a conference of Commonwealth foreign ministers at Colombo, Ceylon. The route followed was Rockcliffe - Gander - Azores - Gibraltar - Malta - Fayid - Karachi - Negombo - Karachi - Delhi - Rangoon - Singapore - Hong Kong - Tokyo - Wake Island - Hawaii - Fairfield - Rockcliffe. The total flying time was 125.20 hours.
- 13-23 February Exercise "Sweetbriar" In the Yukon and Alaska the first large postwar combined operations exercise was held involving both Canadian and American units. More than 50 RCAF aircraft took part, including Dakotas and Vampires.
- 31 March No. 405 Squadron formed No. 405 Squadron MR aircraft. No. 405 Squadron formed
- 5 June Presentation of RCAF Colours RCAF Colours, consisting of the King's Colour and the Colour of the RCAF, were presented to the Force by the Governor General, Field Marshal Viscount Earl Alexander of Tunis, at a ceremony on Parliament Hill, Ottawa.
- 25 June Communist aggression in Korea Communist forces of North Korea crossed the 39th parallel to invade the Republic of Korea, thus precipitating the first armed conflict in which the United Nations strove to maintain collective security through military action.
- 27 July RCAF aid to UN in Korea No. 426 (Transport) Squadron began operations with its North Stars on the airlift of personnel and supplies from McChord Air Force Base, Washington, to Tokyo, Japan.
- July Operation "Polco" RCAF survey operations continued, including operation "Polco", the determining of the exact location of the North Magnetic Pole.
- 1 October No. 411 Squadron formed No. 411 (Auxiliary) Squadron was formed in Toronto. It was initially equipped with Harvards pending the delivery of operational aircraft.
- 31 October Disbandment of survey squadrons RCAF Photographic and survey operations were concentrated in the hands of No. 408 Squadron. Two units which had been active in the post-war survey programme, Nos. 413 and 414 squadrons, were disbanded.

15 October The first Technical Training Unit in the RCAF Auxiliary was formed at Vancouver; eight more were organized in the next three years at other cities.
First Auxiliary TTU formed

1951

8 January No. 416 Squadron was formed at Uplands, the third post-war fighter squadron in the Regular Force. It was equipped initially with Mustang aircraft.
No. 416 Squadron formed

15 January Nos. 1 and 2 Auxiliary Group Headquarters were formed at Montreal and Toronto, respectively.
First Auxiliary Group HQs formed

January No. 421 Squadron was transferred to the United Kingdom for training with the RAF at Odiham; it was the first RCAF squadron sent overseas in time of peace.
No. 421 Squadron transferred to UK to train

1 March No. 441 Squadron was formed at St Hubert and equipped with Vampire jet aircraft.
No. 441 Squadron formed

30 March F/L JAO Levesque, attached to the USAF in Korea, destroyed a MIG-15 in combat, to score the first RCAF victory in that theatre.
First RCAF air victory in Korea

30 April No. 404, the second maritime reconnaissance squadron, was formed at Greenwood, NS.
No. 404 Squadron formed

4 May The first NATO students to be trained in Canada graduated as navigators from the Air Navigation School at Summerside. The seventeen graduates represented Italy, Norway and Belgium.
First NATO graduates

19 May No. 410 Squadron began re-equipping with Sabre fighters, as the first RCAF squadron to fly this type of aircraft.
First Sabre squadron

May
Recruiting of women resumed
For the first time since the end of the Second World War recruiting of women for RCAF service was started. This time there was no separate Women's Division; the new recruits served on an equal footing with their male comrades.

1 June
Air Defence Command formed and No. 12 Group renamed
Air Defence Group at St Hubert was redesignated Air Defence Command. On the same day No. 12 Group at Vancouver was redesignated as No. 12 Air Defence Group.

3 July
First post-war women trainees
The first post-war group of women trainees reported to the Manning Depot at St Jean PQ.

1 August
Tactical Air Group and No. 14 Training Group formed
Tactical Group Headquarters at Winnipeg was moved to Edmonton and merged with North West Air Command as Tactical Air Group. At Winnipeg No. 14 Training Group was formed to supervise the new training schools which had been opened on the prairies.

1 August
No. 413 Squadron formed
No. 413 Squadron was reformed at Bagotville as a fighter unit equipped with Vampires pending conversion to Sabres later in the year.

1 September
Formation of Auxiliary Intelligence Units
Four Auxiliary Intelligence Units were formed at Montreal, Toronto, Winnipeg, and Vancouver.

1 September
Formation of Nos. 439 and 443 Squadrons
No. 439 Squadron was formed at Uplands, the sixth post-war Regular fighter squadron and the first to form with Sabres as initial equipment. No. 443 (City of New Westminster) Squadron of the Auxiliary was also organized.

15 October
Ground Observer Corps formed
The RCAF Ground Observer Corps was formed to assist in the air defence of North America.

1 November
No. 430 Squadron formed
No. 430 Squadron was formed at North Bay as a Sabre fighter unit.

15 November RAF Station North Luffenham, England, was officially transferred to No. 1 Fighter Wing of the RCAF which had been formed on 1 November. No. 410 Squadron was re-located at North Luffenham as the first squadron sent overseas by the RCAF for NATO. The squadron had sailed from Halifax on 31 October and its Sabres were transferred overseas on board HMCS Magnificent. On 15 November the pilots flew their Sabres from Renfrew, Scotland, to the new base at North Luffenham.

15 December On its return to Canada after ten months' training with the RAF at Odiham, No. 421 Squadron was re-located at St Hubert and exchanged its Vampires for Sabres.

1952

2 January The RCAF Air Division Europe Planning Team was formed at Paris, France, to prepare for the establishment of RCAF units on the continent.

Air Division
Planning Team
formed

12 February No. 441 Squadron left St Hubert to join No. 1 Fighter Wing at North Luffenham. Like No. 410 Squadron, it travelled by sea, its Sabres having been transported on board the aircraft carrier HMCS Magnificent.

No. 441 Squadron
joins No. 1
Wing

April Maritime Group became part of the newly-formed Atlantic Command (SACLANT) of NATO.

Maritime Group
joins SACLANT

30 May - 15 June Twenty-one Sabre aircraft of No. 439 Squadron, under the command of S/L CD Bricker, DFC, carried out "Leapfrog I", flying from Uplands, Ont, to their new base at North Luffenham, England. Their arrival completed No. 1 Fighter Wing, the first of four Sabre wings which the RCAF was contributing to the Integrated Forces of NATO.

"Leapfrog I"
by No. 439
Squadron

1 July No. 434 (F) Squadron was formed at Uplands and No. 407 (MR) Squadron at Comox, BC.

Nos. 434 and 407
Squadrons
formed

1 August No. 427 (F) Squadron was formed at St Hubert, PQ, as the ninth post-war Regular fighter unit.

No. 427 Squadron
formed

August No. 1 Air Division Headquarters (Advanced Echelon) was formed at Paris, France, in preparation for the movement of RCAF units to the continent.

Advanced Echelon of No. 1 Air Division formed

28 September - 11 October Nos. 416, 421 and 430, the three squadrons of No. 2 Fighter Wing, completed "Leapfrog II" from their Canadian bases to Grostenquin, France. They were the first RCAF squadrons stationed on the European mainland since March 1946.

"Leapfrog II" by No. 2 Fighter Wing

1 October No. 1 Air Division, RCAF, was formed, with headquarters temporarily in Paris, as an operational command within the 4th Allied Tactical Air Force.

No. 1 Air Division formed

1 November No. 414 Squadron was reformed as a fighter unit at Bagotville, PQ.

No. 414 Squadron reformed

1953

1 January No. 422 (F) Squadron was formed at Uplands, Ont.

No. 422 Squadron formed

23 January The first peace-time award of the Distinguished Flying Cross to a member of the RCAF was promulgated. F/L EA Glover received the decoration for his services as a fighter pilot in Korea. While on attachment to the USAF he destroyed three hostile MIG-15s and damaged two more.

F/L EA Glover receives DFC

1 March No. 444 (F) Squadron was formed at St Hubert, PQ; the squadron bore the first new number created in the RCAF since the end of the Second World War. It was the twelfth Sabre squadron formed for the RCAF's commitment to NATO.

No. 444 Squadron formed

7 March Nos. 413, 427 and 434, the three squadrons of No. 3 Fighter Wing, began "Leapfrog III" from their Canadian bases to Zweibrucken, Germany.

"Leapfrog III" by No. 3 Wing

- 1 April
Nos. 436 and
445 Squadrons
formed
- No. 436 (Transport) Squadron was formed at Dorval, PQ and No. 445 (All-Weather Fighter) Squadron was formed at North Bay, Ont. The latter unit was the first squadron to be equipped with CF-100 jet aircraft. It moved later in the year to Uplands.
- 10 April
- No. 1 Air Division relocated at Metz
- No. 1 Air Division completed the move of its headquarters from Paris to Metz, France.
- 22 May
- McKee Trophy to S/L KR Greenaway
- The McKee Trans-Canada Trophy was awarded to S/L KR Greenaway for his services to Canadian aviation in 1952, notably in the field of search and rescue.
- 29 May
- "Comet" jet in RCAF Service
- The first of two RCAF de Havilland Comet four-engined jet transport aircraft was flown to Canada from the United Kingdom. The RCAF became the first air force in the world to operate jet transport aircraft.
- 1 June
- No. 423 Squadron formed
- No. 423 Squadron was formed at St Hubert as the second all-weather fighter unit equipped with CF-100s.
- 2 June
- Coronation of HM Queen Elizabeth II
- An RCAF contingent participated in the ceremonies accompanying the Coronation of Her Majesty Queen Elizabeth II in London. RCAF aircraft assisted in the delivery of films flown from the UK to Canada for TV presentation the same day.
- 27 July
- Armistice in Korea
- An armistice was signed at Panmunjom to end the fighting in Korea. During the UN's campaign in that area 22 RCAF Sabre pilots were attached to the USAF for service; in air combat they destroyed nine aircraft, probably destroyed two more, and damaged eight (all MIG-15s), and in strafing attacks they accounted for several locomotives, railroad cars and trucks. No. 426 Squadron, which had commenced its airlift to Japan in July 1950, continued its trans-Pacific flights until June 1954.
- 27 August -
4 September
- "Leapfrog IV" by No. 4 Wing
- Nos. 414, 422 and 444, the three squadrons of No. 4 Fighter Wing, carried out "Leapfrog IV" from their Canadian bases to Baden-Soellingen, Germany, thereby completing the build-up of the RCAF Air Division for the Integrated Forces of NATO in Europe.

- 1 October No. 440 (All-Weather Fighter) Squadron was formed at Bagotville with CF-100s.
- No. 440 Squadron formed
- 17 October HM Queen Elizabeth unveiled, at Cooper's Hill, Runnymede, England, a Memorial to commemorate 20,000 members of the Commonwealth Air Forces who were lost on operations in the European theatre during the Second World War and who have no known graves. On the Memorial were the names of 3,072 members of the RCAF.

1954

- Equipment changes There were numerous equipment changes during the year. The first Sabre Vs, fitted with Orenda engines, were flown across the Atlantic in February to equip the squadrons of No. 1 Air Division. The same month plans were announced for the RCAF to acquire new maritime patrol aircraft, the Lockheed Neptune and a design based on the Bristol Britannia (evolved by Canadair as the Argus). In March the last Ansons were retired from RCAF service. On 23 September the RCAF announced the purchase of ten Sikorsky S-55 helicopters.
- 4 February - 17 March The Prime Minister, the Rt Hon Louis St Laurent, made a flight around the world in a C-5 aircraft of No. 412 Squadron. Among the places visited during the tour were Paris, Bonn, Rome, Karachi, New Delhi, Colombo, Jakarta, Manila, Seoul, Tokyo, Midway, Honolulu, and San Francisco.
- Prime Minister's tour around the world
- 8 April The governments of Canada and the United States issued a joint statement announcing plans for a new radar system in addition to the "Pinetree" chain. The new "Mid-Canada" Line was to be established "generally to the north of the settled territory in Canada."
- Plans for Mid-Canada Line announced
- 11 April S/L RG Christie flew a Sabre from Vancouver to Ottawa, covering the 2,300 miles in 3.46 hours.
- Record Sabre flight
- 3 May HM Queen Elizabeth unveiled the Commonwealth Air Forces Memorial at Valetta, Malta. Inscribed on the Memorial were the names of 2,301 aircrew, including 286 of the RCAF, who gave their lives while operating from Malta and other bases in the Western and Central Mediterranean area during the Second World War, and who have no known graves.
- Valetta Memorial unveiled

- 28 May - 9 June A North Star of No. 426 Squadron made the last flight on the Pacific airlift from Dorval to Japan and back. In the 46½ months of Operation "Hawk", the squadron had flown 34,000 hours (6,000,000 miles) on 600 round trips across the Pacific, carrying 13,000 personnel and 7,000,000 pounds of freight and mail without loss or serious mishap. Twenty-three decorations were awarded to its personnel for their services on the airlift.
- End of the Pacific airlift
- 16 July RCAF pilots flying Sabre Vs took part in Exercise "Dividend", the largest air exercise held in the United Kingdom since the end of the Second World War, to test Britain's air defence system.
- Exercise "Dividend"
- 22 October Field Marshal Viscount Montgomery unveiled the Alamein Memorial in Egypt, dedicated to the memory of some 12,000 Commonwealth soldiers and airmen, including 215 members of the RCAF, who gave their lives in the Egyptian, Libyan, and Tunisian campaigns, and who have no known graves.
- Alamein Memorial unveiled
- 8 September At North Bay, Ont a CF-100 crashed, killing both crewmen. F/L DE MacLeod, a medical officer, climbed onto the burning fuselage and did not leave until he had ascertained that the two men were dead. He was subsequently awarded the Queen's Commendation for Brave Conduct.
- F/L DE MacLeod, decorated
- 5 December S/L AR MacKenzie, DFC, the only member of the RCAF to become a casualty during the Korean campaign, was released by Chinese Communist authorities at the border of Hong Kong. He had been shot down and taken prisoner on 8 December, 1952, while flying with the USAF on attachment.
- Release from captivity of S/L AR MacKenzie
- 21 December Announcement was made of the invention by W/C JG Wright, DFC, of the "R Theta Computer", a new automatic navigation instrument for high speed aircraft. Entirely immune from jamming or radio interference, the device gave the pilot the direction to steer and distance to go to any position set into it. A refinement of the instrument was later developed and produced for the RCAF. For his invention W/C Wright was awarded the McKee Trans-Canada Trophy for 1954.
- Invention of R Theta Computer by W/C JG Wright and McKee Trophy award
- New Units During the year six new squadrons were formed, all equipped with CF-100 all-weather fighters. They were:
- 15 March - No. 419 Squadron, North Bay
 - 21 June - No. 428 Squadron, Uplands
 - 1 October - No. 425 Squadron, St Hubert
 - 1 October - No. 432 Squadron, Bagotville
 - 1 November - No. 409 Squadron, Comox, BC
 - 15 November - No. 433 Squadron, Cold Lake, Alta.

1955

January - March Move of No. 1 Wing	No. 1 (Fighter) Wing moved from North Luffenham, England to its new base at Marville, France, thus locating all four RCAF fighter wings on the continent.
12-15 February Operation "Big Sandy Lake"	En route from Thule, Greenland, to March Air Force Base, California, a USAF B-47 exploded in the air over northern Saskatchewan, some 110 miles northwest of The Pas, Man. An extensive search was undertaken for survivors by the USAF and RCAF. Within a few hours two crewmen were located by an RCAF Dakota and pararescue teams were dropped to their assistance. On the fourth day of the search the third survivor of the accident was located and rescued by a USAF helicopter.
21 March DEW Line	Public announcement was made that a Distant Early Warning Line of radar stations was being built across "the most northerly practicable part of North America."
24 March First CF-100s across the Atlantic	Three CF-100s left St Hubert on Operation "Random 12" to fly to Britain for testing at the RAF Central Fighter Establishment. They were the first Canadian-designed aircraft to fly the Atlantic.
30 March Introduction of the Neptune	The first Lockheed Neptune (P2V-7) aircraft arrived at RCAF Station Greenwood, NS, for use on maritime operations.
4 April Move of No. 3 OTU	All Weather operational training was concentrated at Cold Lake, Alta, with the move of No. 3 OTU to that station from North Bay, Ont.
6 April First award of Chadburn Trophy	The first award of the Chadburn Trophy for air firing proficiency in No. 1 Air Division was made to No. 4 (F) Wing at Baden-Soellingen. The trophy was named for the late W/C LV Chadburn, DSO, DFC, an outstanding fighter pilot and wing leader of the Second World War.
20-28 June Exercise "Carte Blanche"	Exercise "Carte Blanche", involving some 3,000 aircraft in one of the largest exercises ever held by the Allied Air Forces Central Europe, was carried out to simulate atomic war conditions. All twelve RCAF squadrons in No. 1 Air Division participated in the intensive nine-day exercise, flying almost 2,500 sorties in their Sabres.

- 15 July - RCAF Regular and Auxiliary units flying Mitchell,
1 August C-119, Lancaster, Mustang and Dakota aircraft
participated in a large-scale summer training exercise
Exercise with the Canadian Army at Camp Gagetown, NB.
"Rising Star"
- 21 July When a Sabre crashed and burned at No. 1 (F) Wing,
George Cross Marville, F/L RG Morgan and LAC HJ Waters risked
actions their lives to rescue the trapped pilot. For their
actions they were awarded the George Medal.
- 29 July It was announced that F/O SE Burrows had been awarded
F/O SE Burrows, the AFC. In September 1954, while returning to
AFC Baden-Soellingen, his Sabre was struck by a bird.
Although he was almost blinded he successfully landed
his aircraft.
- 1 September No. 12 Air Defence Group at Vancouver was redesignated
Changes for No. 5 Air Division and No. 412 Squadron
No. 5 Air Division. No. 412 (T) Squadron was moved
from Rockcliffe to Uplands, ending a 16-year tenure
at the former base.
- 30 September - No. 412 Squadron's C-5, captained by W/C WGS Miller,
15 November took External Affairs Minister LB Pearson on a flight
Global flight around the world via Moscow, North Africa and the Far
East.
- 11 October No. 433 (AW) Squadron was moved from Cold Lake, Alta,
to North Bay, Ont.
No. 433 Squadron
moved
- October- Sikorsky H-34 and Piasecki H-21B helicopters were
November introduced into the service, initially with No. 108
New Communications Flight in Mid-Canada Line transport
helicopters operations. Previously helicopters had been used
mainly in the Search and Rescue role.
- 1 November The RCAF Air Photographic Intelligence Centre was
APIC formed formed at Rockcliffe from the Photographic Interpretation
Section of No. 408 (P) Squadron.
- Search and RCAF aircraft flew approximately 5,460 hours on more
Rescue than 375 search and rescue missions during the year,
activities including 160 mercy flights, 50 searches for aircraft,
and awards and scores of patrols for vessels in distress. One
major operation was a 10-day search in September for a
civil York transport aircraft lost in northern
Saskatchewan while engaged on DEW Line work. FS W
Hetman was awarded the Queen's Commendation for Brave
Conduct for rescuing civilians trapped by flood waters
in British Columbia on 3 November.

1956

- 16 January
Transcontinental record
- S/L L Hill and F/L A Bowman flew a Lockheed T-33 from Vancouver to Dartmouth in 6.17 hours, including a 25 minute refuelling stop at Fort William. This was the first jet crossing of the Dominion.
- 20 March -
5 April
Arctic tour
by Governor
General
- A North Star of No. 412 Squadron, captained by W/C WGS Miller, took Governor General Massey on a tour of the Canadian Arctic. The tour included a flight over the North Pole on 24 March.
- 20-29 May
Crossley
search
- The RCAF participated in an extensive aerial search for CC Crossley, a civil pilot who was missing on DEW Line operations. He was located by a Lancaster from RCAF Station Comox.
- 28 June
SAR awards
- A Canso piloted by F/L AG Carswell was despatched to the Straits of Georgia to rescue two fishermen. Despite a heavy sea that sometimes broke over the wings, Sgt IJ McPherson crawled to the wing tip to throw a line to the men. For this F/L Carswell was awarded the Air Force Cross; Sgt McPherson received the British Empire Medal.
- 13 July
F/O LT Ross,
AFC
- Following an explosion in the port engine of his CF-100, F/O LT Ross of No. 433 Squadron succeeded, after three attempts, in landing at North Bay. For his courage F/O Ross received the Air Force Cross.
- July-
August
Exercise
"Morning Star"
- More than 25 RCAF aircraft participated in a large scale Canadian Army exercise at Camp Gagetown, NB. For the first time in a Canadian Army training exercise jet aircraft were used in a tactical role as strike aircraft.
- 30 August
New trans-
continental
record
- Four Sabre VI aircraft from No. 1 Overseas Ferry Unit, St Hubert, establish a new Vancouver to Dartmouth record. The first section, F/L RH Annis and F/O RJ Childerhose, covered 2,740 miles in five hours, including a ten minute stop at Gimli. The second section, F/Os BJ McComiskey and B Merklinger, flew 2,767 miles by a different route, and took 5.12 hours, including two refuelling stops at Gimli (eight minutes) and St Hubert (seven minutes).
- 31 August
No. 420 Squadron
disbanded
- The Auxiliary squadron at London, Ont, No. 420, was disbanded.

- 8 October
Formation of PFTS
In a modification of the RCAF's flying training programme a Primary Flying Training School was formed at RCAF Station Centralia to give ab initio training on Chipmunks (rather than Harvards as in previous years). From the PFTS student pilots would proceed to a Flying Training School for basic instruction on the Harvard, and then to Advanced Flying School for further training on the T-33 Silver Star.
- 22 October
RAAF-RCAF officer exchange plan
An officer exchange plan between the RAAF and RCAF was instituted, complementing existing exchange plans with the RAF and USAF.
- 28 October
Sabres to Auxiliary fighter squadrons
At St Hubert Sabre Vs which had been returned to Canada from No. 1 Air Division by the Overseas Ferry Unit were handed over to No. 401 (Fighter) Squadron as the RCAF began re-equipping six Auxiliary fighter squadrons at Montreal, Toronto and Vancouver with this type of aircraft.
- 1 November
Springhill mine disaster
RCAF personnel from Debert, Moncton, Chatham, Greenwood and Summerside assisted in rescue operations at the Springhill mine disaster in Nova Scotia. They worked on rescue teams which went into the mine to search for survivors; set up beds in an emergency hospital; serviced, supplied and instructed in the use of pulmotors and portable oxygen equipment; directed traffic; picked up contributions of food and equipment; established a resuscitation centre, and treated injured survivors.
- 1-4 November
Nimble Bat I
No. 445 (AW) Squadron, led by W/C EG Ireland, DFC, flew from Uplands to Marville, France, as the first step in the RCAF's plan to replace one Sabre squadron in each of the four fighter wings of No. 1 Air Division with a CF-100 unit. Simultaneously No. 410 Squadron of No. 1 (F) Wing was relocated at Uplands for reformation on CF-100s.
- November
Mustang and Vampire retired
The Mustang and Vampire fighters were withdrawn from service in the RCAF.
- 20 November
RCAF contribution to UNEF
It was announced that No. 435 (Transport) Squadron would be moved from Namao, Alta, to Capodichino, Italy, for airlift operations with the United Nations Emergency Force in the Egyptian-Israeli crisis. On 22 November an Air Transport Unit was set up at

Capodichino, to direct and control Nos. 114 and 115 Communications Flights based at Capodichino and Abu Suweir (Egypt) respectively. The flights were equipped with C-119, Dakota, and Otter aircraft. The RCAF component of the UNEF was initially commanded by G/C HA Morrison, DSO, DFC, AFC, who was succeeded in January 1957 by G/C WP Pleasance, DFC.

19 December It was announced that arrangements had been concluded between the governments of Canada and the Federal Republic of Germany for the training of 360 Luftwaffe German aircrew aircrew by the RCAF, commencing in 1957.

1957

25 January No. 403 (Auxiliary) Squadron at Calgary was reorganized as a navigational training squadron. It had previously operated in a fighter role.
No. 403 Squadron reorganized

12-16 February No. 423 (AW) Squadron, led by W/C KB Handley, flew from St Hubert to Grostenquin, France. Simultaneously No. Nimble Bat II 416 (F) Squadron of No. 2 Wing was relocated at St Hubert for conversion to CF-100s.

18 April The Department of External Affairs announced that arrangements had been concluded with the governments of Denmark, Norway and the Netherlands for a special NATO training extended three-year extension of the NATO Air Training Plan. In this plan the RCAF would train annually 65 pilots and five navigators for Norway, 55 pilots for Denmark, and 30 pilots for the Netherlands; the three European countries would bear part of the cost of training. The first students under the new plan were to begin training in July.

19 April A Sabre team from the RCAF's Air Division won the 4th Allied Tactical Air Force commander's gunnery trophy in competition with teams of USAF F-100s and French Air Force F-84s at Cazaux, France.
RCAF team leads 4th ATAF gunnery

April The McKee Trans-Canada Trophy for 1956 was awarded to S/L RT Heaslip, AFC, officer commanding No. 108 Communications Flight, for his contributions to helicopter operations during the construction of the Mid-Canada radar line. In 1956 the flight he commanded flew about 9,000 hours and airlifted over 10,000 tons of construction and electronic equipment and almost 14,000 personnel to various points along the line.
McKee Trophy to S/L RT Heaslip

- 11-12 May
Nimble Bat III
No. 440 Squadron, led by W/C WAG McLeish, flew from Bagotville to Zweibrucken, Germany. Simultaneously, No. 413 Squadron of No. 3 (F) Wing was relocated at Bagotville for conversion to CF-100s.
- 15 June
Move of CEPE to Uplands
After 37 years at Rockcliffe (except for a five year sojourn at Shirley's Bay from 1925 to 1929) the RCAF's Central Experimental and Proving Establishment was transferred to Uplands.
- 24 June
Random 30 - No. 1 OFU disbanded
Twenty-four Sabres and six T-33s left St Hubert on Random 30, the final operation of No. 1 Overseas Ferry Unit prior to its disbandment on 31 July. Formed in October 1953, the unit delivered about 800 jet aircraft (Sabres, Silver Stars, and CF-100s) in the course of its trans-Atlantic operations to Europe. On two reverse Random operations it also ferried Sabre Vs back to Canada.
- 4 July
Final NATO intake under original training scheme
The final intake of 14 RAF student pilots in the NATO Aircrew Training Scheme arrived at RCAF Station London. Since the inception of the scheme in August 1950 the RCAF had trained over 4,600 aircrew for ten NATO states - Belgium, Denmark, France, Greece, Italy, the Netherlands, Norway, Portugal, Turkey, and the United Kingdom. The cost of training under this scheme was borne by Canada as part of its contribution to the Mutual Aid Programme. Under other arrangements training would be continued for Norway, Denmark, West Germany and the Netherlands after the original scheme terminated.
- 5 August
Nimble Bat IV
In Nimble Bat IV No. 419 Squadron flew its CF-100s across the Atlantic to Baden-Soellingen, thus completing the programme of placing one all-weather fighter squadron in each of the four Canadian fighter wings in Europe. Simultaneously No. 414 Squadron was relocated at North Bay.
- 1 September
New role for No. 424 Squadron
No. 424 Squadron, the Auxiliary fighter unit at Hamilton, was re-designated as a Light Transport and Search and Rescue (LT & SAR) unit and issued with Expeditors.
- Arctic and survey operations
During the year No. 408 Squadron completed the SHORAN programme which had begun in 1948. This had included the geodetic trilateration of the Arctic islands.
- Also during the year regular ice reconnaissance patrols had been conducted by Nos. 407 and 408 Squadrons to assist ships engaged in transporting materials and supplies to the Distant Early Warning (DEW) Line sites in the Arctic. To facilitate these operations a detachment had been established at Cambridge Bay, whence daily patrols were flown between 15 July and 1 October.

1958

- 25 March
"Arrow" flies
The CF-105 Arrow interceptor made its first flight at Malton. The Arrow marked the peak in Canadian interceptor design.
- 1 April -
1 November
New duties for
Auxiliary
squadrons
Nos. 402, 403, 406 and 418 (Auxiliary) Squadrons were reorganized as Light Transport and Search and Rescue units on 1 April. Nos. 442 and 443 Squadrons were similarly reorganized on 1 September, followed by No. 400 and 411 Squadrons on 1 October and Nos. 401 and 438 Squadrons on 1 November. All squadrons flew Expeditors in their new role.
- 12 May
NORAD
agreement
signed
A Canadian-USA air agreement was signed at Washington formally establishing the North American Air Defence Command (NORAD). The command structure had been functioning for some months, A/M CR Slemon, CB, CBE, CD having taken up duties as Deputy Commander of NORAD 31 August 1957.
- 17 May
Argus enters
service
Delivery of Canadair Argus patrol bombers to Maritime Air Command began. No. 405 Squadron at Greenwood, NS, was the first unit to receive the Argus.
- 19 July
Formal NATO
training
concluded
A wings parade at RCAF Station Winnipeg marked the close of the NATO Aircrew Training Plan. During the period 1951-58 some 5,575 pilots and navigators from ten countries had been trained to wing standards alongside RCAF trainees. However, under separate agreements training continued for aircrew from Denmark, Norway, the Netherlands, and West Germany.
- 30 August
Guynemer Trophy
won by RCAF
crews
The Guynemer Trophy, emblematic of aerial gunnery supremacy in the Allied Air Forces, Central Europe, was won by pilots of No. 1 Air Division who went on to recapture the trophy in 1959 and 1960.
- 23 September
"Bomarc"
adopted
Prime Minister JG Diefenbaker announced that Bomarc ground-to-air missiles would be acquired by the RCAF.
- 28 October -
20 December
Round-the-
world flight
The C-5 of No. 412 Squadron, captained by W/C WK Carr, DFC, undertook a round-the-world tour with Prime Minister Diefenbaker, visiting Allied and Commonwealth countries.

Other operations During the year the RCAF continued to fly ice patrols in the Arctic for the benefit of ships servicing the DEW Line. The detachment undertaking these flights was based at Frobisher Bay from 15 July to 1 November. No. 408 Squadron was responsible for this operation.

The RCAF also undertook 57 searches during the year - 46 for missing aircraft and the remainder for ships and strayed persons. Mercy flights totalled 163 during 1958.

McKee Trans-Canada Trophy award to W/C Showler In other developments it was announced during the year that the McKee Trans-Canada Trophy for 1957 had been awarded to W/C JG Showler, AFC. The award was in recognition of the work performed by No. 408 Squadron, formerly commanded by W/C Showler. Between 1954 and 1957 the squadron had photographed some 3.5 million square miles of Canada's north.

1959

1 January TAC disbanded Tactical Air Command, with its headquarters in Edmonton, was disbanded. Its regular Force components were assigned to Air Transport Command. Operational control of Auxiliary units formerly under TAC was transferred to Training Command.

6 February Awards for bravery to RCAF personnel The George Medal was awarded to three members of the RCAF. They were: Sgt DE Stevenson, for twice entering a dangerous aviation fuel fire and bringing it under control (Montmedy, France, 10 July 1956); F/L RE Sabourin, for successfully landing his crippled T-33 which had been damaged in the explosion of a wing rocket (Rivers, Man, 9 January 1957); F/L WJ Marsh, for his part in rescuing the pilot of a Sabre that had crashed (Chatham, NB, 6 August 1957). Four airmen who assisted F/L Marsh in the rescue were awarded the Queen's Commendation for Brave Conduct - Cpl. TG Onarheim, and LACs RW Henderson, JJ Gommer and DC Meier.

20 February Cancellation of the Arrow The government announced the termination of contracts respecting the CF-105 Arrow. The decision marked the end of Canadian design of advanced fighter systems. The last of five Arrows was struck off RCAF strength on 22 July 1959.

23 February 50th anniversary of powered flight in Canada In observing the 50th anniversary of powered flight in Canada RCAF personnel built a flying reproduction of the famous Silver Dart. Key figures in the project were: W/C PA Hartman, DFC, AFC, who was test pilot, project engineers F/L WK Bell and F/O CV Walker, and LAC L McCaffrey. The replica was assembled and

tested at Mountain View, near Trenton, then taken to Baddeck, NS, where it was flown in the presence of Mr JAD McCurdy, who had flown the original Silver Dart at the same location half a century before.

- 16 May -
20 September
- The Golden Hawks aerobatic team
- 28 May
- Operation "Beechflight"
- 1 July
- Commonwealth Air Force Memorial unveiled by HM the Queen
- 2 July
- New aircraft for No. 1 Air Division
- 31 July
- Beginning of SAGE site
- 1 September
- Operation "Western Way"
- September
- Organizational changes
- An additional contribution to the celebrations of powered flight in Canada was the RCAF's Sabre aerobatic team, the Golden Hawks, with S/L GF Villeneuve as first team leader. In its first season of operations the team appeared at 39 air shows and put on 63 displays of precision flying.
- A mass flight of 25 Expeditors got underway. The aircraft were being delivered to Portugal and France under Canadian Mutual Aid agreements.
- Her Majesty the Queen unveiled the Commonwealth Air Force Memorial in Ottawa commemorating 798 men and women who gave their lives in Canadian and adjacent lands and waters between 1939 and 1945 and who have no known graves.
- Defence Minister Pearkes announced that the eight Sabre squadrons of the RCAF's NATO air division would be re-equipped with F-104 Starfighters manufactured in Canada.
- Excavation work began on the underground Semi-Automatic Ground Environment (SAGE) site at North Bay. The system was designed to provide a nerve centre for the air defences of Canada.
- A ferry flight of 12 RCAF T-33 jet trainers began from Canada to Turkey, under Mutual Aid agreements. At Baden-Soellingen, Germany, ten more T-33s joined the flight. Another transfer of T-33s later in the year raised the total to 50 aircraft provided to Turkey and Greece. An additional 18 T-33s were provided to France in October.
- Training Command Headquarters was moved to Winnipeg while Air Transport Command Headquarters and No. 426 (T) Squadron were transferred from Lachine, PQ to Trenton, Ont. Meanwhile Station Macdonald, 4 Advanced Flying Training School, and No. 14 Training Group were disbanded.

16-18 September UNEF rotation North Stars of No. 426 (T) Squadron began the airlift of 530 fully equipped Army personnel from Canada to El Arish, Egypt, for service with the United Nations Emergency Force.

October Distance record An RCAF Argus broke an existing speed/range record by flying non-stop from Hawaii to North Bay (4,570 miles) in 20.10 hours.

4 November Cybernetic equipment The first large scale electronic computer to be installed by a Canadian military organization, an IBM 705 Mark III, was introduced at Air Material Command Headquarters, at RCAF Station Rockcliffe.

24 November Yukon enters service The first Canadair CC-106 Yukon transport, largest aircraft ever built in Canada, entered RCAF service. The initial Yukon was used for test and development; operational use of the aircraft began in 1961.

18 December Last class of NATO trainees In a commemorative wings parade at Winnipeg the final group of pilots and observers trained under the original NATO training scheme graduated. A/M CR Slemon presented flying badges to 40 RCAF, seven Netherlands and three Norwegian pilots and observers who had been trained at Gimli, Portage, and Winnipeg.

Other operations RCAF operations in 1959 included continuing surveys and reconnaissance work in the Arctic archipelago. SAR operations included 42 searches and 152 mercy flights.

1960

January Beginning of Operation "Lookout" At Ascension Island a detachment of 30 officers and airmen, together with two CF-100s, was established. In co-operation with the Defence Research Board's Canadian Armament Research and Development Establishment (CARDE) the personnel of Operation "Lookout" recorded radiation from American rocket nose-cones re-entering the earth's atmosphere at speeds of up to 15,000 mph.

5-7 March Aid to Morocco A North Star flew 6,647 pounds of medical aid and eight medical personnel to Rabat, Morocco, for onward delivery to Agadir, which had been hit by earthquakes.

25 March Agreement with Denmark It was announced that the existing aircrew training with Denmark had been extended a further four years beyond 1 July. Training to "wings" standard would be provided annually for 45 Danish pilots.

28 May
Aid to Chile
Following earthquakes in Chile, North Stars of No. 426 (T) Squadron, under W/C JO Maitland, airlifted 25 tons of food, shelters, medical supplies and even a 30-bed field hospital to that country.

1 June
GOBC units stood down
Units of the Ground Observer Corps south of latitude 55 degrees were stood down as a result of improved radar coverage. Northern observer posts continued to supplement DEW and Mid-Canada Line radar units and to assist Search and Rescue operations.

1 July
Integrated command HQ
A Deputy Commander position was established at the integrated RCN/RCAF headquarters of Maritime Command Pacific at Esquimault, BC, the post being filled by the Air Officer Commanding No. 5 Air Division.

18 July
Airlift to Congo
When the newly-independent republic of the Congo (now Zaire) threatened to break down in civil war, United Nations forces were rushed in to maintain order. RCAF North Stars began on 18 July to fly 44,000 pounds of meat and powdered milk to Leopoldville in support of UN operations. This was followed on 9 August by the commencement of Operation "Mallard", a 20-day airlift of Canadian troops and equipment to that country. Thereafter the RCAF maintained twice-weekly scheduled flights to the Congo, staged through Pisa, Italy.

31 August
CEPE reorganization
Air Materiel Command's CEPE Climatic Detachment at Namao, Alta, was disbanded, its responsibilities being assumed by the Central Experimental and Proving Establishment, Uplands.

30 September - 5 December
Rotation of infantry brigade
Thirty flights to Gütterslow, Germany, were conducted in rotating troops of the Canadian Infantry Brigade between Canada and Europe. A total of 832 troops were flown to Canada while 1,020 were carried to Europe.

Search and Resuce operations
During the year RCAF aircraft flew 6,900 hours on SAR activities. A total of 48 searches and 196 mercy flights were carried out. No. 121 KU, Sea Island was particularly involved in flying polio victims out of remote corners of British Columbia; sixteen patients were evacuated in June, July, and August. In Quebec, ten RCAF machines co-operated with civilian aircraft in evacuating 758 persons from Janis Lake, a community threatened by forest fires. The variety of tasks was illustrated on 27 September when an Eskimo woman gave birth to a child aboard a C-119 of No. 435 Squadron.

New equipment
In March the Auxiliary squadrons of the RCAF began to receive de Havilland (Canada) Otters to replace their

Expeditor transports. In May the Canadair CC-109 Cosmopolitan transport entered service with No. 412 (T) Squadron. October witnessed the introduction of the Grumann Albatross amphibian intended for the Search and Rescue role. At the same time the new Lockheed C-130B Hercules entered service with No. 435 (T) Squadron. Overseas, No. 115 ATU at El Arish, Egypt received de Havilland (Canada) Caribou transports to replace its Dakotas.

Honours and Awards

Three RCAF aircrew were awarded the Air Force Cross for heroism during the year. F/O CC Battock, the pilot of a Sabre, refused to abandon his crippled aircraft over Germany and effected a safe landing despite poor weather conditions. His feat was accomplished in March. On May 24, during an Air Defence Command exercise, the pilot of a CF-100 suffered anoxia. The navigator, F/O CM Alexander, stayed with the aircraft and assisted the pilot in making a safe landing. On the night of November 7 S/L JAGF Villeneuve, flying a Sabre from Chatham, suffered engine failure. He elected to land his crippled aircraft rather than bail out in a populated area.

The McKee Trophy for 1960 was won by W/C WG Leach of the Institute of Aviation Medicine in Toronto. The award was for his courage and dedication in work leading to greater safety for those flying at high altitude.

1961

28 March

The first CF-104 Starfighters, manufactured by Canadair in Montreal, were delivered to the RCAF.

CF-104 deliveries

1 April

Transfer of Auxiliary units to ATC

The Auxiliary Squadrons of the RCAF were transferred to the control of Air Transport Command. Prior to this, Nos. 400, 401, 411, 424, and 438 Squadrons had been in Air Defence Command; Nos. 402, 403, 406, and 418 had been under Training Command; Nos. 442 and 443 had been in No. 5 Air Division.

April-June

Operation "Lookout"

Operation "Lookout" continued with RCAF CF-100 crews based at Patrick AFB, Florida, observing American rocket launchings and monitoring infra-red radiation.

30 April -
15 October

On 30 April No. 425 (AW) Squadron, based at St Hubert, was de-activated in preparation for its conversion to

No. 425 converts to Voodooos the McDonnell CF-101B Voodoo. Upon completion of crew training the squadron was re-activated at Station Namao, Alta., the first RCAF unit to become operational on the Voodoo. Subsequently (July 1962) the squadron moved to Bagotville, PQ.

1 May No. 415 (MP) Squadron was formed at Summerside, PEI, equipped with Argus maritime patrol bombers.

No. 415 Squadron formed

5 May No. 438 (Auxiliary) Squadron, St Hubert, became the first RCAF squadron to complete 25 years of service, dating back through Nos. 118 and 18 Squadrons of the pre-war years, and thus qualified for presentation of a Squadron Standard. By the end of the year three other Auxiliary squadrons had also qualified - Nos. 400 (Toronto, 10 June), 424 (Hamilton, 21 October), and 402 (Winnipeg, 25 November).

First squadron standards

31 May-15 October As the CF-101B entered service, several all weather squadrons were disbanded outright. These were:

Reduction of All Weather fighter units

31 May - No. 428 Squadron, Uplands
31 July - No. 433 Squadron, North Bay
15 October - No. 432 Squadron, Bagotville

June In response to a request from the Saskatchewan government, the RCAF airlifted 360,000 pounds of insecticides from Toronto to that province to help combat a severe outbreak of grasshoppers and cutworms.

Operation "Hopper Stopper"

August Severe forest fires in Newfoundland required the airlifting of 1,000 troops and their supplies to that province. Ten aircraft were assigned to this operation, including North Stars from No. 426 Squadron and the Air Transport Command OTU, C-119s of No. 436 Squadron and Hercules of No. 435 Squadron. In addition, helicopters from Greenwood, Chatham and Trenton airlifted firefighters directly to outbreaks, evacuated persons from threatened areas, and surveyed fires to enable proper deployment of personnel.

Newfoundland fire threat

3 August When the Defence Research Board detonated the largest non-nuclear explosion in history, at the Suffield Experimental Station in Alberta, an RCAF Lancaster piloted by F/L MF Chapin photographed the explosion from 10,000 feet, directly overhead. In a remarkable feat of navigation, the aircrew succeeded in arriving over "Ground Zero" within one second of the detonation.

Photography at Suffield

31 August No. 416 (AW) Squadron, based at St Hubert, was stood down in preparation for its conversion to CF-101B
No. 416 Squadron Voodoos.
begins CF-101B conversion

1 September As sufficient numbers of CF-104s became available, No. 6 Operational Training Unit was formed at Namao to convert and train aircrews for strike/attack and low level reconnaissance duties on Starfighters.

15 September RCAF officer indoctrination and list/branch training for officers were concentrated at one location when the Central Officer School was formed at Station Centralia.
Central Officer School formed

1 October The RCAF took over Station Beausejour, Manitoba, the first of eleven USAF-operated "Pinetree" radar sites to be transferred to Canadian control.
Transfer of "Pinetree" sites

1 October No. 437 (T) Squadron was formed at Trenton to operate the new Canadair CC-106 Yukon long range transport, then entering operational service with the RCAF.
No. 437 Squadron formed

31 October No. 1 (F) Operational Training Unit, Chatham, which had trained Sabre pilots for fighter combat duties, was disbanded. It was replaced by the Sabre Transition Unit which was to prepare pilots for the high speed Canadair CF-104.
Disbandment of No. 1 (F) OTU

11 November - 21 December No. 410 (AW) Squadron was stood down for conversion to CF-101Bs. Upon completion of this, the unit returned to operational status at Uplands.
Second Voodoo squadron operational

28 December The first RCAF Bomarc missile unit, No. 446 (SAM) Squadron, was formed at North Bay.
Bomarc unit formed

Search and Rescue, 1961 During the year the RCAF conducted 40 searches including six for ships. Mercy flights totalled 229. In all, 7,292 hours were flown on SAR operations.

1962

- 1 January
Scheduled flights to Europe
RCAF Air Transport Command began regular scheduled air service between Trenton and Marville, France, using Yukon aircraft. Initially these were on the basis of one passenger and three freight runs per week.
- 1 January -
19 April
No. 413 Squadron disbanded while CF-101B enters service with three more squadrons
The phase-out of the CF-100 and conversion of squadrons to the CF-101B continued. On 1 January No. 416 (AW) Squadron was re-activated on Voodooos and subsequently sent to Uplands; later in the year it was transferred to Bagotville and then to Chatham. The following day (2 January) No. 413 (AW) Squadron was disbanded. By 13 March a fourth squadron, No. 409, had converted to CF-101Bs and returned to Comox, BC. On April 19 No. 414 Squadron joined the Voodoo roster. This unit moved to Uplands, pending repairs to runways at North Bay; in October it was able to return to its home base. The conversion programme had seen the CF-100 withdrawn from an operational role in North America, although four squadrons in the RCAF Air Division continued to fly them. The number of All Weather squadrons in Air Defence Command was reduced from nine to five.
- 8 February
Surveys for TIROS IV evaluation
With the launching of the American satellite TIROS IV, designed for weather reconnaissance, RCAF CF-100s, Lancasters and Dakotas began extensive photography of cloud and ice conditions in the Gulf of St Lawrence. Material gathered on these flights was to be compared with satellite photographs, thus enabling experts to interpret better the pictures taken from space.
- 20 February
Co-operation with US astronaut programme
In yet another phase of Operation "Lookout", CF-100 crews, flying at 40,000 feet, observed the launch of American astronaut John Glenn, monitoring infra-red rays and radiation emissions, in co-operation with USAF U-2s and C-119s flying above and below the Canadian aircraft.
- 6 April
Canso retirement
The Canso was withdrawn from RCAF service. Appropriately, the last flight by such a machine on RCAF duties was a sortie to Downsview as part of a reunion of No. 162 squadron personnel. This squadron, operating Cansos in 1944, sank five U-boats and one of its members, F/L DE Hornell, won the Victoria Cross.
- 8 April
George Medals to S/L FG McLaren and F/L IK McKenzie
When a Chipmunk trainer crashed and burned at Station Centralia two officers, S/L FG McLaren DFC and F/L IK McKenzie, ignoring flames and the danger of an explosion, extricated one of the occupants of the machine. Both officers were severely burned. For their heroism they were each awarded the George Medal.

June
Trans-Canada
non-stop
A Yukon of No. 437 Squadron, piloted by S/L CR Simmons, accompanied by a crew of 13, flew non-stop from Vancouver to Trenton. During the trip the aircraft overflew all ten provinces and both territories, covering some 5,500 miles in less than 15 hours.

June -
November
CF-104
training
begins
The training of aircrews on the CF-104 strike reconnaissance aircraft began at Cold Lake, Alta, in preparation for the re-equipment of RCAF squadrons in Europe with this aircraft. The first graduates emerged from the "pipeline" in November.

21 July
Endurance
record
established
A new Canadian airborne endurance record was set by a Yukon which remained aloft for 23.51 hours, covering some 7,000 miles in the process.

23 August -
3 September
New Guinean
airlift for
UN
To provide air support for United Nations forces operating in West New Guinea (then being transferred from Netherlands to Indonesian sovereignty), two Hercules of No. 435 Squadron airlifted No. 116 Air Transport Unit, equipped with Otters, to Biak, West New Guinea.

31 August
No. 426
Squadron
disbanded
As the North Star was phased out of operations by Hercules and Yukon transports, No. 426 (T) Squadron was disbanded at St Hubert, where it had moved on 1 January.

15 September
No. 447 (SAM)
Squadron
formed
The second Bomarc unit, No. 447 (SAM) Squadron, was formed at La Macaza, PQ.

September
Aid to Iran
Following earthquakes in Iran, an RCAF Yukon transported 18,000 pounds of emergency supplies to Teheran.

15 October
No. 5 Air
Division
transferred
No. 5 Air Division, with headquarters in Vancouver, was transferred from Air Defence Command to Maritime Air Command control.

15 October
Operation
"Rho Delta"
Operation "Rho Delta" (Greek for "104") began as Hercules transports of No. 435 Squadron began ferrying CF-104s from Cartierville to Baden-Soellingen in preparation for the conversion of the RCAF's overseas squadrons to Starfighters.

23 October - During the crisis involving the placement of surface-
28 November to-surface missiles in Cuba by the Soviet Union,
Air Defence Command units were alerted for possible
Cuban emergencies. The crisis was resolved when the Soviet
missile Union agreed to withdraw the missiles.
crisis

14 November 1962 No. 437 Squadron's Yukons began rotating not only
20 January 1963 the troops but also the dependants of the Canadian
Infantry Brigade between Canada and Europe. This
Aerial rotation marked the first occasion when the complete rotation
of troops of personnel had been conducted by air.

15-17 December No. 427 (F) Squadron, based at Zweibrucken, was
de-activated as a Sabre unit and then re-activated
CF-104 becomes as a CF-104 squadron, the first RCAF Air Division
operational with squadron to be converted to the new aircraft.
No. 427 Squadron

31 December The four RCAF CF-100 squadrons in Europe, Nos. 419,
423, 440, and 445, were disbanded, thus completing
Overseas CF-100 the phase-out of this machine from a combat role.
units disbanded It remained in RCAF service, however, with a variety
of experimental, photographic, and electronic
counter-measures units.

SAR Operations During 1962 RCAF aircraft conducted 36 major aircraft
1962 and eleven marine searches, as well as 371 mercy
flights. A total of 8,222 hours were flown on these
operations.

Miscellaneous During the year three airmen were honoured with the
awards Queen's Commendation for Brave Conduct. When a fire
broke out in the PMQ area of No. 2 (F) Wing at St
Avold, France, Corporal CHR Nelson and LACs RG Cole
and RW McLaughlin risked their lives to rescue four
children.

Also during the year yet another Auxiliary squadron,
No. 401 (St Hubert) qualified for its Squadron
Standard.

1963

15 January 1963 The programme of converting the squadrons of No. 1
2 March 1964 Air Division from Sabres to CF-104s continued. No.
434 Squadron was de-activated on 15 January 1963
and re-activated on 8 April. No. 444 Squadron was
de-activated on 1 March, re-equipped, and re-activated
Starfighter continues in on 27 May. It was followed by No. 422 Squadron,
conversion stood down 15 April and returned to operational status
No. 1 Air three months later. No. 430 was stood down on 31 May
Division

and re-activated on 30 September. No. 421 Squadron, de-activated on 31 July, resumed its operational stance on 2 December. The last squadrons, Nos. 441 and 439, were stood down on 1 September and 1 November respectively and re-activated on 20 January and 2 March 1964.

The process brought the strength of the Air Division to eight CF-104 squadrons. No. 1 Wing (Marville) was deployed in a strike/reconnaissance role with Nos. 439 and 441 Squadrons. No. 2 Wing (Grostenquin), with Nos. 421 and 430 Squadrons, was a strike/attack unit, as were No. 3 Wing (Zweibrucken, Nos. 427 and 434 Squadrons) and No. 4 Wing (Baden-Soellingen, Nos. 422 and 444 Squadrons).

- February
Nigerian trainees arrive
A party of 16 Nigerian aircrew candidates arrived in Canada to begin training for that country's air force. Their presence indicated the growing importance attached by Canada to the training of aircrews for developing Commonwealth countries.
- 10 April
F/O DF Parker, AFC
F/O DF Parker, a navigator with No. 416 (AW) Squadron, noted that his pilot was seriously ill owing to an oxygen failure. Through encouragement and persuasion he directed his pilot to Chatham Ground Control and assisted in the landing. For his action F/O Parker was awarded the Air Force Cross.
- 13 May
Northern NORAD HQ moved to North Bay
Northern NORAD Region Headquarters was moved from St Hubert to North Bay. Hitherto, the AOC of ADC had also been the commander of Northern NORAD Region. The two roles were now divided and the first AOC of the re-located regional headquarters was A/V/M JB Harvey, AFC.
- 16 May
Cpl GW Snider, BEM
When a garage door at Station Pagwa, Ont, abruptly dropped, pinning an airman beneath it, Cpl GW Snider crawled under the door, raised it enough to enable the airman to be dragged clear, but was himself injured. For his quick action he was awarded the British Empire Medal for Gallantry.
- June
Aid to Pakistan
A Yukon of No. 4 (T) OTU flew 25,000 pounds of supplies to East Pakistan which had been hit by a devastating cyclone.
- 22 June
No. 134 ATU to Yemen
A civil war between royalist and republican forces in Yemen had been halted by a truce which was to be policed by UN forces. No. 134 Air Transport Unit was formed to provide air support for the UN troops. Based

at San'a, the unit was equipped with two Caribou and six Otter aircraft. It was disbanded on 2 January 1964.

- 1 July
Last USAF
Pinetree site
transferred
to RCAF
Station Lowther, the last of eleven Pinetree Line radar sites formerly under USAF jurisdiction, was handed over to the RCAF.
- 20 July
Operation
"Eclipse"
During a total eclipse of the sun over central Canada an RCAF Yukon carrying fourteen scientists and their equipment flew down the track of the umbra (shadow), enabling those aboard to record prolonged observations.
- 28 September
SAGE
operational
The underground Semi-Automatic Ground Environment (SAGE) complex at North Bay was handed over to Air Defence Command by the contractors and declared to be operational. The site was to serve as the directing and co-ordinating centre for ADC radar, airborne and missile units.
- 3 October
Comets
retire
The two Comet jet transports were retired from service with No. 412 (T) Squadron.
- 11 October
Voyageur
helicopters
accepted
The first Vertol CH-113 Voyageur helicopters entered RCAF service and were assigned to Search and Rescue units at Greenwood, Trenton, and Vancouver.
- 29 October
Tutors
accepted
The first production Canadair CL-41 Tutor aircraft was accepted by the RCAF. The Tutor was intended to replace the aging Harvard and enable all-jet training of RCAF aircrews.
- 31 October
LAC HF Schulz,
BEM
While en route from Trenton to Greenwood, an Argus aircraft encountered trouble with a cargo door. An officer who was checking the door was almost sucked out when the door opened. LAC HF Schulz grasped the officer and pulled him to safety, though he, too, risked being sucked out. LAC Schulz was awarded the British Empire Medal for Gallantry.
- 31 December
No. 5 Air
Division
disbanded
No. 5 Air Division, with headquarters in Vancouver, was disbanded, its units being assigned to Maritime Air Command directly.

Training activities 1963

During the year a total of 170 RCAF trainees undertook basic flying instruction, 160 took advanced flying instruction, and 100 trained as radio navigators. Flying training was also given to 30 Canadian Army personnel and 25 members of the RCN. In addition to Nigerian aircrew trainees, 35 Danes and 25 Norwegians were given flying training by the RCAF.

SAR activities 1963

Search and Rescue work continued at a high level. A total of 54 air and five marine searches were conducted, together with 490 mercy flights.

1964

7 February

Golden Hawks disband

It was announced that the RCAF's Sabre aerobatic team, the Golden Hawks, would be disbanded. Since 1959 the team had appeared at 317 public air shows.

14-24 February

Disbandment of No. 2 (ST/A) Wing

With the movement of No. 421 Squadron to Baden-Soellingen on 14 February and No. 430 Squadron to Zweibrucken on 24 February, the RCAF's No. 2 (Strike/Attack) Wing at Grostenquin ceased to exist.

20 February

F/L RW Cass, AFC
Cpl PE Blank, BEM

An Albatross aircraft of No. 103 Rescue Unit, Greenwood, located a seal hunter stranded in the Gulf of St Lawrence. When it became apparent that emergency equipment could not be dropped closely enough, the pilot, F/L RW Cass, landed amid floe ice. Cpl PE Blank then took a rubber boat and, despite a choppy sea which swamped his motor, effected a rescue. For their skill and courage F/L Cass was awarded the Air Force Cross and Cpl Blank the British Empire Medal for Gallantry.

13-23 March

Operation "Snowgoose"

Communal rioting in Cyprus led to the establishment of a UN peace-keeping force on the island, with Canadian troops included. On 13 March, a Yukon flew an advance party there. On the 15th Yukons and Hercules began the task of flying 861 troops and 400 tons of freight. In all, 28 flights were made in eight days. Thereafter, Cyprus became a regular stop for ATC aircraft rotating troops and delivering supplies.

31 March -
30 June

Units disbanded and moved

RCAF Auxiliary units were reduced. Nos. 403, 406, 424, 442, and 443 Squadrons were disbanded on 31 March. The first three had been based at Calgary, Saskatoon, and Hamilton respectively, the latter two at Vancouver.

Air Defence Command was also cut back. No. 410 (AW) Squadron was disbanded at Uplands on 31 March. The next day, four Pinetree radar bases at Parent and St Sylvestre, PQ, Edgar, Ont, and Beaverbank, NS were closed. Four additional western Pinetree sites were closed on 10 April. Station Comox was transferred to Air Defence Command control on 1 June. Finally, on 30 June, No. 414 Squadron, based at North Bay, was disbanded. The resulting pattern left ADC with three Voodoo squadrons where there had been five before.

No. 408 Squadron was assigned to Rivers, Man, on 31 March to provide tactical and photographic air support for army training there. It came under the newly organized Mobile Command.

- 1 April
Farewell to the "Lanc"
- The last three RCAF Lancasters, serving with No. 408 Squadron in a photographic role, were retired at Rockcliffe, ending a 20-year association between the RCAF and the "Lanc". Overseas the Force had flown it as a bomber and transport. At home Lancasters had performed as maritime patrol bombers, reconnaissance, and SAR machines.
- 15 June
No. 102 Detachment formed
- No. 102 Detachment (RCAF) was formed with Caribou transport to provide air services for the UN Truce Observer Team in Kashmir.
- 30 June
Congo operations end
- The last scheduled RCAF flight from Leopoldville, in the Congo, back to Canada was completed. In four years of operations to support UN units there, the RCAF had flown 392 trips with more than four million pounds of freight and 11,746 passengers.
- 16 July
Command structure changes
- Royal assent was given to amendments in the National Defence Act whereby the office of Chief of the Defence Staff was created. Positions abolished were that of the Chairman of the Chiefs of Staff Committee, together with the Chiefs of Staff of each of the three services. The amendments paved the way for an integrated defence headquarters.
- 31 July
Last CAS and first CDS
- A/M CR Dunlap, CBE, relinquished his post as Chief of the Air Staff to take up duties as NORAD Deputy Commander. He was the last officer to hold the position of CAS, which ceased to exist in the newly integrated Canadian Forces Headquarters. A/M FR Miller, CB, CBE, became the first Chief of the Defence Staff, the leading military position in the Canadian Forces.

- 1 August A/M CR Slemon, CB, CBE, CD, the last serving officer from the original RCAF of 1924, retired from the Force. He had been serving as Deputy Commander of NORAD.
- A/M Slemon retires
- 31 August As of the end of August RCAF strength was 51,200 officers and other ranks. Of these, 50,223 were in the Regular Force. The disbanding of many Auxiliary units earlier in the year had left that component with only 977 personnel.
- Strength
- 25 September No. 412 (T) Squadron, which traced its origins to No. 12 (Communications) Squadron of 1940 and to the AFHQ Communications Flight of 1939, became the first Regular Force squadron in the RCAF to complete 25 years of service and to receive its Squadron Standard.
- First Regular Force squadron to receive Standard
- 5 - 13 October During a visit by Her Majesty Queen Elizabeth, to Charlottetown, Quebec, and Ottawa, the RCAF provided honour guards as well as aerial transportation between Quebec and Ottawa.
- Royal Visit
- Training and SAR activities in 1964 During the year the RCAF trained additional Commonwealth aircrew, these being 15 Malaysian and 26 Tanzanian pilots.
- Search and rescue activities amounted to 10 major air searches, one major marine search, and 212 mercy flights.

1965

- 1 February No. 408 Squadron, based at Rivers, Man, was redesignated as a Tactical Strike and Aerial Reconnaissance unit.
- No. 408 Squadron redesignated
- 15 February The new maple leaf Canadian flag was hoisted over all RCAF bases, including Canadian Forces Headquarters. An Argus of CEPE dropped one such flag over the North Pole.
- New flag
- 3 March F/L KA Harvey, while flying an F-84F to Edmonton, found his engine vibrating. At length the engine failed. Rather than bail out and leave the aircraft to crash in a populated area, he effected a safe landing. For this, he was awarded the Air Force Cross.
- F/L KA Harvey, AFC

- 21 May
Harvard
retirement
- At Station Penhold, Alta, the last Canadian student pilots graduated on the Harvard trainer, marking the retirement of this aircraft after 26 years of RCAF service.
- June
Roundel
ceases
publication
- The last issue of Roundel magazine was published, in preparation for a new tri-service publication.
- July
C-119
retired
- The C-119, in use since 1952, was phased out of No. 436 Squadron, the last unit operating this type.
- 18 July
F/L DM
Campbell,
AFC
- F/L DM Campbell, a helicopter pilot in No. 121 Composite Unit, Comox, located the wreckage of a civilian aircraft on a mountain slope on Vancouver Island. He tried to lower a cable to the survivors, but it was too short. In spite of poor light, Campbell descended until his machine was resting in the tree tops, enabling a rescue team to descend. About midnight, he returned and again settled into the trees to effect a rescue. He was awarded the Air Force Cross, the last such award to be made to a member of the RCAF.
- 28 July
Queen's
Commendation
to F/L WR
Barnes
- While flying a CF-104 at night near Munich, F/L WR Barnes suffered engine failure. Refusing to bail out, or land at a nearby base which would have required an approach over the city, F/L Barnes chose to land at an alternate field where lighting was poor. For his actions he was awarded the Queen's Commendation for Brave Conduct.
- 25 October
Integrated
flying unit
- The Basic Helicopter Training Unit, located at CFB Rivers, became the first integrated flying unit in the Canadian Forces, providing primary helicopter instruction for RCN, Canadian Army, and RCAF personnel.
- No. 117
ATU
formed
- As a result of renewed hostilities, followed by a cease-fire on the Indo-Pakistan border, No. 117 Air Transport Unit was formed with three Caribous and three Otters to support UN Truce Observers. The unit remained active until 10 March, 1966, when it was disbanded.
- 8 December
North Star
retired
- Long the backbone of RCAF heavy transport flying, the North Star was retired at a ceremony at Trenton.

December
Operation
"Nimble"

On Rhodesia's declaring its illegal independence, Zambia was cut off from oil supplies. The RCAF provided four Hercules transports to airlift oil to Zambia, although a Yukon carrying support staff delivered the first token oil shipment on December 28.

1966

7 January
Railway
rescue

A Labrador helicopter from the Search and Rescue Unit at Vancouver airlifted to Hope, BC, 184 passengers stranded in trains by Fraser Canyon snowslides.

17 January
Integrated
Maritime
Command

A fully integrated Maritime Command was created out of units of the RCN and RCAF Atlantic and Pacific Commands.

1 April
New command
formations

New command structures were adopted for the armed forces, placing related Army, Navy and Air Force units into functional commands, these being Mobile, Maritime, Air Defence, Training, Air Transport, and Materiel Commands. The distribution of RCAF squadrons in Canada among these commands was as follows:

- Mobile Command - No. 408 Squadron, Rivers
- Air Defence Command - No. 409 (AW) Squadron, Comox
 - No. 416 (AW) Squadron, Chatham
 - No. 425 (AW) Squadron, Bagotville
 - No. 446 (SAM) Squadron, North Bay
 - No. 447 (SAM) Squadron, La Macaza
- Maritime Command - No. 404 Squadron, Greenwood, NS
 - No. 405 Squadron, Greenwood, NS
 - No. 407 Squadron, Comox, BC
 - No. 415 Squadron, Summerside, PEI
- Air Transport Command - No. 400 (Auxiliary) Squadron, Downsview
 - No. 401 (Auxiliary) Squadron, St Hubert
 - No. 402 (Auxiliary) Squadron, Winnipeg
 - No. 411 (Auxiliary) Squadron, Downsview
 - No. 412 Squadron, Uplands
 - No. 435 Squadron, Namao
 - No. 436 Squadron, Uplands
 - No. 437 Squadron, Trenton
 - No. 438 (Auxiliary) Squadron, St. Hubert
 - No. 418 (Auxiliary) Squadron, Namao

20 April
Flood relief in Manitoba

In response to a request from the Manitoba government, some 1,300 servicemen were despatched to southern Manitoba to assist in fighting floods. Air Transport Command flew supplies and equipment to the area, while Voyageur and Hiller helicopters ferried officials on reconnaissance flights over the region, in addition to transporting personnel, equipment, and explosives.

27 May
First RMC post-graduate degree

S/L P Bussieres received a Master of Science (Mechanical Engineering) degree from RMC Kingston, the first recipient of a post-graduate degree from a Canadian service college.

4-7 July
Aid to West Indies

A Hercules of No. 435 Squadron and one from No. 436 Squadron flew 1,300 school desks and four tons of school supplies to Antigua, West Indies, as part of an educational aid scheme between the province of Ontario and the West Indies.

15 December
Air Defence Command HQ transfer

Air Defence Command Headquarters was transferred from St Hubert to North Bay, Ont, thus placing the command headquarters in the same location as that of Northern NORAD Region Headquarters.

1967-

21 January -
18 February
Use of Polar route by RCAF

Yukon transports of No. 437 Squadron, flying the 2nd Battalion of the PPCLI to Germany on routine troop rotation, flew from Nanaimo to Dusseldorf by way of the North Pole, the first time this route had been used by RCAF transports.

28 February -
31 March
Re-organization of Air Division

The size of the Air Division in Europe was reduced from eight to six squadrons by the disbandment of No. 434 Squadron at Zweibrucken on 28 February and No. 444 Squadron at Baden-Soellingen on 31 March. This left Nos. 427 and 430 Squadrons at the former base and Nos. 421 and 422 at the latter. Also, on 31 March No. 1 Wing (Nos. 439 and 441 Squadrons) moved from Marville, France to Lahr, Germany.

28 April -
27 October
"Golden Centenaires"

Opening and closing Expo '67 at Montreal, the RCAF aerobatic team, "The Golden Centenaires" performed at 100 air shows and were viewed by an estimated 4,000,000 people. The unit, part of the RCAF's contribution to the Canadian Centennial celebrations, was commanded by W/C OB Philp, DFC. Its equipment consisted of Tutor jet trainers as well as two Avro 504K biplanes.

- 4 May
No. 448 Squadron formed
- The formation of No. 448 Test and Development Squadron was authorized. This was the former Air Evaluation Detachment of CEPE based at Uplands.
- 8 May
Legislation to integrate all forces
- The Canadian Forces Re-organization Act was given Royal Assent. The legislation provided for the complete integration of all Canadian Forces at the Command, operational, and administrative levels.
- 17 May
Gaza Strip incidents
- Over the Gaza Strip, an RCAF Caribou transport, employed on UN duties, was harassed and fired on by two Israeli fighters, which attempted to force it to land in Israeli territory. The pilot, F/O RJV Simpson, ignored the fighters and landed safely at Gaza. He was later awarded the Queen's Commendation for Bravery. F/O JTSL Gagnon, who maintained radio contact with UN control throughout the incident, was awarded the Queen's Commendation for Valuable Services. Two crewmen, Corporals GJL Bedard and DM Goldon, were also cited for their coolness.
- 18-31 May
Withdrawal of UN forces from Sinai
- Following notice from the government of the United Arab Republic that UN forces should withdraw from the Sinai area, Yukons of No. 437 Squadron, Hercules of No. 435 and 436 Squadrons, and Caribous of No. 115 Air Transport Unit evacuated about 700 Canadian personnel and 200 tons of equipment to Trenton via Cyprus and Pisa, Italy.
- 20 May
Cpl GJ Metka, BEM
- When an Air Canada Douglas DC-8 crashed at Uplands, Cpl GJ Metka, though wearing no protective clothing, rushed to the scene and searched the wreckage for survivors. For this he was awarded the British Empire Medal for Gallantry.
- 21 May
No. 429 Squadron formed
- No. 429 Squadron was formed at St Hubert, equipped with de Havilland (Canada) Buffalo transports. It was placed in Mobile Command.
- 5 July
Aid to India
- Hercules transports of No. 435 Squadron flew 2,000 pounds of urgently needed medical supplies to Bihar, India.
- 4 August
Falcon deliveries
- The first Dassault Falcon light jet transport was delivered to No. 412 (T) Squadron at Uplands. Seven of these machines were acquired by the RCAF.

- 5-25 August
Franklin search
- Supporting an Armed Forces centennial project, Hercules transports of No. 436 Squadron flew a party of 51 troops to King William Island, where a search was conducted for records and other traces of the Franklin Arctic Expedition. Additional support was provided by T-33s of No. 408 Squadron, which flew photographic reconnaissance sorties for the party.
- 5 September
F/L JA Cashin
MBE
- F/L (Nursing Sister) JA Cashin, on the strength of No. 226 Aircraft Control and Warning Squadron, Gander, hastened to the scene of a crash involving an IL-18 airliner. She had to walk through swamp to reach the wreckage. On arrival she searched out and cared for survivors. For her work she was awarded the MBE (Gallantry).
- 6 December
Award to Sgt
LJ Finnigan
- During a fire in the motor pool at CFB Uplands, Sgt LJ Finnigan directed fire-fighting operations despite explosions that showered him with bricks and smashed his safety helmet. For this, he was awarded the Queen's Commendation for Brave Conduct.
- 12 December
Award to Sgt
JD Bouchard
- During an aircraft fire at Uplands, Sgt JD Bouchard, a flight engineer with No. 436 Squadron, risked his life to bring the fire under control. Subsequently (August 1972) he was awarded the Medal for Bravery.
- 14 December
Canadian
altitude
record
- W/C RA White, of the Aerospace Engineering Test Establishment at Uplands, set a Canadian altitude record of 100,110 feet, while flying a CF-104. W/C White was later awarded the McKee Trans-Canada Trophy for 1967.

1968

- 1 February
Unification
- The three arms of the Canadian Forces were unified into a single organization employing common rank and trade structures. Henceforth the former Air Force titles such as Flying Officer and Squadron Leader, were replaced by their Army equivalents. At the time of unification RCAF strength totalled 44,028 personnel.
- 15 February
Nos. 403 and
434 Squadrons
reformed
- No. 403 Helicopter Operational Training Squadron was formed at CFB Petawawa, amalgamating existing helicopter flights there.
- No. 434 (Operational Training Squadron) was formed at Cold Lake, Alberta, flying CF-5s. The unit was subsequently redesignated a Tactical Fighter Operational Training Squadron.

- 11 March No. 6 (Strike/Reconnaissance) Operational Training Unit was re-named No. 417 Tactical Operational Training Squadron.
- No. 417 Squadron re-born
- 29 March No. 450 Squadron was formed to operate helicopters on combined operational exercises.
- No. 450 Squadron formed
- 3 April The P2V Neptune patrol bomber was retired after thirteen years of service with the RCAF and CAF. The last flight was conducted by No. 2 (Maritime) Operational Training Unit at Summerside, PEI.
- Neptune retirement
- 15-21 April Exercise "Panther Leap", the first major exercise conducted by the newly-unified forces, saw 1,600 men and 500 vehicles airlifted into the area around Williams Lake, BC, by Hercules of No. 435 Squadron. Additional air support was provided by No. 1 Transport Helicopter Platoon and the Buffalos of No. 429 Squadron from St Hubert. No. 408 Squadron's T-33s provided reconnaissance and strike support, while tactical reconnaissance and light transport duties were performed by L-19 aircraft and Huey helicopters from the Air Observation Post Flight and the Basic Helicopter Training Unit at Rivers.
- Exercise "Panther Leap"
- 3 - 22 June In Exercise "Polar Express" CAF Hercules and Yukons flew 775 troops, 120 vehicles, and 40 tons of freight from Canadian bases at Victoria and Gaagetown to the Tromso/Narvik area of Norway. Deployment overseas took from 3 June to 9 June, while the troops were returned to Canada between the 16th and 22nd.
- Exercise "Polar Express"
- 5 - 17 June An Air Transport Command crew, led by Colonel AJ Pudsey, flew a Liberator from Poona, India to Uplands via New Delhi, Jamnagar, Bahrain, Nicosia, Athens, Decimomannu, Lahr, Prestwick, Keflavik, and Goose Bay. The aircraft, formerly of the Indian Air Force, was for inclusion in the National Aeronautical Collection. Because of its limited range, the Liberator was accompanied by an Argus during the Atlantic crossing.
- Operation "Longhaul"
- 8 July Three old squadron numbers re-appeared in the Canadian Armed Forces. No. 424 Squadron was reformed as a light transport and rescue unit, equipped with Caribou aircraft. At Summerside No. 103 Rescue Unit was redesignated No. 413 (Transport and Rescue) Squadron. No. 121 Composite Unit at Comox, BC, became No. 442 (T and R) Squadron.
- Formation of Nos. 413 and 424 and 442 Squadrons

- ADC communications improved The communications systems of Air Defence Command were improved during the summer. At CFBs St Margarets, NB and Senneterre, PQ, back-up interceptor control (BUIC) sites became operational. Also, voice communication throughout ADC became a reality with the inauguration of the Canadian Switching Network (CSN).
- 30 November Sabre retired The last Sabres were retired at CFB Chatham, marking the close of 17 years of service with the RCAF and CAF.

1969

- 1 January Formation of TATS The Tactical Air Transport School was formed at Namao to train aircrews in the techniques of aerial re-supply.
- 19 - 28 January Exercise "Waincon" In Exercise "Waincon", five Hercules of Nos. 435 and 436 Squadrons deployed three-quarters of a force of 2,500 soldiers and 700 vehicles. The troops came from Abbotsford, Calgary, and Winnipeg to Wainwright, Alta. During the exercise, additional air support came from Nos. 408, 429 and 450 Squadrons flying, respectively, T-33s, Buffalos, and CH-113 Voyageurs, while L-19s were provided by the Rivers AOP flight.
- 11 February Norwegian pilot training ends The last four Norwegian pilots trained in Canada under a bilateral arrangement were graduated at CFB Gimli at a ceremony attended by the Norwegian Minister of Defence, Mr OG Tidemand.
- 27 February - 5 March Exercise "Nimrod Caper" In Exercise "Nimrod Caper", Yukon and Hercules transports flew 800 men of the Royal Canadian Regiment to Jamaica where Buffalos of No. 429 Squadron shuttled them to areas where operational exercises were being conducted.
- 3 April White Paper on Defence A policy statement on National Defence laid down that defence policy would lay greater stress on use of the Forces in Canada, particularly in protecting Canadian sovereignty. The Canadian commitment to NATO would be reduced, the air component being reduced from six to three squadrons and the nuclear capability being phased out.
- 31 May Egg Delivery In an unusual transport flight, flying a Falcon jet transport, a crew of No. 412 squadron flew ten incubated whooping crane eggs from Fort Smith, NWT, to the Wildlife Research Centre at Patuxent, Maryland.

31 August The CAF base at Zweibrucken, Germany was closed and
No. 3 Wing No. 3 Wing disbanded as the process of reducing the
disbanded Air Division began.

13 - 19 As part of Exercise "Green Express", Hercules of Nos.
September 435 and 436 Squadrons and Yukons of No. 437 Squadron
Exercise airlifted 850 troops and 235 vehicles from Uplands to
"Green Express" Vaerlose, Denmark. The troops were Canada's part of
the Allied Command Europe (ACE) Mobile Force. At the
height of the exercise, an aircraft was departing
Uplands every two hours.

26 September No. 433 (Porcupine) Squadron was reformed at CFB
No. 433 Squadron Bagotville under the command of Lt Col Claude LaFrance.
reformed as Equipped with CF-5 tactical fighters, the squadron
Francophone was to be a French language unit with the Canadian
unit Armed Forces.

14 November Northern NORAD Region at North Bay was redesignated
Northern NORAD No. 22 NORAD Region as part of a re-organization of
name change NORAD.

1-6 December Exercise "Old Hat" was conducted as a cold weather test
Exercise of troops and equipment north of Fort St John in - 40
"Old Hat" degree weather. Sixty-six flights by Nos. 435 and 436
Squadrons deployed troops in the area, while T-33s,
Otters, Buffalos and CF-5s also were utilized.

SAR Aircraft of the CAF continued to be active in search and
operations rescue operations. An unusual transportation operation
undertaken in 1969 involved crews and aircraft from
Moose Jaw. Two T-33s from that base flew to Salt Lake
City, picked up a kidney needed for a transplant, and
rushed it to Saskatoon, completing the 1,550 mile
flight in 4.45 hours. The kidney was carried in an
aircraft piloted by Captain L Illingworth and Lt L
Currie. The other T-33 was employed as a reserve machine.

1970

Organizational Extensive organizational changes took place in both
changes in Mobile Command and the Canadian air component in
Mobile Command Europe. The Reserve (Auxiliary) squadrons of the CAF
and Europe were transferred from Air Transport Command to Mobile
Command on 1 January. No. 408 (Tactical Strike and
Air Reconnaissance) Squadron, based at Rivers, was
disbanded on 1 April.

No. 1 Air Division was reduced to three squadrons (Nos. 421, 439 and 441) based at Lahr, upon the disbandment of No. 430 Squadron on 1 May, and Nos. 422 and 427 Squadrons on 1 July. On the latter date the division was disbanded. No. 1 Canadian Air Group, a component of Canadian Forces Europe, was the successor formation.

Military aircraft were all land-based following the decommissioning of HMCS Bonaventure on 1 July.

- 3 - 19 January Exercise "Nouveau Caribou", employing largely Francophone forces, was conducted near CFB Bagotville. Taking part was No. 433 Squadron, using its CF-5s in their first major exercise. Other machines employed were Hercules, CH-113s, Buffalos, L-19s and T-33s.
- Exercise "Nouveau Caribou"
- 16 February A Canadian non-stop distance/speed record was established by Major N Hull and Captain G Bruneau in a CF-100 of No. 414 (Electronic Warfare) Squadron. They covered the 2,300 miles between Comox and Ottawa in 4.16 hours at an average speed of 540 mph.
- Speed/distance record
- 24 February - In another Exercise "Arctic Express", the Yukons and Hercules of Air Transport Command flew 900 Canadian troops to Bardufoss, Norway, 200 miles inside the Arctic Circle. Six Iroquois helicopters of No. 403 Operational Training Squadron (Petawawa) also took part in the exercise.
- 15 March
- Exercise "Arctic Express"
- 19 February - In a repeat of Exercise "Nimrod Caper", No. 437 Squadron's Yukons flew 600 men of the Royal 22^e Regiment to Jamaica. Additional air support was provided by two Buffalos of No. 427 Squadron and an Iroquois of No. 403.
- 4 April
- Airlift to Jamaica
- 10 April The first Boeing 707 (CC-137) jet transports were delivered to supplement and eventually replace the turboprop Yukons.
- First Boeing 707s
- 2 May Two CF-5 aircraft, piloted by Captains J Miller and R Small, flew from Vancouver to Shearwater via Gimli and Val d'Or, a distance of 2,800 miles. Captain Miller made the best time - 4.24 hours at an average speed of 635 mph. He eliminated 36 minutes from the former trans-Canada speed record set by a Sabre in 1956.
- New trans-Canada speed record
- 13 June - Following earthquakes in Peru, Hercules and Yukons of Nos. 435, 436 and 437 Squadrons flew 123 tons of emergency supplies to Lima. A detachment of No. 424
- 2 July

Peruvian mercy operations (Transport and Rescue) Squadron, equipped with five Caribous, was also airlifted to Peru. Under the command of Lt Col WI Butchart, the detachment operated between 9-26 June, dropping supplies and evacuating casualties in hazardous terrain.

22-23 July Two Hercules of No. 435 Squadron airlifted 200 troops to Wood Buffalo National Park to fight forest fires. Forest fire work Once arrived, the troops were supported by Buffalo transports of No. 429 Squadron.

1 September The CAF unit at Decimomannu, Sardinia, was withdrawn, Sardinian base closed air-firing having ceased to be an important role in the operations of the European-based squadrons.

October CF-5s of No. 433 Squadron checked their Arctic capability by operating at Goose Bay. CF-5 tests

12 October - 4 January, 1971 As a crisis developed following the kidnapping of British Trade consul James Cross and Quebec Labour Minister Pierre Laporte, troops were airlifted to Ottawa from Petawawa by helicopter. This operation, dubbed "Ginga", began on 12 October. Operations "Ginga" and "Essay"

On 15 October, Operation "Essay" began with the airlifting of troops to Montreal from Ancienne Lorette, Namao, and other bases. In all, Air Transport Command flew 21 Hercules and three Yukon sorties from Western bases, 15 Hercules, two Caribou and one Buffalo sortie from Eastern bases. Thereafter the command maintained a scheduled air service between St Hubert and CFB Gaagetown. Auxiliary squadrons (Nos. 400, 401, 411 and 438) also provided communications services. Helicopters from Nos. 403 and 450 Squadrons flew a total of 1,050 hours on transport, communications, and search operations. The CF-5s of No. 433 Squadron also flew 50 sorties over the Laurentians looking for unusual signs or possible hide-outs. No. 10 Tactical Air Group, using both reserve and regular squadrons, flew 1,121 sorties, carried 131,000 pounds of freight, and airlifted 11,248 passengers, including officials attending the funeral of the murdered Pierre Laporte. On 4 December, following the release of James Cross, the kidnapers of the trade consul were flown to Cuba aboard a CAF Yukon. Operation "Essay" concluded on 4 January, 1971, following the capture of the kidnapers of Mr Laporte.

28 November - 4 December Exercise "Acid Test III" was held in Alaska to check on the ability of Canadian forces to operate in Arctic conditions. The operations, conducted at temperatures as

"Acid Test
III" low as -60 degrees, included flights by Hercules of
Nos. 435 and 436 Squadrons, Buffalos of No. 429, and
CF-5s of No. 434.

1971

1 January To help open the centennial celebrations of British
Columbia's entry into Confederation, two CF-100s,
BC Centennial flown by Majors EG Willet and W Worthy, of No. 417
opening Squadron, crossed the Rockies in less than 50 minutes,
following a route approximating that taken in 1920 by
the first Trans-Canada flight.

1 January No. 422 Squadron was reformed at CFB Gaagetown as a
Nos. 422 and Tactical Helicopter unit. At CFB Petawawa No. 427
427 Squadrons Tactical Helicopter Squadron was formed.
reformed

19 January - In Exercise "Pygmy Chief", Air Transport Command moved
15 February 650 troops of the 3rd Battalion, Royal Canadian
Regiment, to Bardufoss, Norway, and subsequently
returned them to Canada.

Exercise "Pygmy Chief"

21 - 28 Extensive operations were conducted by Nos. 433 and 434
February Squadrons in Frobisher Bay and Whitehorse respectively.
These operations were carried out in wind-chill
Arctic conditions of up to -70 degrees to test the tactical
operations capability of CF-5 aircraft and crews in the most
by CF-5s arduous conditions. Some flights went 250 miles north
of the Arctic Circle.

23 March The first of 25 Beech Corporation Musketeers was
delivered to the CAF to replace the de Havilland
Musketeer Chipmunk as a pilot selection machine.
deliveries

1 April No. 109 Composite Unit at Lahr, Germany, was disbanded.
On 14-15 April its three Dakotas were flown back to
Canada.
No. 109 KU
disbanded

3 April The Yukon transport, which had served in ATC for more
than a decade, was retired from service.
Yukon retired

15-16 April Voyageur and Iroquois helicopter crews of No. 450
Squadron moved troops from Petawawa to Kingston as
back-up forces during a riot at the Kingston
Aid to Civil Penitentiary.
Power, Kingston

- 2 May
Cpl MM Lesiak rescues two aircrew
- When an aircraft crashed at CFB Gagetown, Cpl MM Lesiak of No. 401 (Air Rescue) Squadron saved the lives of the pilot and co-pilot at considerable risk to himself. In March, 1973 Cpl Lesiak was awarded the Star of Courage.
- 5 - 6 May
St Vianney disaster
- Following disastrous mud slides and cave-ins at St Vianney, PQ, helicopters from CFB Bagotville and Petawawa participated in search and rescue operations in the area. Photographic reconnaissance flights were also undertaken by CF-5s and CF-100s, endeavouring to locate any further geological faults in the area.
- In March 1973 it was announced that three CAF personnel had been decorated for their work at St Vianney. Cpl RV Vercheres, a helicopter crewman, received the Star of Courage, while Captains PL Wenaas and JR Farncombe (both helicopter pilots) received the Medal of Bravery.
- 12 - 28 May
Fuel cache operations
- Three Voyageur helicopters of No. 450 Squadron laid fuel caches between Cambridge Bay and Shepherd Bay, NWT, in preparation for civilian operations intended to chart the area that summer.
- 30 June
Pollution surveillance
- A Tracker aircraft from CFB Shearwater detected the tanker Zoe Colocotron discharging oil off Cape Breton. A Ministry of Transport vessel was summoned and the tanker owner was fined \$5,500 for polluting Canadian coastal waters.
- 1 July
Anti-pollution unit
- The Canadian Airborne Sensing Unit was formed at Uplands to assist the Department of Energy, Mines and Resources in detecting pollution through heat sensing. The unit's CF-100s, Dakotas, and Falcon jet carried an array of infra-red scanners, cameras, and radiometers.
- 1 July
No. 427 Squadron reformed
- No. 427 Squadron was reformed at Petawawa as a Helicopter Tactical Training Squadron.
- 1 - 7 July
London-Victoria Race
- A Falcon jet transport, captained by Lt Col R Hallowell, participated in the London-Victoria Air Race, held in connection with British Columbia's centennial.
- 9 July
Twin Otter assigned to duty
- Following CAF acceptance trials the first DHC-6 (CC-138) Twin Otter was taken on strength of CFB Trenton. It was immediately despatched to Srinagar, Kashmir, for duty with the UN detachment stationed there.

- 21 September Northern air unit established The first air unit to be permanently located in the Northwest Territories since 1958 became operational when a detachment of No. 440 (Transport and Rescue) Squadron, equipped with Twin Otters, moved to Yellowknife.
- 2 November Air disaster Eight crewmen died in the crash of a Dakota of No. 440 Squadron 70 miles southwest of Cape Perry, NWT. It was the first fatal accident involving a CAF Dakota since 1951, and the worst accident since the inception of the unified force.
- December Equipment changes Deliveries of the first "jet jeeps" - Bell Kiowa helicopters - began. The Kiowa was intended to replace a variety of fixed-wing aircraft and helicopters, including the L-19, L-182, and CH-112. Phase-out of these machines began.

1972

- 1 January Nuclear role ended The nuclear role of Nos. 421 and 441 Squadrons, the two strike/attack units in Europe, was terminated and the squadrons were issued conventional weapons. This ended the nuclear offensive involvement of the CAF.
- 7 April SAM squadrons stood down The CAF's two Bomarc SAM squadrons, Nos. 446 and 447, were stood down in April and formally disbanded on 1 September.
- 10 April Canadian establishes altitude record Acting in a private role, Lt Col R Windover set a world altitude record for light aircraft. Flying an Interstate Cadet monoplane from Pike's Peak, Colorado, he reached an altitude of 30,800 feet. He became the first Canadian to receive a Louis Blériot Medal from the Fédération Aéronautique Internationale.
- 12 June Nomad retires The last CH-112 Nomad helicopter in the CAF was retired at Lahr, Germany.
- 1 July New role for No. 439 Squadron No. 439 (Reconnaissance/Attack) Squadron ceased to have nuclear weapons capability and became a conventional attack unit.
- 12 July No. 406 Squadron reformed No. 406 Squadron was reformed at CFB Shearwater to operate maritime helicopters and pollution patrol aircraft.

- 10 August
CF-5s fire
in earnest
- CF-5s of No. 443 Squadron destroyed a 100 foot balloon at 33,000 feet near Matane. The balloon, probably from an American research project, had drifted into Canadian airspace and had been tracked from the Great Lakes to the St Lawrence Valley. It was a hazard to air traffic and thus had to be destroyed.
- 1 November
CFB Ottawa
formed
- CFB Ottawa was formed through the amalgamation of CFB Rockcliffe and CFB Uplands.
- 3 November
No. 444 Squadron
formed
- No. 444 Tactical Helicopter Squadron was formed at Lahr, Germany, to provide light helicopter services to 4 Canadian Mechanized Battle Group.
- Training
exercises
1972
- Throughout 1972 the aircraft and aviation personnel of the CAF were engaged in numerous operational training exercises. The most notable of these were:
- "Patrouille Nocturne" conducted in the Frobisher Bay area in January and February using CF-5s, Buffalos, CH-113s, CH-135s, and Twin Huey helicopters.
- "Nimrod Capter IV" (13 March - 25 April), a return by air to Jamaica.
- "Northern Rambler" (3-24 May) carried out in the Churchill area with tactical air support by C-5s and logistical support by both fixed wing transports and helicopters.
- "Strong Express" (13 September - 2 October), a major NATO training exercise with 1,000 Canadian troops being moved by ATC to and from Bardufoss, Norway.
- Aid to the
civil power
- The Canadian Armed Forces continued to assist other government departments. Between 12-24 July helicopters of No. 427 Squadron, carrying Ontario Provincial Police constables, assisted in searching for convicts who had escaped from Millhaven Penitentiary. Work was also carried out to construct airfields in the Arctic. One such strip, at Pangnirtung, was 200 miles north of Frobisher Bay.
- Search and
Rescue
- During 1972 CAF aircraft flew 220 mercy flights. One of these involved rushing a kidney for transplanting from Portland, Oregon to Toronto. A Falcon jet was used on that operation.

Searches for 130 aircraft and 40 missing persons were conducted during the year. Particularly notable was the search for a civilian Beechcraft machine missing south of Great Bear Lake with four persons aboard. The search began on 8 November, was discontinued on the 27th, and resumed on the 30th. The aircraft was located on 9 December by a CAF Hercules on a routine transport flight. Supplies and a para-medical team were then dropped to the pilot, who was the sole survivor.

1973

- 27-30 January
Peacekeeping in Viet Nam
- As Canada once more embarked upon peacekeeping duties, this time to help supervise the uneasy truce in South Viet Nam, the first 115 troops of a force numbering some 800 were airlifted to that country. However, when it became apparent that the cease-fire could not be maintained, the Canadian contingent was withdrawn on 31 July.
- 29 May
10 Tactical Air Group formed
- No. 10 Tactical Air Group was formed with headquarters at St Hubert, PQ. The group controlled six Reserve air units (Nos. 400, 401, 402, 411, 418, and 438), two CF-5 squadrons (Nos. 433 and 434), and five tactical helicopter squadrons (No. 408, 422, 427, 430, and 450).
- 9 June
Exercise "Long Leap"
- Eight CF-5s drawn from Nos. 433 and 434 Squadrons, under Lt Col Yvon Sorel, undertook Exercise "Long Leap", a non-stop flight from Bagotville to Andoya, Norway. En route the CF-5s were refuelled five times in flight by Boeing 707 (CC-137) tanker/transport.
- 11 July
Operation "Foodlift"
- Operation "Foodlift", a six week operation, got underway. Hercules of Nos. 435 and 436 Squadrons, based at Lagos, Nigeria, undertook to fly almost 3,000 tons of emergency food supplies to distribution points in the southern Sahara area, where droughts had caused severe starvation problems. The aircraft delivered foodstuffs to such exotic places as Dirkov, Arlit, Agadez, and Tohoua.
- 17 - 19 July
Fuel delivery by LAPE system
- Two sorties by Captain WC Gowlett delivered 37,000 pounds of aviation fuel to the North Magnetic Pole. The C-130 crew employed the new Low Altitude Parachute Extraction system whereby a drogue 'chute opened a larger parachute which in turn pulled the cargo directly from the aircraft. This required flying at an altitude of only four feet.

13 August Defence Minister Richardson announced that Boeing Vertol Chinook helicopters would be purchased for Mobile Command.

Chinooks for
Mobile Command

September Aircraft of No. 407 Squadron participated in Exercise "Rimpac", a large air/sea exercise involving the forces of Canada, the United States, Australia and New Zealand.

Exercise
"Rimpac"

10 October A Canadian Forces programme of expansion and modernization was announced, with a total of \$2,143,000,000 to be spent in 1973-74 (up from the \$1,956,000,000 of 1972-73). The programme would include the final phase-out of the CF-100, Tracker aircraft, and the closing of radar sites at Foymount, Ramore, and Armstrong. Pilot training was to be increased from 130 to 200 per year.

Organization
changes

19 October The first award of the Gordon R McGregor Memorial Trophy to a person contributing to Canadian air transport was made to Major DM Campbell, AFC. His programme of "Defensive Flying" for accident prevention had been based on a study of 538 crashes over a five year period.

Civilian award
to Major DM
Campbell

10-12 November Twenty flights by Hercules and CC-137 transports airlifted 500 troops, 43 vehicles and 115 tons of supplies to Cairo where they were to become part of yet another UN peace force, this one to police the ceasefire that followed another outbreak of fighting in the Middle East.

UNEF airlift

Miscellaneous Search and rescue and mercy flying continued to be a major role for CAF units. Among the flights undertaken were the location of a civilian aircraft that had gone down between Montreal and Parent, PQ on 7 May, and the location of another civilian aircraft near Enderby, BC, using electronic transmission locating equipment (18-19 November). During the year a Buffalo of No. 413 Squadron, based at Summerside, parachuted a self-contained sea pump to the Avalon Trader, a vessel in distress. The pump enabled the ship to reach Harbour Breton, Nfld. On another occasion, in January a crew of the same squadron stood by for six hours before rescuing 14 sailors from a ship in distress in the Gulf of St Lawrence. A special transport operation undertaken from 4-11 October involved three Hercules flying two million pounds of food to Gander, Nfld for distribution to outports short of supplies owing to a railway and ferry strike.

1974

- 2 January
Formation of
UNEF ATU
- Two Buffalo aircraft of No. 424 Squadron left Trenton for the Middle East. They proceeded by way of Fort Chimo, Greenland, Scotland, Germany, Italy, and Cairo. They formed the nucleus of No. 116 Air Transport Unit serving UNEF forces in the Middle East.
- 12 February
First rotation
of Canadian
UNEF personnel
- Boeing CC-137 transports began the first rotation of Canadian personnel between Canada and the Middle East.
- 14 March
Total Force
concept
announced
- The Minister of National Defence, the Hon JA Richardson, announced a Total Force concept whereby Regular and Reserve air units would have common duties and share equipment. The first application of the idea was to be conducted with Nos. 418 and 440 Squadrons.
- 22-29 April
Prairie flood
relief
- Air Transport Command supported civilians fighting floods in Manitoba and Saskatchewan by flying sandbags to threatened areas, particularly Regina. In northern Manitoba, 15 helicopters evacuated 995 persons from two Indian reserves isolated by flood water.
- 27-30 April
Operation
"Frozen Tusker"
- Hercules transports of Nos. 435 and 436 Squadrons conducted the first large-scale drop of paratroopers at the North Pole. The personnel were then removed by Labrador helicopters of No. 413 Squadron.

APPENDIX A

DIRECTORS, SENIOR AIR OFFICERS, CHIEFS OF THE AIR STAFF, AND
CHIEFS OF DEFENCE STAFF (1920-74)

DIRECTORS, CAF

A/C AK Tylee, OBE	17 May 20 - 21 March 21
W/C RF Redpath	22 March 21 - 12 July 21
W/C JS Scott, MC, AFC	13 July 21 - 30 June 22
W/C JL Gordon, DFC	1 July 22 - 31 March 24

DIRECTORS, RCAF

W/C WG Barker, VC, DSO, MC	1 April 24 - 18 May 24
W/C (G/C) JS Scott, MC, AFC*	19 May 24 - 14 February 28
W/C LS Breadner, DSC	15 February 28 - 29 April 32
S/L AAL Cuffe	30 April 32 - 31 October 32

SENIOR AIR OFFICERS, RCAF

G/C JL Gordon, DFC	1 November 32 - 31 May 33
W/C GO Johnson, MC	1 June 33 - 31 December 33
G/C (A/V/M) GM Croil, AFC*	1 January 34 - 14 December 38

CHIEFS OF THE AIR STAFF, RCAF

A/V/M GM Croil, AFC	15 December 38 - 28 May 40
A/V/M (A/M) LS Breadner, CB, DSC*	29 May 40 - 31 December 43
A/M R Leckie, CB, DSO, DSC, DFC	1 January 44 - 31 August 47
A/M WA Curtis, CB, CBE, DSC, ED	1 September 47 - 30 January 53
A/M CR Slemmon, CB, CBE, CD	31 January 53 - 30 August 57
A/M HL Campbell, CBE, CD	1 September 57 - 13 September 62
A/M CR Dunlap, CBE, CD	14 September 62 - 31 July 64

CHIEFS OF THE DEFENCE STAFF

A/C/M FR Miller, CBE, CD	1 August 64 - 15 July 66
General JV Allard CBE, DSO, ED	16 July 66 - 14 September 69
General FR Sharp, DFC, CD	15 September 69 - 14 September 72
General JA Dextraze, DSO, CD	15 September 72 -

* Ranks in brackets indicate promotions during term of office.

STRENGTH OF THE RCAF

Date	PERMANENT Officers	Airmen	AUXILIARY		TOTAL
			Officers	Airmen	
1 Apr 24	66	194	.....	.....	260
31 Mar 25	95	375	.....	.....	470
31 Mar 26	75	343	.....	.....	418
31 Mar 27	95	375	.....	.....	470
31 Mar 28	117	454	.....	.....	571
31 Mar 29	131	590	.....	.....	721
31 Mar 30	175	669	.....	.....	844
31 Mar 31	177	729	.....	.....	906
31 Mar 32	178	700	.....	.....	878
31 Mar 33	103	591	.....	.....	694
31 Mar 34	106	586	26	8	726
31 Mar 35	118	676	39	269	1,102
31 Mar 36	142	884	52	289	1,367
31 Mar 37	148	959	76	493	1,676
31 Mar 38	178	1,523	80	729	2,510
31 Mar 39	261	1,930	99	867	3,157
31 Aug 39	298	2,750	112	901	4,061
31 Dec 39	949	7,358	.....	.....	8,307
31 Dec 40	2,799	34,357	.....	.....	37,156
WOMEN'S DIVISION					
31 Dec 41	8,203	89,759	61	586	98,609
31 Dec 42	14,682	131,185	329	7,509	153,705
31 Dec 43	26,739	164,458	591	14,562	206,350
31 Dec 44	38,756	140,626	602	13,015	192,999
31 May 45	33,436	120,081	480	10,849	164,846
31 Dec 45	8,818	44,425	208	4,596	58,047
31 Dec 46	2,320	10,415	.....	.....	12,735
AUXILIARY					
31 Dec 47	1,980	9,589	221	434	12,224
31 Mar 48	2,076	9,941	247	497	12,761
31 Mar 48	2,619	11,213	322	799	14,953
31 Mar 49	2,701	11,851	429	998	15,979
31 Mar 50	3,143	14,131	636	1,733	19,643
31 Mar 51	4,357	18,002	808	2,339	25,506
31 Mar 52	6,820	25,791	1,325	3,485	37,421
31 Mar 53	7,829	32,352	1,647	4,227	46,055
31 Mar 54	7,948	37,296	1,807	3,633	50,684
31 Mar 55	8,491	40,477	1,908	3,479	54,355
31 Mar 56	9,080	40,308	1,937	3,585	54,910
31 Mar 57	9,427	40,600	2,007	3,226	55,260
31 Mar 58	9,534	41,421	1,848	2,902	55,705
31 Mar 59	9,459	41,392	1,618	2,496	54,965
31 Mar 60	9,468	41,484	1,455	2,337	54,744
31 Mar 61	9,367	41,204	1,180	1,950	53,701
31 Mar 62	9,471	42,894	914	1,484	54,763
31 Mar 63	9,677	42,031	830	1,393	53,931
31 Mar 64	10,304	41,107	588	1,024	53,023
31 Mar 65	9,260	38,884	295	513	48,952
31 Mar 66	8,487	36,130	291	548	45,456
31 Mar 67	8,890	35,848	279	555	45,572

APPENDIX C

ANNUAL APPROPRIATIONS AND EXPENDITURES FOR
AIR SERVICES

Fiscal Year	RCAF Appropriation	CGAO, Civil Aviation	Total Appropriation	Total Expenditure
1919-20	.....	.....	\$ 250,000	109,464
1920-21	.....	.....	1,900,000	2,007,728
1921-22	\$ 825,000	\$ 800,000	1,625,000	1,659,842
1922-23	.....	.....	1,005,000	1,009,983
1923-24	.....	.....	1,250,000	1,249,178
1924-25	.....	.....	1,561,000	1,377,328
1925-26	.....	.....	1,880,850	1,880,615
1926-27	.....	.....	2,198,000	2,197,645
1927-28	1,645,659	2,246,574	3,892,233	3,891,861
1928-29	1,697,694	3,345,037	5,042,731	5,040,505
1929-30	1,947,694	3,973,469	5,921,163	5,920,670
1930-31	2,510,000	4,965,700	7,475,700	7,147,018
1931-32	2,266,000	3,066,000	5,332,000	4,129,790
1932-33	1,560,000	190,000	1,750,000	1,731,219
1933-34	1,405,000	292,000	1,697,000	1,684,562
1934-35	1,930,000	332,000	2,262,000	2,258,142
1935-36	3,130,000	1,176,364	4,306,364	3,777,320
1936-37	4,685,028	2,124,187	6,809,215	5,821,824
1937-38	11,391,650	361,000	11,752,650	10,018,104
1938-39	11,330,517	356,000	11,686,517	11,216,055
1939-40	29,450,515	325,050	29,775,565	4,851,503
1939-40	(additional funding)		8,950,000	32,818,384
1940-41	.....	.....	185,000,000	176,279,454
1941-42	.....	.....	376,228,605	370,648,736
1942-43	.....	.....	653,015,573	617,234,635
1943-44	.....	.....	953,031,676	930,665,808
1944-45	.....	.....	1,260,168,000	1,259,456,625
1945-46	.....	.....	526,320,500	524,329,032
1946-47	.....	.....	125,991,662	99,267,176
1947-48	.....	.....	72,439,507	58,232,530
1948-49	.....	.....	91,075,583	90,196,790
1949-50	.....	.....	136,476,183	136,375,960
1950-51	.....	.....	230,592,837	230,553,392
1951-52	.....	.....	666,403,673	601,972,759
1952-53	.....	.....	771,465,300	768,040,774
1953-54	.....	.....	831,928,100	740,640,371
1954-55	.....	.....	796,966,000	789,637,000
1955-56	.....	.....	715,331,917	705,015,621
1956-57	.....	.....	776,200,536	774,953,440
1957-58	.....	.....	766,432,314	759,960,656
1958-59	.....	.....	781,372,000	624,427,547
1959-60	.....	.....	546,991,000	510,333,805
1960-61	.....	.....	536,737,000	513,377,620
1961-62	.....	.....	536,666,000	514,518,320
1962-63	.....	.....	521,644,600	520,563,478
1963-64	557,091,083	557,091,083
1964-65	533,127,451	532,615,366
1965-66	536,254,000	536,153,150

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