Vosair

Following the Canadian Forces

MAY 28, 1978 | CANADIAN FORCES BASE, WINNIPEG | SPECIAL SOUVENIR ISSUE

WELCOME TO CFB WINNIPEG

1928 1978



CAPTAIN F.J. STEVENSON
(1896-1928)

50th ANNIVERSARY STEVENSON FIELD

(SEE CENTERFOLD FOR TODAY'S PROGRAM)

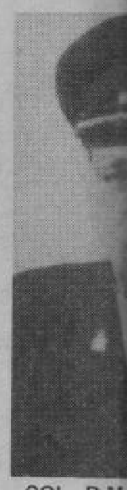


Northrop F18L

On behalf of all the military and civilian personnel of Canadian Forces Base Winnipeg, I extend a warm welcome to those attending our Armed Forces Day/Open House on the 28th of May.

It has been some time since we have been able to open our gates to the general public but the commemoration of the 50th Anniversary of Stevenson Field has provided us with an excellent opportunity to do so. We welcome this opportunity and hope that we are able to give you some idea of the activities at the military Base. We are proud of the part that the military has played here at Stevenson Field and in the City of Winnipeg and trust that this heritage will extend long into the future.

The Department of National Defence has always maintained a major commitment in the City of Winnipeg. CFB Winnipeg has an additional 2200 acres in areas outside the city proper. The manpower of the Base is 3200, made up of 2300 military

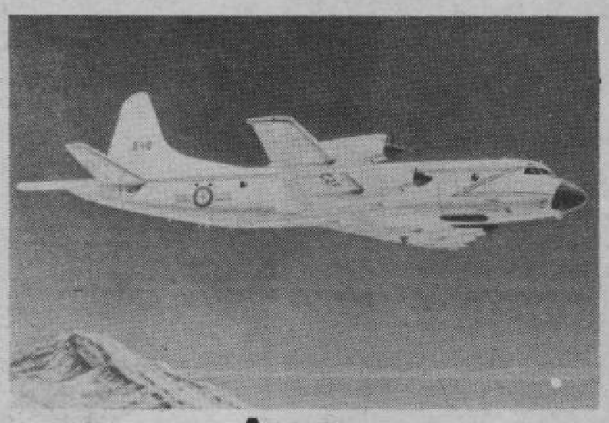


COL. D.M.
BASE C

ARMED FORCES
MAY 2



Twin Otter



Aurora (Artist's Conception)

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- C130 Navigation Trainer Hercules
- CT114 Tutor
- CT133 Silver Star
- CF101 Voodoo
- CP107 Argus
- CT115 Buffalo

(CLOSED TO SPECTATORS)

- CH124 Sea King
- DHC6 Twin Otter
- CT134 Musketeer
- CH 136 Kiowa
- CP121 Tracker
- CF100 Canuck
- C47 Dakota
- CC117 Falcon
- CC109 Cosmopolitan
- CC137 Boeing 707
- CF5 Freedom Fighter
- CF104 Starfighter
- CH134 Twin Huey Helicopter
- Orion
- New Fighter Aircraft
- Royal Air Force Victor

AIR SHOW

(2:00 – 4:00)

- Skyhawks – Canadian Forces Parachute Team
- Royal Air Force Vulcan From Great Britain
- Low Altitude Parachute Ejection System (Lapes)
- Kiowa Helicopter
- Chinook Helicopter
- C130 Hercules
- CF101 "Voodoo" All-Weather Interceptor
- CF104 Starfighter
- CF5 Tactical Fighter
- New Fighter Aircraft
- Musket Gold (Musketeers - CFB Portage)
- Dragon Flies (Helicopters - CFB Portage)



Dash-7 (Artist's Conception)



HMCS Chippawa Gun Crew



PPCLI Tow A

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Following the Canadian Forces

MAY 28, 1978 . CANADIAN FORCES BASE, WINNIPEG SPECIAL SOUVENIR ISSUE

CFB WINNIPEG



EDITOR'S COMMENTARY

Thank you for coming to Canadian Forces Base Winnipeg and helping us celebrate the 50th Anniversary of Stevenson Field (now Winnipeg International Airport).

In this Special Issue of Voxair, Winnipeg's Military Newspaper, you will be guided through a journalistic review of historic events commencing with the birth of CAPT Fred Stevenson and ending with some information for 1978. Possibly an insight into our future may be gleaned by you the reader.

History is recorded events. This is not a history in the traditional sense, but a history of the events as they were recorded in days past.

As Editor of this Special Issue, I must thank those who co-operated, assisted, researched, worried or worked on the actual presentation. Those who worked hard on this special issue placed their trust in their Editor with, I am sure some apprehension: Lynn Loree, who did all the typing, sorting and ably assisted in the research. SGT Gerry Radford, Assistant Editor, who handled the advertising follow-up; Ernie Kalynuik of Magnecord who ably did the layout work thereby making the Editor's page designs readable, and the typesetting staff at Magnecord; the principal of the F. J. Stevenson Junior High School for use of their original painting of Fred Stevenson which adorns the front page; Dave Austin of the Public Affairs Department of the Ministry of Transport (Federal) for arranging that Armande McKenna be able to provide the initial information which led to the beginning of this issue. Frank Klaponski, Owen Griffith, Sid Chapman, Ernie Harris and the R.C.A.F. Reserve Association who provided interesting stimulus and material; COL Bob James, Commander 3 Air Reserve Wing for the co-operation of he and his staff in providing access to photographs and material; to LCOL Bev Totman Regional Information Office (Canadian Forces) for his advice and support.

There are so many who have in various ways provided assistance and encouragement. But a very Special thank you goes to all the corporations and companies from around the world who have been so generous in providing funds to produce this paper.

Please, read on and enjoy a visit to the past, a brief look at the present, a glimpse of the future at Canadian Forces Base Winnipeg.

CAPTAIN BRIAN GARAGAN, EDITOR

SPECIAL Voxair

VOXAIR is the unofficial Service newspaper of CFB Winnipeg and is published under the authority of the Base Commander, Colonel D. M. McNaughton, (CD)

EDITOR .. CAPT. B. GARAGAN

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STEVENSON THE MAN

STEVENSON' Frederick J.
(Re-written from Winnipeg Tribune Jan 17, 1964)
By Lillian Gibbons

Airman: Born Dec. 2, 1896, at Parry Sound, Ont. died in a plane crash at The Pas, Man. Jan. 5, 1928. Of Irish parentage. Educated at Wesley College, Winnipeg. On the outbreak of the First World War he went overseas with the 196th University Battalion, transferring early in 1927 to the RFC. He rose to the rank of captain and shot down 18 enemy aircraft and three observation balloons, winning the D.F.C. and Croix de Guerre. After the war he trained White Russian pilots in the Crimea; for this service he was awarded the Order of St. Stanislas. Back in Winnipeg, he served with the Canadian Aircraft Co. in 1920. In 1924, he joined the Ontario Provincial Air Service and in 1926, the newly formed Western Canada Airways. In March and April 1927 despite severe winter conditions, he flew men and equipment from Cache Lake on the northern airlift. The selection of Churchill as the railway terminal was made possible by these flights. In August 1927 Stevenson flew mining machinery and personnel from The Pas to the Sherrit-Gordon mine; this was also the first operation of its kind in the North, Recognized as Canada's leading commercial pilot, he was selected as the winner of the Harman International Trophy for 1927, the first Canadian to be so honoured. "The award was made post-humously, Stevenson's Fokker having crashed in the streets of The Pas, shortly after take-off in the first fatal air accident in the North. the Winnipeg Airport, opened in 1928 as Stevenson Aerodrome but now more generally known as Stevenson Field, was named in his honour. (See Ellis, F. H., W. Stevenson Field – Winnipeg's Memorial Airport, "Can. Geog. Jour., July 1957.)



TIGER MOTH

In 1919 Captain Stevenson returned to Canada and decided that flying was to be his life work. The new method of transportation had caught the public's imagination but was not enjoying a corresponding measure of public confidence or support. For some years following the war attempting to earn a living in Aviation must have seemed something akin to beating a road to the poorhouse. However, Fred hung on, and in the 1920's made a new name for himself, this time in the role of "bush pilot."

Backed by James Richardson's organization, Western Canada Airways was formed in Winnipeg and the two pilots chosen to captain the proud sister ships "City of Winnipeg" and "City of Toronto" were Fred Stevenson and another aviation great, Berut Balchen. In the period that followed Fred flew many tons of freight into Sherrit-Gordon and other developments and in one 28-day period moved 23 tons of freight with one aircraft, an unheard of feat at that time.

These accomplishments, which almost escaped the notice of many, did not fail to register with the mining men of Canada who began to see the aeroplane in a totally new light as it brought into production areas formerly considered inacessable.

At the Pas, on January 5th, 1928, Fred took off on a routine check flight in his Fokker, one of the work horses of the period. Check flights were the order of the day prior to long trips and two passengers waited on the ground as the aircraft made a circuit of the town. Then in full view of his passengers and many friends, tragedy struck. No one will ever know exactly what happened, but we are certain it was that the pilot, in securing the safety of others, deprived himself of all possibility of a landing having any measure of control. Having weathered the aerial combat of the war and survived hundreds of weird and wonderful take-offs and landings, Fred was killed at the age of thirty-two doing a routine check at an airport he knew like the back of his hand.

His combat record and his Northern operations, particularly in connection with the movement of mining equipment, had won the admiration of Airmen in many lands and in 1928 he was posthumously awarded the harmon Trophy by the Ligue Internationalle des Aviateurs.

Notification that the award had gone to Stevenson was made first to COL. Charles Kerwood, head of the American Section of the Ligue, and there followed a strange delay of eight years before its presentation to Stevenson's parents.

Finally, through the good work of Dr. E. Guthrie Perry and Major Moore of Winnipeg and Ralph Maybank, M.P., arrangements were made for a suitable presentation. In October 1936 the ceremony took place with Stevenson's father, Joseph Stevenson, accepting the award on behalf of his son from the hands of Lieut. Governor W. J. Tupper.

Much has been written concerning our pioneer airmen fro their part in securing Canada's position as a foremost Air Power cannot be overestimated. Certainly a recounting of Stevenson's exploits would fill a volume.

Possibly the inscription on the simple monument in Brookside Cemetery where Stevenson is buried best tells the story of his dedication to his own bright dream of Canadian Aviation.

It reads:

"Faithful Unto Death."



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TRIBUNE PAID TRIBUTE

(The Tribune) (28 May 28)

The memory of CAPT. F. J. Stevenson was honored Sunday 28 May, 1928, when the Winnipeg Flying club dedicated its flying field, "Stevenson Aerodrome", to the man who was recognized as Canada's premier commercial pilot. CAPT. Stevenson was killed in a crash at The Pas while flying for Western Canada Airways.

Just inside the old gate to the aerodrome on Sackville St., St. James stands a marble tablet. Engraved on it are the words:

This aerodrome is named Stevenson Aerodrome in dedication to the late CAPT. F. J. Stevenson, of Winnipeg, Canada's premier commercial pilot."

Nearly a thousand gathered in the aerodrome compound to witness the dedication ceremony. The airman's mother, Mrs. Joseph Stevenson, unveiled the tablet and by her side was the noted pilot's father. With bowed heads they stood beside the marble tablet while Rev. J. R. Mutchmor, Pastor of Robertson Memorial Church, conducted the ceremony.

In a little group in front of the tablet were friends of CAPT. Stevenson, men who had worked and flown with him: James A. Richardson and A. J. McDougal of the Western Canada Airways; J. A. Sully president of the Winnipeg Flying Club; H. P. Grabb vice-president of the executive and members of the club and Micahel de Bilcquay, club pilot instructor.

In his address Mr. Mutchmor paid high tribute to CAPT. Stevenson as a man and an aviator.

"To dedicate a memorial to a man who knew the heavens and their glory we assemble ourselves together under the wide blue sky he knew so well." he said. "It is fitting, indeed, that such a memorial should be erected in Greater Winnipeg and that it should have engraved upon it the name of Western Canada's pioneer in commercial aviation.

The many friends of CAPT. F. J. Stevenson who are members of the new Winnipeg Flying Club and who will open tomorrow this aviation field, want the name of their friend to live always in this city and Western land."

"CAPT. Stevenson is a boy from the West. From this part of Canada he enlisted for overseas service and went to serve in the ranks of the infantry. Following some months in this branch of the army he applied for admission to the air force. To this end he trained and later qualified to fly and fight in France in this most important part of the service."

"After the war CAPT. Stevenson retained an active interest in aviation. Government patrol work occupied his attention for a time and experience gained in this way was later of great value when he entered the employ of the Western Canada Airways Ltd."

"If his experience in the war was one of common sacrifice with his many comrades in arms, his new occupation was one of glorious romance. In the far north he was a pioneer in the discovery and development of great unknown lands. His name may be linked with that glorious company of Gentlemen Adventurers of the Hudson's Bay who more than two and a half centuries ago braved many dangers, endured great trials and succeeded in discovering rivers and trails in a new land."

"CAPT. Stevenson's name is lined with those comrades of the air – the members of a great international fellowship. The public recognizes their hazardous work, the press features their exploits and all acclaim their brave endeavours. As in the days of war the call is to the youth of the land. How nobly youth responds! Youth will have its way. So the training and technique of war is made to serve in the greater conquests of peace."

1928 1978

MILITARY AT WINNIPEG

CANADIAN FORCES BASE WINNIPEG
STATION WINNIPEG 1922 - 1924

Winnipeg has had a long association with Canada's Armed Forces. On 16 October 1871 Manitoba became part of Military District (MD) No. 10, whose headquarters was established in Fort Osborne. The 90th Rifle Battalion of Winnipeg (later the Royal Winnipeg Rifles) was formed in 1883, and the first Permanent Active Militia unit to be stationed at Fort Osborne was the School of Mounted Infantry on 20 July 1885. Many other units, both Permanent and Non-Permanent Active Militia, have since been located at Fort Osborne.

RCAF Station Winnipeg has had quite a chequered career. For example, between 1921 and the fall of 1925, it was Winnipeg Air Station, with detachments at Victoria Beach, Cormorant Lake, Norway House, etc. The Commanding Officer was Squadron leader Basil D. Hobbes.

Pre-War

The Air Force's connection with Winnipeg began late in 1922 when an Air Board station was opened to serve as a winter base for detachments which, during the spring summer, and autumn, operated from sub-bases in Northern Manitoba. From that time until the end of 1936 Winnipeg was one of the major bases for government air operations. It was an Air Board Station from 1922 - 25.

From 1922 to 1931 forestry patrol was a major duty; aircraft from the Winnipeg sub–bases guarded over 60,000 acres of forest from the Ontario border to the North-West Territories.

* * *

On 5 October 1932 the first three Auxiliary squadrons were authorized; one of them was No. 12 (Army Co-Operation), located at Winnipeg.

* * *

Aerial Photography by detachments from Winnipeg increased year by year. Prior to 1936 most of the photographic work in the Dominion was done by the units based here.

Other duties were transportation (for Indian Treaty Money parties, RCMP officers, etc.) wheat dusting, mercy flights, etc.

* * *

No. 2 Equipment Depot, ~~which~~ was formed late in 1936 when No. 8 Squadron was moved to Rockcliffe, Ont. Winnipeg was also the home of No. 112 (Army Co-operation) Squadron, one of the first three Auxiliary Units in the RCAF which had been authorized on 5 October 1932.

* * *

HMCS Chippawa, a Naval Reserve unit, has been in Winnipeg since 1923. Winnipeg was the site of one of the six original RCAF bases of 1924.



VICTORIA BEACH
1922—1927

(THIS PAGE DONATED BY:)



GREAT EXPECTATIONS

(From Beyond The Fifth Decade by THOMAS LEGGE)

During the middle 1920's the demand for pilots became very pressing, and it was realized that a source of supply other than a pool of former war pilots must be found to fill the need.

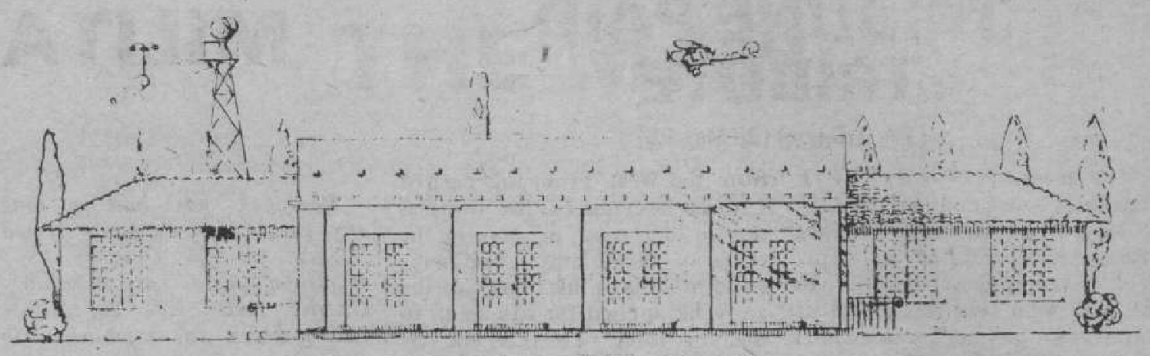
In 1927, the Department of National Defence decided on a program of assistance in the formation of flying clubs which would stimulate aviation and provide training facilities for prospective pilots. The Government at that time offered to provide two light aircraft, of two seater type, to any community on condition that the community engage a licensed flying instructor, an air engineer and provide a licensed airfield with housing and maintenance for the machines. Furthermore the Government promised to pay $100.00 for each pupil who qualified for a private pilot's certificate. Enthusiasm throughout the country surpassed all expectations with Greater Winnipeg being one of the first districts in Canada to show practical interest in civil aviation.

A noted Winnipeg Company, The Aerial and Transport Taxi Co. Ltd., was incorporated in December, 1919 and by May of 1920 the number of such Winnipeg companies had increased to four. On July 27 of that year, it was reported that the first shipment of freight by air had been made by a plane flying from Winnipeg to Dauphin. Other developments followed and in 1926, Western Canada Airways was incorporated.

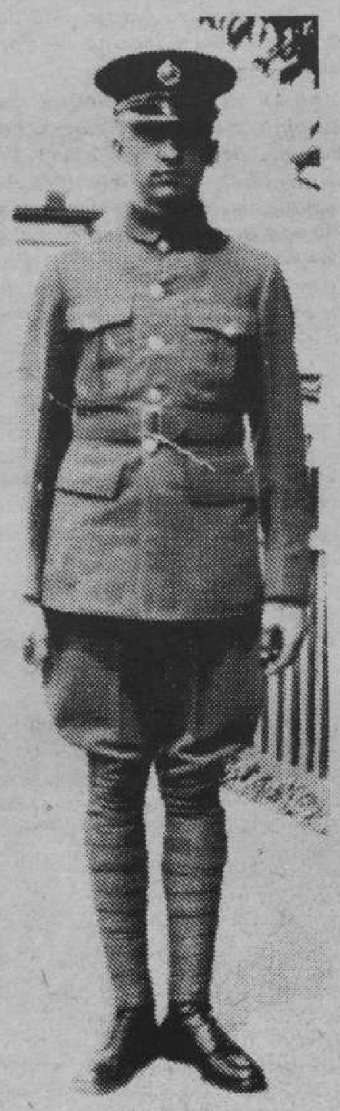
In that year an association was formed of men who had done active flying during the war, under the name of the Manitoba Airforce Association. This Association recommended the formation of an aviation league with a nation wide membership, to promote and encourage aviation. Such a league was organized in Winnipeg in 1927 and was ready to act upon the offer of the Government to assist civilian flying clubs. They sponsored the WINNIPEG AIRPLANE CLUB, later called the WINNIPEG FLYING CLUB, which established itself on the present site of the Winnipeg International Airport. It was the Club which persuaded the Rural Municipality of St. James that it would be an advantage to the community to have a proper airport and so they were successful in securing a lease on property from St. James, which was dated on the 5th day of July, 1928. It covered the land that is the central core of the present Winnipeg International Airport and it provided that the Winnipeg Airplane Club Ltd., was to construct and operate an airport on behalf of the Municipality of St. James. The lease was for a term of 10 years beginning on the 1st day of January, 1928. St. James had the right to terminate the lease at any time, however, if they did so they had to pay compensation to the Winnipeg Airplane Club Ltd. for improvements made by the Club. At the expiration of the lease the Winnipeg Airplane Club Ltd. would have first right and privilege for renting the same for a further period.

At that particular time also, a well known bush pilot, F. J. Stevenson, was flying freight for Western Canada Airways. On January 5, 1928, during a simple test flight at The Pas, the Fokker aircraft he was flying went into a spin at a low height, crashing with terrific impact. Steve was killed instantly and Canada lost one of her best airmen in the first fatal flying accident to occur in the Northland. Later, when the City of Winnipeg and the Municipality of St. James opened the airport, Steve's Mother and Father unveiled a marble plaque which bore the inscription, "This airdrome is named Stevenson Airdrome in dedication to the late Captain F. J. Stevenson of Winnipeg, Canada's premier commercial pilot".

It was during the next year that the Winnipeg Airplane Club was reorganized and a charter in the name of the Winnipeg Flying Club Ltd. was issued on October 29, 1929. The previous lease between the Winnipeg Airplane Club and St. James was surrendered and on November 16, 1929 a lease covering the airport property was executed between the Rural Municipality of St. James and the WINNIPEG FLYING CLUB LTD. for a term of 21 years. This agreement also recognized that the Winnipeg Flying Club Ltd. would develop and operate the airport for the City of Winnipeg and the Rural Municipality of St. James. The Winnipeg Flying Club, sponsored by the Aviation League of Manitoba, commenced actual flying activities on May 28, 1928.



WPG FLYING CLUB GRAPHIC DRAWING —1930—



1932—1939

STEVENSON AERODROME OPENED

(Re-written from the Tribune May 28, 1928)

Local and United States Planes were seen in sensational "Aerobatics" May 28, 1928.

With nearly a score of aeroplanes taking part, the biggest aviation meet ever staged in the West was held May 28, 1928 at Stevenson Aerodrome, the flying field of the Winnipeg Flying club.

The display was a part of the program of the official opening of the club's aerodrome on Sackville, St., St. James. That morning a fleet of planes flew in from Crookston, Minn., where they took part in the Northwest Air derby. They were welcomed by J. A. Sully, president of the flying club and members.

More than 20 automobiles also left Crookston that morning, and reached the city early in the afternoon, carrying Crookston civic officials and many spectators. J. H. Holley, of the Western Canada Airways, guided the visiting planes to the city.

The official opening ceremony at Stevenson aerodrome was performed by Premier Bracken at 3:30 o'clock. Following this Mrs. Bracken christened one of the club's DeHavilland Moth planes.

Then the aerial display commenced. There were thrilling "acrobatics" by the visiting and local fliers and "Speed" Holman, holder of many air records, had the sky to himself for a few dizzy moments. He flew to Winnipeg in the Laird biplane in which he set up the loop record and won the New York-Spokane air derby in 1927.

A feature of the meet was the display by three United States Curtis-Falcon army planes. They flew to Winnipeg under the leadership of MAJ. Ray Miller, of the 105th Squadron.

The American army aviators were met at the border by CAPT. Shields, of the RCAF who guided them to Stevenson Aerodrome. The opening aerial execution was a "taxi-past", by the visiting and local planes, followed by a "fly-past" when the whole fleet swooped past the hangar.

The Royal Canadian Air Force co-operated with the Flying club in the afternoon's affair and a squad of air force mechanics were at the disposal of the United States airmen.

The aerodrome was policed by members of the Fort Garry Horse cadets who directed hundreds of cars to parking places. During the afternoon, refreshments were served by members of the Junior league. The Princess Patricias' band, under CAPT. T. W. James, played during the display.

At least four of the spectators got free plane rides. Numbered programs were sold, and the holder of the four lucky numbers got a chance to see Winnipeg from the air.

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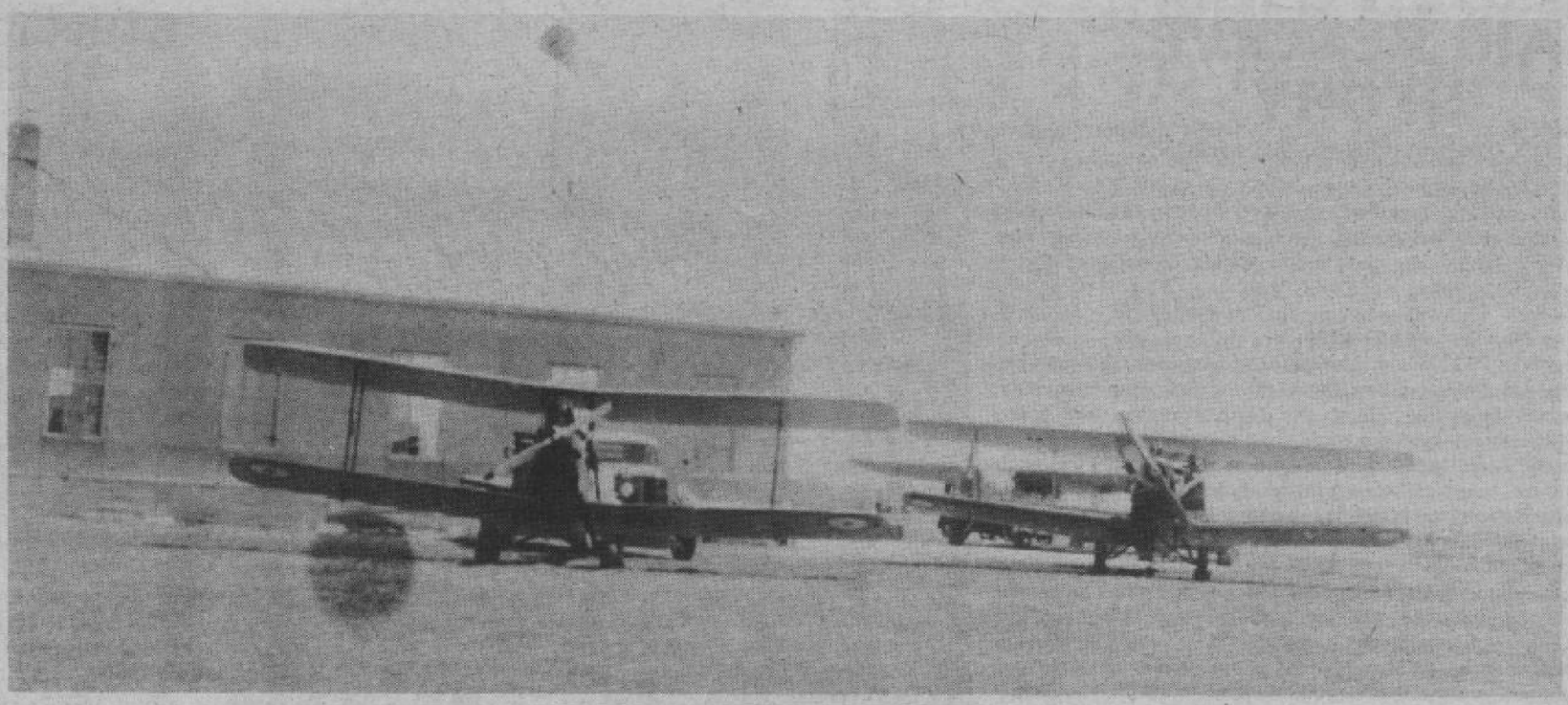

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I REMEMBER WHEN

1932—1937 AT WINNIPEG

(An RCAF pioneer recalls the early days of the Air Force in Winnipeg)

(by W/C T.F. Cooper OBE CD (Ret.))

On April 1st, 1924, a small number of pioneers, members of the old CAF, took the oath of allegiance and became members of the new RCAF, which had just received the Royal assent. It was indeed a proud moment for all.

At that date, the RCAF Regular force in Winnipeg was designated Number One Wing and in 1927 became Winnipeg Air Station. Headquarters were situated in Fort Osborne Barracks and work parades were held at 267 Maryland Street, site of the repair shop. CO was S/L B. D. Hobbs, DSO, DSC, and the strength was approximately 30 personnel of all ranks. If at any time ceremonial parades were held, the rehersals and drill instructions for them took place at Minto Armouries. There were sub-bases at Victoria Beach, Cormorant Lake and Norway House.

We were a mobile crowd and our usual rendezvous was the river at Brandon Avenue in Fort Rouge where in the spring, aircraft were erected and tested. The advance party proceeded to Victoria Beach to open up the Station. Water systems had to be made serviceable, slipways repaired and lighting plants made operational, ready for the arrival of the remainder of the Wing.

An airman in those days had to be a jack-of-all trades and during the winter months we spent our Wednesday afternoons in drill, first aid, map reading, semaphore and morse code. Examinations were held. I remember that if the airman being examined was not too well versed in morse code ways and means, not exactly legal, were contrived to get him a pass.

There were humorous incidents. On one occasion, exams were being held on first aid and artificial respiration was being applied to a "drowning victim." In the process of turning the subject on to his face, an airman placed a well-meaning but lethal half-nelson on the victim. This evoked a roar from the Examining Officer: "What is this a wrestling match? – My God you'll kill the man."

Drill too, had its lighter moments. During one session at Minto Armouries, rifles were issued for the first time and a parade was held. Many of the gang, including the Senior NCO handling the parade, had see this NCO dragging the rifle around the floor by the foresight, never held a rifle in their hands before. It was the funniest spectacle to "Falling-in" the parade and handing over to the OC, triumphantly saluting with the left hand.

As the strength of the unit grew, new quarters had to be found; and in the Spring of 1925 a building at 797 Notre Dame was taken over. Headquarters orderly room and office staff were brought in together with the technical staff.

Vickers Vedettes, Varunas, Single Float Avro Aircraft were added to our fleet and more sub bases opened at Ladder Lake, Lac Le Ronge, Thicket Portage and Winnipegosis. Our duties were forestry patrol, photo surveys, and any other jobs which we might be called upon to do.

Conditions and equipment changed frequently. In the thirties, Moths, Fairchilds and Belancas were added to the fleet. The fall of '30 saw the first RCAF Hangar rise at Stevenson Field, approximately where the TCA terminal stands today. From this small hangar, a communication flight operated, its staff consisting of one Flight Sergeant pilot, one Sergeant Rigger, and one Corporal Aero Engine. Jobs handled by this group varied from dusting mosquito-ridden swamps to army co-op work to searches for missing aircraft and mercy flights.

In 1933 another move was made – to a building on Empress Street in Brooklands which among other advantages was conveniently handy for the boys have to a "quick one" at the Brooklands Hotel, after duty. Many a battle was fought and won, and the Air Force reorganized before closing time in this establishment.

On the formation of the Auxiliary Squadron 112 in Winnipeg, the hangar was taken over by them and the staff of Winnipeg Air Station called in to give help and advice to the fledgling unit.

From 1935 until the outbreak of World Was Two, activities as far as the Regular Force was concerned, were limited. With the outbreak of War the present Station (Old site) was built and was operated by a civilian company.

(HISTORY NOTE)

After 1931, when natural resources were turned over to the prairie provinces, Winnipeg continued its protective patrols over 1,600,000 acres in the two national parks of Riding Mountain and Prince Albert. This duty finally ended in 1936.

* * *

No. 8 (General Purpose) Squadron 1935 - 36

In the fall of 1935 all the detachments were amalgamated into Number 8 (General Purpose) Squadron, and Winnipeg Air Station ceased to be, at least under that name.

At the beginning of February 1937 when No. 8 (G.P.) squadron was transferred to Ottawa, S/L R. S. Grandy was left in charge of Number 2 Equipment Depot, which was the senior unit at Winnipeg until the war.

1928 1978

(THIS PAGE DONATED BY:)

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DATE OF BIRTH: DATE DE NAISSANCE:		
Social Insurance or SERVICE NUMBER- MATRICULE:	PHONE — TÉLÉPHONE:	PHONE — TÉLÉPHONE:
	AIR FORCE IN WHICH I SERVED: FORCES AÉRIENNES DANS LESQUELLES J'AI SERVI:	ALTERNATE CREDENTIALS-AUTRES TITRES:

I HEREBY APPLY FOR MEMBERSHIP IN THE ROYAL CANADIAN AIR FORCE ASSOCIATION IN THE MEMBERSHIP CATEGORY ENTERED ABOVE AND AGREE TO ABIDE BY THE RULES AND REGULATIONS PERTAINING TO THAT MEMBERSHIP. FIRST ANNUAL DUES OF $_____ ARE ENCLOSED

JE DEMANDE PAR LA PRÉSENTE ADMISSION DANS L'ASSOCIATION DE L'AVIATION ROYALE DU CANADA DANS LE CATÉGORIE DE MEMBRE SUS-MENTIONNÉE ET JE M'ENGAGE À OBSERVER LES LOIS ET RÈGLEMENTS QUI SE RAPPORTENT À CETTE CATÉGORIE DE MEMBRE. LA COTISATION POUR LA PREMIÈRE ANNÉE AU MONTANT DE $_____ EST JOINTE

Mail to: RCAF Association
424 Metcalfe St.
OTTAWA, Ontario K2P 2C3

(DATE) _____ (SIGNATURE)

AIR RESERVE STORY

(CITY OF WINNIPEG 402 SQUADRON)

SQUADRON HISTORY

This is the story of forty years of effort and work by Winnipeg men and women. It is the story of 402 Squadron as an active reserve unit of the RCAF. Many of you have known the Squadron at some time during the years.

1932-1939

The story begins in 1932 when the Squadron first came into being as Number 12 Army Co-operation Squadron, a unit of the non-permanent active Air Force. Since that time, the Squadron has had many designations and has served in many roles.

During the early years, meetings were held in Minto Armories, while flying facilities were based at Stevenson Field, as they are today. The first Commanding Officer was Squadron Leader J. A. Sully, AFC, who later became an Air Vice Marshall and Air Member for Personnel at Ottawa. The Squadron's equipment was limited and competition was keen for positions. Space at Minto Armories was also limited, and if the Army had the floor first, the Air Force had to wait. Despite these restrictions, the spirit was exceptionally high.

Flying equipment included a number of Avro Tutors, De Havilland Gypsy Moths, and a few other light aircraft. Summer Camp was carried out under canvas with the Army at Camp Shilo. This type of training continued until shortly before the outbreak of the Second World War, at which time the Squadron was equipped with Westland Lysanders.

During these days the Squadron was known as Number 112 (AC) Squadron, of the Auxiliary-Active Air Force. The number had been changed in 1937 when numbering of the Non-Permanent Force Squadrons was revised. The Non-Permanent Force became the Auxiliary Active Air Force in 1938.



DEHAVILLAND TIGER MOTH — 1938

ARMY COOPERATES

(1933)

Training of pilots and ground crews to air force standards in several branches of army co-operation work was a duty well executed by No. 112 A.C. Squadron (non-permanent) RCAF which operated four aeroplanes from Stevenson airport. Headquarters in Minto armories.

Formed March 1, 1933, with Squadron-Leader J. A. Sully as officer commanding, the squadron carried on the normal co-operation duties of a squadron with an army in the field including air reconnaissance, artillery reconnaissance, photography, wireless communication between machines and the ground and ranging of artillery.

A permanent force officer, Flight Lieut. D. Edwards, was attached to the unit as adjutant and gave flying instruction to the 18 officers, the instruction commencing with a period of straight flying training, later augmented by work with wireless in the air, aerial photography, cross-country flying instrument flying and aerobatics.

The officers and 160 members of the ground personnel also received instructions at the squadron headquarters. Various members of the ground crew were artificers, stores personnel, electricians, coppersmiths, carpenters, photographers and orderly room staff.

Part of the instruction was an annual two week visit at Shilo camp, when the various branches of personnel were consolidated and acted as one squadron. During the summer a number of aeroplane shoots were carried out by the officers with militia batteries in Winnipeg and as far west as Vancouver. As the training of the squadron progressed many more army co-operation duties were added.



AVRO TUTOR — 1938

STEVENSON FIELD

(Dept. of Transport Press Release)
(John deBondt Jan. 1964)

In 1929 Stevenson Field was designated suitable for the eastern terminus of the Western Air Mail Route, provided that runway night lighting be installed. This was done by the City of Winnipeg in 1930 in agreement with the federal government. The flying club was responsible for maintenance.

In 1936 the City of Winnipeg considered establishing a municipal airport and decided to join with St. James in developing Stevenson Field. The St. James-Winnipeg Airport Commission was incorporated on February 25, 1938 with powers to deal with all matters pertaining to the airport.

From 1929 to 1937, new hard-surfaced runways 18-36 and 13-31 were opened by Lt. Governor W. J. Tupper, Q.C., and a Trans-Canada Air Lines aircraft took off on the first official flight from the runways. Later, an east-west hard-surfaced runway was constructed.

In 1937 too, a low frequency radio range station was installed a few miles west of the airport.

In November 1937, Trans-Canada Air Lines started construction of a new hangar and repair base. It was completed and occupied in 1938.

In 1940, the operation and maintenance of the Stevenson Field was turned over to the Dominion government.

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WESTLAND LYSANDER — 1939

TCA INAUGURATED

(AVIATION COMMITTEE OF Y.M.S. — 1943)

With the announcement in 1936 that a Trans-Canada airlines would be established followed by suggestions that Winnipeg should start thinking about the construction of an adequate airport, Stevenson Field was "put on the map." The air-minded St. James Council which had quietly been securing additional land in the vicinity of the original airport and which, with a view to future expansion, had laid aside an area for industrial purposes to the east of the field, got right behind the government. At that time the City of Winnipeg entered the picture. Mayor Warriner, aviation enthusiast and outstanding advocate of improved airport facilities, pursued the programme persistently with the result that the city joined with the municipality the following year in making agreements with the Dominion government. St. James handed over the land it had accumulated for the airport's expansion — the city also contributed a parcel of land formerly part of the Strathcona estate, thereby increasing the area of the field to almost 800 acres. This opened the way for construction of runways completed by the Federal Government in 1937 at a cost of $100,000, the city contributing $20,000 worth of labour in lieu of cash. At that time future improvements were planned for completion within the year, including the building of additional hard-surfaced runways and the erection of a modern terminal and administration building.

Before the close of 1938, Trans-Canada Airlines hangar and administrative offices were completed; one end of the office buildings was set aside as a temporary exedient for the airport administration building. Here again the Young Men's Section was instrumental in having Stevenson Field designated as a customs airport and Trans-Canada Airlines terminal. Canadian history recorded the beginning of a new era, April 1, 1939, for it was by inaugurating Canada's first transcontinental passenger mail and express air service. Then came the war!

Because of national defence issues involved, administration of Stevenson Field was relinquished by the Winnipeg-St. James Council and turned over to the Federal Government for the duration.

(Cont'd on Page 8)

GOPHER HAVEN TO TERMINAL

(Winnipeg Tribune — 1964) **(by BOB HUNTER)**

A decade after the First World War, flimsy "Eddy Rickenbaker" aircraft were still making teeth-rattling landings on the plains west of Winnipeg.

The gopher-riddled open prairie "half-way to Headingly" was sufficient to meet the demands of Winnipeg's microscopic air traffic.

But in 1927 an organization called the Aviation League of Manitoba was formed to encourage the advance of aviation.

From a long-range point of view, it was probably the most successful organization in the province's history.

The 4,000 acre, multi-million dollar Winnipeg International Airport now spread out like a Buck Rogers spaceport over the area would doubtlessly have evolved with or without the Manitoba Aviation League.

But they certainly had the right idea.

Mustering support for their effort, the members re-grouped themselves in 1928 into the Winnipeg Aeroplane Club. By 1929 they were functioning with a 20-year lease on 160 acres.

They named their "field" after F. J. Stevenson, DFC, a famed flyer of the First World War who died in a crash at The Pas.

Private flyers, a few commercial enterprises and non-permanent branches of the RCAF were soon using the field.

The idea caught on quickly. Within two years, Stevenson's Field was designated suitable as the Eastern terminus of the Western Air Mail Route — if proper night lighting was provided for the sod runways.

The aeroplane club couldn't swing the costs itself, so it turned to the City of Winnipeg. In 1930, the city had lighting installed with the agreement that the club would take responsibility for maintenance.

In 1936, the Municipality of St. James began to seriously consider the establishment of a municipal airport. On Feb. 25, 1938, the St. James-Winnipeg Airport Commission was formed.

It was granted power to deal "with all matters pertaining to the airport property."

So now Winnipeg had a bonafide airport.

The original plot of 160 acres was increased to 620 acres. Later, a further 175 acres was added by the city — a gift from the estate of Lady Strathcona.

Hangars went up laboriously, one by one. By 1938, there were four of them, as well as an RCAF hangar and a repair shop with "some spare parts."

On Oct. 15, 1937, the first hard-surfaced runways — three of them each 200 feet long — were opened by Lt. Gov. W. J. Tupper.

A long-frequency radio station was installed a few miles west of the airport. Trans-Canada Air Lines moved in, throwing up a hangar and repair base.

In 1940, the operation and maintenance of the field was taken over by the Dominion government. The original plan was to keep it until the end of the war, using it for the British Commonwealth Air Training Plan.

But after the war, the federal government decided to hang onto it. An RCAF repair depot, an air navigation school, a wireless operator training school and two civilian flying schools had been added.

The war had almost been the making of the airport. In addition to the buildings put up, the runways had to be hard-topped and extended to cope with wartime air traffic.

In 1948, instrument landing approaches were installed on the new north-south runway — the first real mark of a "civilized airport."

In 1950, the "old" terminal building — the brunt of so many jokes and attacks over the years — was constructed. Additions and alterations were made to it right up to 1960, when the new terminal was begun.

In 1958, Stevenson Field became the Winnipeg International Airport. And in the same year, the Department of Transport began negotiations to acquire all airport property. The site is now owned completely by the federal government.

The "Eddy Rickenbaker" air planes, it's said, could take off from the back of one of the DC-8s that land here every day.

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AIRMAN SID CHAPMAN — 1939

TCA INAUGURATED

(CONTINUED FROM PAGE 7)

At the time the Department of National Defence decided to stimulate aviation by establishing light aeroplane clubs. The task of organizing the Winnipeg club and providing it with a suitable field was given to a committee of the Aviation League of Manitoba, founded late in 1927. It was not long before the Council of the Municipality of St. James indicated its interest by offering the nucleus of the present Stevenson Field. Few people recall that the airport had been named after one of Manitoba's noted fliers, CAPT. J. F. Stevenson, D.F.C., who lost his life in a crash near The Pas, January 5, 1928. For almost a decade following 1927 aviation in general waged a quiet but bitter struggle throughout the continent to fulfill its destiny. Aviation but a fledgling industry yet to prove its wings was bound to suffer reverses. Winnipeg's contribution was no exception.

While originally products of the last war, many men prominent in world aviation today found new beginnings at Stevenson Field — space permits mention of only a few. Air Vice-Marshal J. A. Sully, O.B.E., RCAF, organizer of one of the first non-permanent RCAF Squadrons in Canada, Hollick Kenyon, explorer and free lance pilot; Bill May, master flight captain onetime personal pilot to Charles de Gaulle; Ted Stull, Roy Brown, Milt Ashton; Bob Starratt and others all pioneers of the first northland "bush" operators. The late James A. Richardson, renowned as the grandfather of Canada's air development, established the base of his Western Canada Airways at Stevenson Field and executive offices in the city. Last, but not least, Trans-Canada Airlines can thank Stevenson Field for hundreds of its personnel, the original nucleus of flight captains and administrative staff.

But protégés of Winnipeg's airport were not confined to leaders in air commerce and military administration only — a multitude of Canada's fighting airmen serving with the United Nations on fronts throughout the world won their wings at Winnipeg airport. Wing Commanders Len Fraser, Alex Kent, Frank Brown and a host of others unquestionably prove that the air is the sure heritage of Canadians. Most of these men earned their wings the hard way — carrying sight-seeing passengers from the runwayless precincts of Stevenson Field, "barnstorming" in rural Manitoba or freighting to the northland.

In the face of urgent war considerations it was only fitting that the expansion of Winnipeg's airport and facilities should be postponed until an appropriate time. An inspection of the organizations situated at Stevenson Field today plus a conservative appraisal of present and near future traffic requirements — demands essential to the conduct of the war and post-war progress — convinced even the most skeptical of those in authority that the appropriate time had arrived. Literally dozens of buildings mushroomed to make Stevenson Field a little city in itself, teeming with seemingly thousands of workers and hundreds of planes. RCAF flight training schools and overhaul shops, Northwest Airlines, Trans-Canada Airlines main operating base and executive offices, also plane manufacturing companies, MacDonalds and Midwest Aircraft, were all situated there — expansion followed expansion in each of these until the demands on the airport appeared to be in excess of its physical capacity.

HISTORY NOTES

Second World War

In September 1939 two RCAF units were based at Winnipeg, No. 112 (Auxiliary) Squadron and No. 2 Equipment Depot (which had been formed late in 1936 when No. 9 Squadron was moved to Rockcliffe).

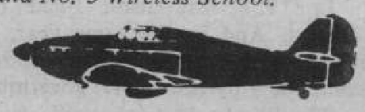
When the Second World War began in September 1939 these two RCAF units were still based at Winnipeg.

On 15 April 1940 No. 2 Training Command was formed at Winnipeg as one of the four training commands set up to operate the British Commonwealth Air Training Plan. It was disbanded on 30 November 1944 when No. 2 Air Command was set up at Winnipeg to embrace the areas formerly included in Nos. 2 and 4 TC.

After 14 E.F.T.S. moved, the senior unit became Number 7 Equipment Depot, commanded by: W/C W.E. Baker

Number 2 Equipment Depot left Winnipeg for Calgary in November 1940. By that time, Number 2 Training Command Headquarters was a resident unit at Winnipeg, and the senior unit in the Command No. 14 Elementary Flying School located at Winnipeg until its quarters at Portage la Prairie were ready. The CO of No. 14 E.F.T.S. during its brief stay at Winnipeg was F/O (F/L) D. J. Thomson.

In addition to Training Command Headquarter Winnipeg was the war-time home of many subordinate units. These included three British Commonwealth Air Training Schools, No. 14 Elementary Flying Training School, No. 5 Air Observer School and No. 3 Wireless School.



HURRICANE

NUMBER 5 AIR OBSERVER SCHOOL

In August 1940, Wings Limited and Starratt Airways and Transportation Limited, two commercial flying companies operating in Manitoba and Western Ontario, were requested by the Department of National Defence for Air, to assume jointly the operation of No. 5 Air Observer School, one of the Units of the British Commonwealth Air Training Plan, to be established at Stevenson Airport, Winnipeg, in line with the policy developed by the Department for observer training. Letters patent incorporating Winnipeg Air Observer School Limited were issued on the 18th of November, 1940 and at the first organization meeting, the following became officers and directors of the Company: R. W. Starratt, *President and Director;* T. N. Clayton, *Vice-President and Director;* M. E. Ashton, *General Manager and Director;* D. S. Ormond, *Secretary and Director;* F. Roy Brown, *Director;* H. S. Scarth, *Director;* W. M. Benedickson, *Treasurer;* W. A. Straith, *Operations Manager.*

At the beginning of November 1940, office accommodation had been found in a room on the ninth floor of the Marlborough Hotel and under the direction of Mr. Straith, a Training School for Mechanics and Engineers was started while office personnel and key employees were lined up and arrangements were made for pilots to commence training in December. On the first of December, after the School quarters at the Airport were vacated by No. 14 E.F.T.S., space for the office staff was arranged in the N.C.O.'s Quarters Building, because of lack of heat in the G.I.S. Building and preparations for the first intake of trainees, which was due on the 6th of January, 1941, began to take shape.

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AIR RESERVE

1939–1943

At the outbreak of war in September 1939, No. 112 Squadron, along with No. 2 and 110 Squadrons were chosen as Canadian Active Service Force Units and moved to Ottawa for training with the School of Army Co-operation, prior to being posted overseas. No. 112 arrived in the United Kingdom in June 1940, under the command of S/L W. F. Hanna, expecting to go into action with its Westland Lysanders in support of the Canadian Army. The fall of France, however, deferred these hopes for four years.

No. 112 had been posted to No. 22 Group, R.A.F. Army Co-operation Command and for the next 6 months had to content itself with training and exercises at bases at High Post Wilts., (22 June - 10 November, 1940), and Halton, Bucks., (11 November - 8 December, 1940). Relief finally came on 9 December, 1940 when the squadron was redesignated as a fighter unit and renumbered No. 2 (Fighter) Squadron. A move to Digby, Lincs, followed, and shortly thereafter No. 2 was undergoing operational training on **Hurrican MK. I** aircraft.

Hurricane IIs began to arrive late in April, 1941, and by the following month had all but replaced the older **MK. I. A move to Martleshamm Heath to No. 11 Group on 23 June, 1941, brought more** convoy and off-coast patrol sorties but these were soon curtailed when No. 402 moved north to Ayre, Scotland for training (10 July).

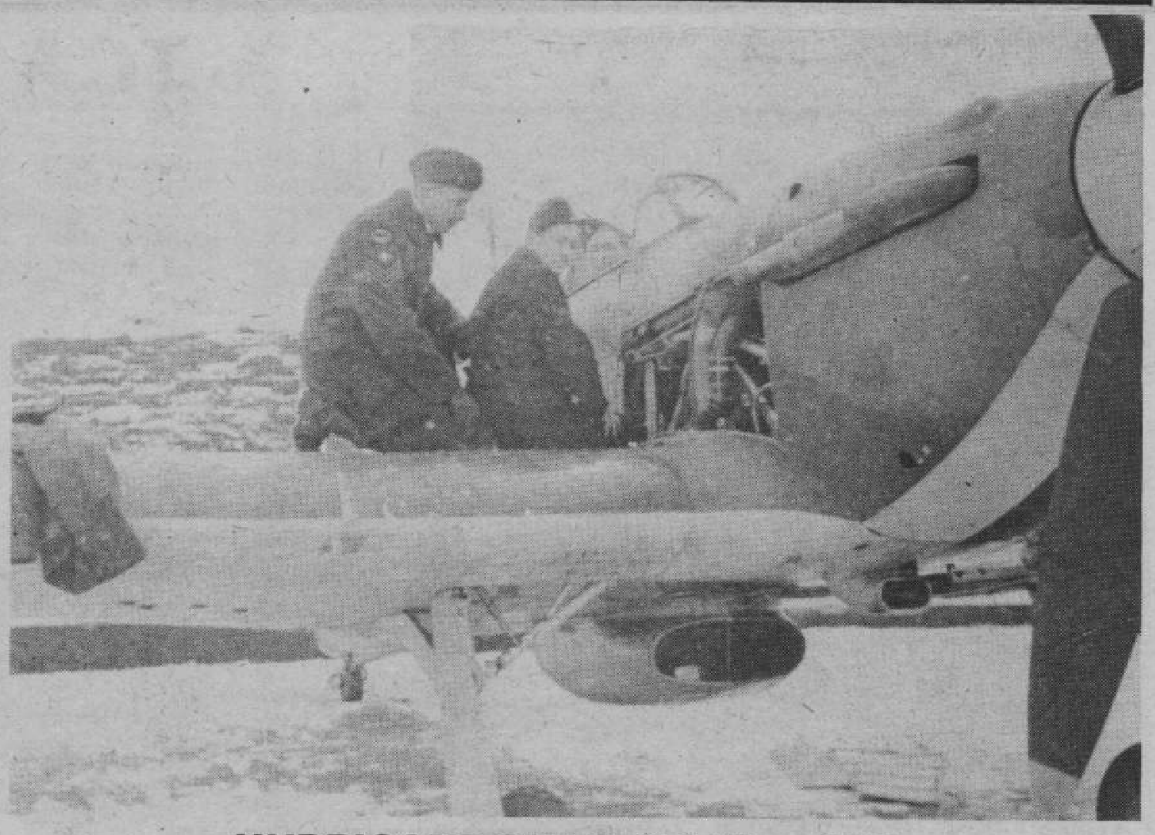
S/L G. R. McGregor (later G/C McGregor, CBE, DFC) noted for his outstanding work in the Battle of Britain, was the first Commanding Officer of the new fighter unit. The final change in numerical designation was made on the first of March 1941, when the Squadron became 402 (Fighter) Squadron, and at the same time was officially declared operational.

During the next three years, the Winnipeg Bears (as the Squadron was nicknamed) did valuable work in Fighter Command's campaign against the Luftwaffe in north-western Europe. Their many operations included escorting bombers, fighter sweeps, shipping reconnaissance, air-sea rescue missions, and convoy patrols. In the latter part of 1941, a new phase of operations was introduced when the Squadron was equipped with Hurri-Bombers, and carried out low-level attacks against bridges, gun posts, rail junctions, vehicles, ammunition dumps, and shipping. For 4 months until March, 1942. No. 402 Squadron engaged in convoy patrols and shipping reconnaissance sorties off the European coast.

In March, 1942, the Bears relinquished their Hurricanes and were re-equipped with Spitfires. One of the first actions in the new aircraft won the Squadron official congratulations from Air Marshall Harōld Edwards, the Air Officer commanding the RCAF overseas. During an air-sea rescue in July, the 402's aircraft were attacked by 15 to 20 FockeWulf 190s. A defensive circle was formed over the rescue boats and although the enemy aircraft repeatedly dived on the Spitfires for twenty-five minutes, they were unable to break through the tight defences. In August 1942, the Squadron participated in the Dieppe raid. Four squadron sweeps were flown over the beaches on the day of the raid. The first provided escrot cover for a Flying Fortress raid on an aerodrome at Abbeville while the remaining 3 entailed offensive fighter patrols over Dieppe itself. Special mention was made of the work of the ground crew who remained on continuous duty at the dispersal point from dawn till well after sunset to enable their pilots to make the maximum number of sorties.

Escort duties continued into early 1943 as No. 402 accompanied Allied bombers on more rodeos and circuses into France.

March 21, 1943, occasioned a move to Digby, Lincs., for duty with No. 12 Group. Here No. 402 re-equipped with **Spitfire VBs** and commenced maritime operations. For 5 months the unit flew a succession of air-sea rescues and convoy patrols in addition to numerous anti-shipping sorties off the Dutch coast. Shipping reconnaissances (lagoons) and strikes (roadsteads) in the company of **Beaufighter** aircraft became an almost daily event. These continued until early August when No. 402 returned to No. 11 Group at Merston, Sussex, where it was soon re-engaged in its previous role as a bomber escort unit.



HURRICANE SNAG CREW — 1940

7 EQUIPMENT DEPOT

(DEPOT DOPE – DEC 1943)

(by G/C C.B. TURNER)

There are many variations to be found at No. 7 E.D. as to the proper meaning of the initials "A.I.D." A clerk-steno, who has tried vainly to persuade one of the inspectors to sign an ancient voucher in order that she might correct some long outstanding contradiction in her records, would possibly suggest the title "Always in Doubt".

Agreeing somewhat with that definition – but also possessing one of their own – are those in charge of stock in the different buildings. They are the men who have on occasion found the equivalent of a Fairey Battle mainplane and a Cessna tail-wheel lying peacefully side by side in the same bin, under the same section and reference number. In their case "Always in Demand" seems an appropriate name.

The men who bear the title of "A.I.D." are fully aware that its real meaning is "Aeronautical Inspection Directorate" but they in turn are reminded of other possible interpretations. As they arrive at work each morning, reviewing events of the past and speculating on the almost certain happenings of the day just beginning, the title of "Always in the Doghouse" seems appropriate.

The hardy little band of adventurers comprising the personnel of No. 41 A.I.D. were until December, 1941, regular members of the Depot. On that date they were taken under the wing of the parent body, NO. 15 A.I.D., to which they still belong. F/O F. B. Keeler succeeded to the post of skipper of the Detachment in June, 1943.

The office of the Detachment has received its share of change too, being located in succession in Buildings 26, 37 and 27, its present home. Recent changes have included a few welcome coats of paint, a decidely brightening influence on the general atmosphere.

Many interesting stories could be told about events concerning the work of the members from day to day. However, we trust they will appear from time to time in succeeding issues of "The Depot Dope" and each and every member of the detachment joins in wishing "The Depot Dope" all success in the future.

On 14 October 1940, No. 8 Repair Depot was formed at Winnipeg, to assemble repair, maintain and flight test aircraft. It was officially disbanded on 15 Feb. 1946, although a Rear Party remained on duty until the end of June.

When No. 8 Repair Depot was disbanded the premises were taken over by No. 5 Release Centre (16 Feb 1946) which functioned until the need for release centres had passed and it was disbanded on 31 August 1946.

At home during the war Winnipeg was one of the RCAF's major training centres. On 15 April 1940 No. 2 Training Commaňd 2 TC was formed there as one of the four commands set up across the Dominion to operate the British Commonwealth Air Training Plan. No. 2TC was disbanded on 30 November 1944 when No. 2 Air Command was formed at Winnipeg to embrace the areas formerly included in Nos. 2 and 4 TC's.

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SPITFIRE (CIRCA 1940)

5 AOS CLOSES

(DRIFTER RECORDER - MARCH 1945)

I would like to take this opportunity, through the medium of the final issue of our popular Station magazine, to say farewell to the personnel of No. 5 Air Observer School (A.O.S.).

The Closing of the British Commonwealth Air Training Plan, marks another milestone along the long, hard road that confronted us some five years ago, when certain highly regimented countries sought to destroy our mode of living.

We are a peace loving and unwarlike nation and were not prepared for war. It was necessary then to overtake and to surpass the colossal strength of the enemy, both in machinery and manpower.

In the air, the B.C.A.T.P. has supplied the Empire with a large Empire Air Force composed of the best trained aircrew in the world.

The job of surpassing the enemy's strength has been done so effectively that we can now measure the distance to the end of the road, and can anticipate the effort that will be required in the future, and in fact we are in the fortunate position of being able to cut down on certain phases of our output. The fact is that we now have a sufficiently large number of trained aircrew to carry out anticipated plans.

The part played by No. 5 A.O.S. has not been small. Elsewhere in this paper, you will find statements on the number of Navigators and Air Bombers that this school has trained. Assuming that each of these Navigators and Air Bombers has done a minimal 20 raids, it can be seen that this school has participated in a very large number of sorties against enemy targets, and that even the individual contribution is considerable.

My sincere thanks go to the Management and Staff of the Civilian Operating Company for the cooperation that have always given to the Service Personnel in carrying out their job of training aircrew. The excellent accommodation, messing and Station Services, coupled with the harmonious spirit fostered by the Company has contributed outstandingly to the success of the Station.

My particular thanks go to the members of the Service Staff for the loyalty and faithful service they have given. I am sure my predecessors would join with me in saying that your loyalty has been inspiring. Though most of you who have not had the opportunity, would have preferred to serve in a more active field of Operations, you have given unstintingly of your knowledge and particular talents and unquestionably have aided in no small part to the force of the blow against the enemy. To you, great credit is due.

G.F. Jacobsen, W/C
Chief Supervisory Officer No. 5 A.O.S.

NO. 7 EQUIPMENT DEPOT RECEIVES A NEW CREST

No. 7 Equipment Depot received a new Crest, approved and bearing the signature of His Majesty, the King. Surmounted by a crown, its central motif was a propeller, held by two hands, and the Depot's motto, Copiae Aeriae (Supplies for the Air) was displayed on the lower scroll. The new crest was received from the College of Arms London, England, and was officially presented to the Depot in a special ceremony on Wednesday afternoon, August 23, 1944. With the service personnel of the Depot on parade, and all the civilian staff interested onlookers, the crest was presented to the Commanding Officer, Group Captain C. B. Turner, by Air Vice Marshal K. M. Guthrie, Air Officer Commanding No. 2 Training Command of the RCAF. In a brief address prior to making the presentation the A.O.C. complimented the Depot staff on its steady work of supplying the tools to the air services and he said "Fighting, of course, not supplies, comes first. But we can't fight without an efficient supply service and this depot is a part of that. Keep up the good work." Folowing the presentation the Air Officer Commanding "took the salute" as the personnel marched past, headed by No. 9 Repair Depot Airwomen's drum and trumpet band.

FLIERS RETURN FROM MINNESOTA

(Sept.8, 1948)

Canadian pilots flying British planes scored a smash hit at the largest state fair in the United States, according to members of the City of Winnipeg 402 auxiliary jet fighter squadron, who returned to their base at Stevenson field after performing for 10 days at the Minnesota state fair.

Flying the only planes in the annual fair, which attracted 1,000,000 people from all over theUnited States, the City of Winnipeg squadron and the RCAF Northwest Air Command squadron proved so popular that a special Canada day was declared. The huge crowd roared its approval when Air Vice Marshal K. M. Guthrie, Air Command, was introduced on Canada Day.

COMPARE NOTES

Pilots of the squadron and their groundcrew were also able to compare notes with their counterparts in the Minnesota National Guard fighter squadron who also trained on a part-time basis while holding civilian jobs. Unlike the Canadian squadrons, the American National Guard was not equipped with jet planes and intense interest was shown in the Vampire jet fighters from Winnipeg.

S/L Tommy Anderson, OC 402 squadron, S/L Jack Hudson, F/L Jack Dempster, and F/L Matt Reid attracted so much attention in their manoeuvres before the grandstand which on one occasion held 36,000 people, that they almost turned into radio stars. The pilots appeared on 13 radio programmes of 15 minutes duration and also appeared on two television programmes.

Further cementing the friendly ties between Canada and the United States, preliminary arrangements for exchange visits between the RCAF auxiliary personnel and the Minnesota guard squadron were made. Officers of the City of Winnipeg squadron said they hoped that an annual exchange flight might be made to encourage exchange of training and defence ideas.

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AIR RESERVE

(1943 - 1948)

Escort duties for **Mitchell-Marauder** ramrod expeditions were carried out through-out September of 1943 during which time No. 402 returned to Digby, Lincs., for ops with No. 12 group. The next 6 months were devoted to ramrod expeditions supplemented with the odd fighter sweep, lagoon, or roadstead sortie.

February of 1944 marked a shift in squadron operations as air-sea rescue briefly became No. 402's major task. A move to Wllingore on 12 February followed which precluded the unit's involvement in "Exercise Eagle", the No. 12 Group invasion exercise in preparation for the invasion of France. Dive-bombing had become a major training exercise and during "Eagle" it was practised intensively.

Roadstead and lagoon sorties off the Dutch coast dominated No. 402 operations during March and April of 1944. Operational activity had declined slightly but it returned to normal following a transfer to No. 142 Wing, No. 85 Group, Second Tactical Air Force. (30 April, 1944). A succession of moves accompanied the transfer as No. 402 joined in the tactical preparations for the Normandy invasion.

Ramrods in May, 1944, gave way to fighter ops in June as No. 402 embarked upon an extensive campaign of patrol sorties over the eastern and western invasion beaches. On invasion day itself, on 6 June, 1944, the squadron flew several uneventful low-level beach sorties in protection of the assaulting infantry. Patrols were modified in early July to include Allied shipping and shipping lanes but by month's end had given way to escort missions for bomber strikes.

Ramrod operations were discontinued after 8 August, 1944, when No. 402 transferred to No. 11 Group at Hawkinge, Kent, where armed with new **Spitfire XIV-Es**, the squadron began extensive patrols in search of German flying bombs.

No. 402 resumed ramrod and rodeo ops following its V-1 Tour. Armed reconnaissance sorties against the German communications system began as well and were soon reaping a heavy toll of enemy rail and barge traffic. Fighter escort duties for **Halifax** and **Fortress** patrols off the Dutch coast in September gave way to squadron participation in "Operation Market", the airborne landings at Arnhem. Several uneventful air cover sorties were flown over the area on 23 September while escort patrols for **Dakota** aircraft involved in the landing were dispatched on the 26th.

On 30 September, 1944, No. 402 Squadron left No. 11 Group at Hawkinge and proceeded across the Channel to Antwerp, Belgium, for duty with No. 125 Wing, No. 83 Group, Second Tactical Air Force. A succession of moves soon followed where, from a number of stations, the squadron continued to fly armed reconnaissances and fighter patrols.

On 27 December, 1944, No. 402 joined No. 126 (RCAF) Wing at Heesch, Holland, for a few weeks of patrol and armed reconnaissance sorties before proceeding to No. 17 A.P.C. at Warmwell, Dorset, for dive-bombing training. It returned to Heesch early in February of 1945 and for the remainder of the month carried out extensive armed reconnaissance ops against German rail and road communication. Bombing was added to the armed reconnaissance role on 22 February and for the remainder of the month yielded considerable success in attacks on enemy rail targets.

From Holland, the Bars moved into Germany, to Wunstrof, near Hanover. This advance deep into the Reich brought the Squadron one of the most successful periods of hunting in its long career.

On May 4th, 1945, hostilities ceased. On the 15th of that month, the Squadron was reverted to a peace-time routine of training exercises. Early in July, 402 transferred to 127 (RCAF) Wing, and a few days later returned to England. It disbanded at Dunsfold, on July 24, 1945.

In the spring of 1946, when the RCAF was organizing its peacetime Regular and Auxiliary components, 402 was re-formed at Stevenson Field, as one of the Auxiliary Units which would form a first-line reserve of fully organized, manned, and equipped squadrons, which could be mobilized on short notice.

The beginning of the Squadron's second phase was again marked by frequent changes in roles, such as had chracterized the early pre-war days. Originally it was to be a Fighter Reconnaissance Unit, but within a month this was changed to a Fighter-Bomber role, and on March 1, 1946, the Squadron was converted to a straight Fighter role. Two years later, it was again converted to a fighter-bomber Squadron. While these changes were being made, 402 passed from No. 2 Air Command, to 11 Group of the North-West Air Command, and thence to Tactical Group of NWAC.

The official date of the Squadron's re-birth was April 15, 1946. With the assistance of its Regular Support Unit (9402 RCAF Detachment), the Squadron began to recruit personnel, collect equipment, and set up both air and ground programs. In July, 1946, Wing Commander R. J. Clement, DFC, was named Commanding Officer.

For two years, parading two nights a week and on weekends, 402 carried out air training on Harvards, in addition to ground training on a variety of subjects, including lectures on jet aircraft and engines. Then the long awaited day arrived, and on the 19th of April 1948, the first Vampire jet was delivered to Winnipeg.

The arrival of the Vampire, followed by three more in June, gave a great stimulus to both air and ground training.



RCAF NO. 317 FIRE ENGINE

ROUND—THE—CLOCK

(Dec. 30, 1950)

Week-end schemes involved round-the-clock radar watch over Manitoba's skies and formed one of the many training devices used in the new 2402 Aircraft Control Warning Unit of the RCAF in process of organization.

This was the type of unit from which, it was expected, civil defence organizations would receive their air-raid warnings for transmission to the public. Eastern Canada and the United Kingdom were operating on this basis, with reserve air force organizations providing early warning signals.

This type of exercise was successfully carried out in the United Kingdom by RAF reservists, who had manned war-time radar stations in some of the tri-service and international exercises. Its use in Western Canada contributed greatly to the efficiency of the radar control and warning unit in this city.

The new radar unit, inaugurated as part of the air force's expanded reserve program, was commanded by Squadron-Leader Fred D. Searles, an officer of wide experience in both the design and production of VFH radio equipment and in its operational use.

High priority was being given to obtaining the services of former radar technicians and operators for the new organization, but even more emphasis was placed on the desirability of bringing in younger men who wish to obtain training in this field.

Besides keeping watch on air-traffic in central Manitoba, the new unit formed an integral part of the high-speed, high-altitude interception exercise syllabus being carried out by 403 (Reserve) Fighter Bomber Squadron, the reserve unit in existence here.

The unit was equivalent in status to reserve squadrons already in existence, with equipment, pay and administrative officers of its own, and went to summer camp with other reserve units. It was under the administrative control of the reserve wing headquarter.

On 11 March 1940 No. 7 Equipment Depot was formed at Winnipeg to serve the units of the British Commonwealth Air Training Plan. With the ending of hostilities, need for the unit ceased and No. 7 ED was disbanded on 31 January 1946.

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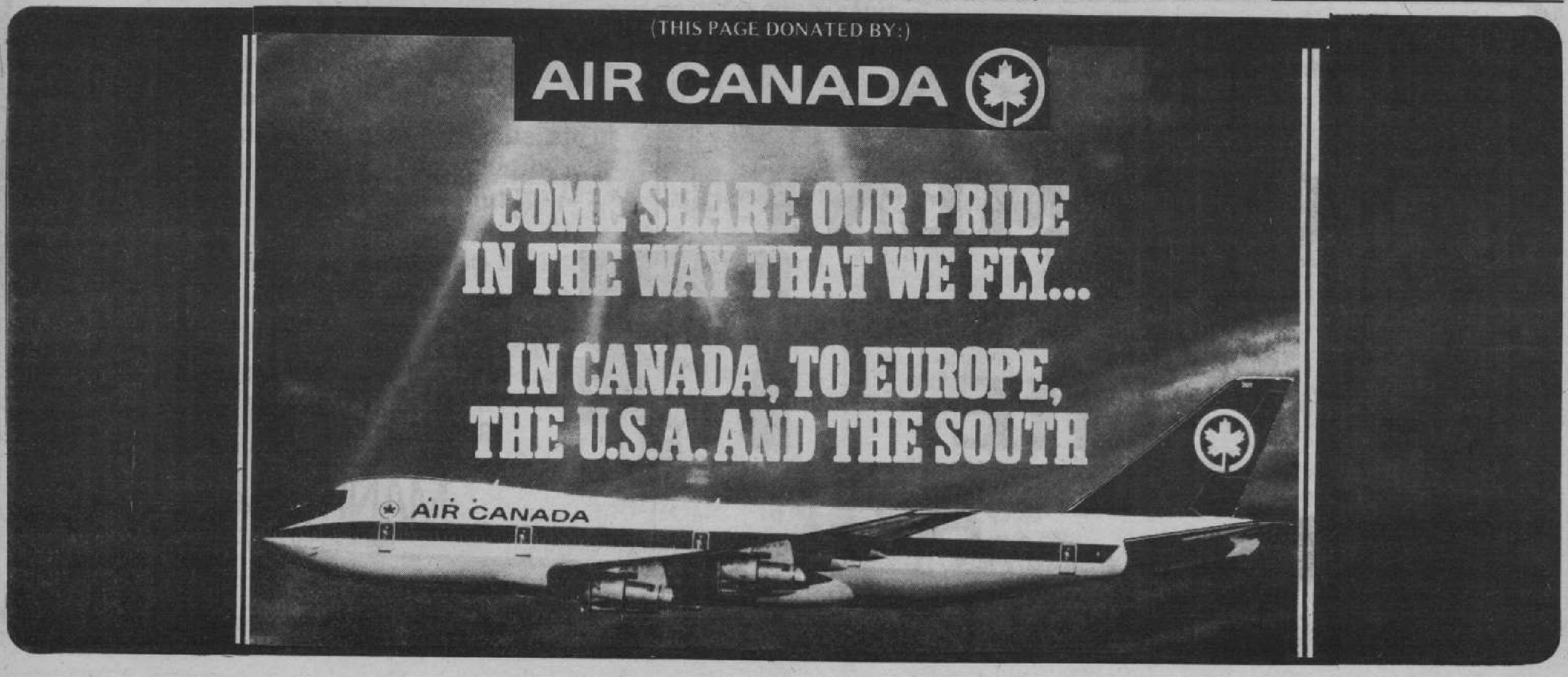

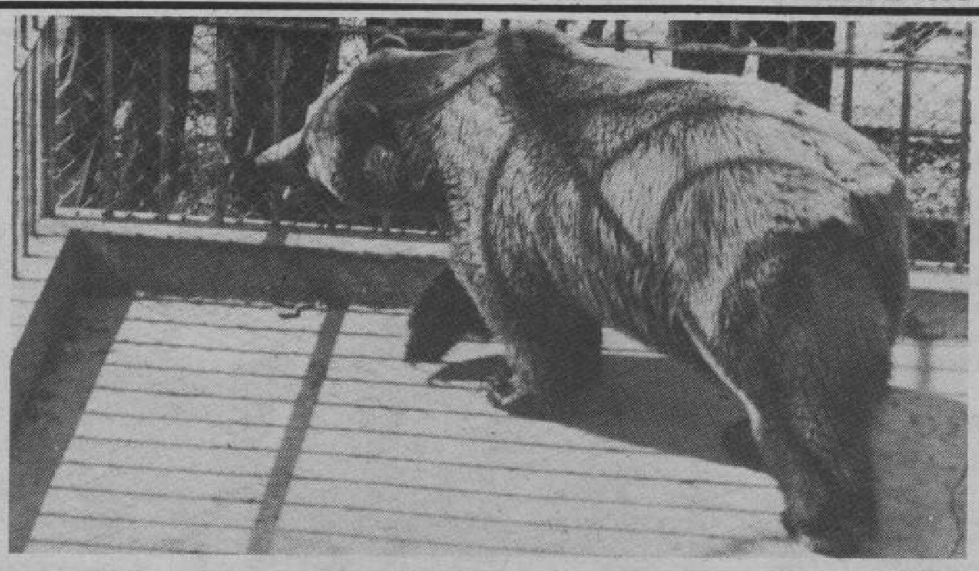

THE GRIZZLY SERGEANT

An RCAF sergeant whose face was once used as a model for a squadron crest, who disliked flying, and whose temper is such that he had to be caged, was paradoxically a favorite among members of 402 Squadron (Auxiliary) – the City of Winnipeg Squadron.

The popular fellow, Sergeant Minto by name, was born near Minto in the Yukon in 1950. A two-pound cub at birth, Sergeant Minto was all that a grizzly bear should be in size and temperament.

As might be expected of a sergeant, Minto's life was a series of troublesome adventures.

As a cub, his first trip away from his mother involved him in a misadventure with workmen from the Mannix Construction Company in the Yukon. They managed to cage him and made arrangements with the Calgary Zoological Society to fly him from the Yukon to Calgary. For a bear who was ultimately to join the Air Force, Minto objected noisily to his first flight. From where he sat in the nose of the aircraft, flying was for the birds and Minto lustily gave voice to the thought.

His stay in Calgary was short. He was offered to the Public Parks Board and the City of Winnipeg to improve the Assiniboine Park Zoo. On 30th January, 1951, Minto arrived in this city. He travelled by train and took up residence without a growl – even about the weather.

402 Squadron, designated as the Grizzly Bear Squadron, asked the city if they might adopt Minto as their mascot. On 1st March, 1951, he was formally appointed Sergeant Mascot at a luncheon in the Royal Alexandra Hotel – in absentia, of course. It was at this time that his face was used as the model for the squadron crest, a replica of which was presented to the city by Wing Commander W. B. Bracken, and placed on the bars of Minto's cage.

Shortly thereafter,Minto won a female grizzly named Maude. The marriage went well enough, and on 8th February, 1954, a cub arrived, the first ever delivered alive in captivity. However, the baby grizzly died not long after, a victim of his father's clumsy affections.

Again on 22nd March, 1955, after an operation supervised by T. R. Hodgson, the half-ton Maude gave birth to cubs. This time farther was to be separated from his family by a gate between den and pit. The problem was how to get Minto out of the cage and placed safely in the next pit.

The Barnum and Bailey people were consulted, and they advised stunning the huge grizzly with grains of nembutal. The sleeping potion was given to Minto in ice cream – and enough nembutal to put 100 humans in dreamland wasn't enough to down him. Another ice cream sundae containing 245 grains was offered but Minto turned away with an aching head. However, when the potion was mixed with soda pop, he took the bait and went blissfully to sleep at the bottom of his pit. A steel-mesh net was lowered in and fastened around the sleeping bear. The problem seemed solved until Minto gave a bearsized hiccough and fell out of the net. A rope was worked over his shoulders and around his middle, but as they began to lift him, Minto came out of his sleep and began chewing on it. In desperation, the moving crew poured a quart of nembutal in the general direction of his mouth. Thereafter, the move went successfully – successfully, that is, if Minto's hangover can be discounted

Minto was later moved again, this time with comparatively little difficulty, into a more comfortable open moat type of enclosure, where he was on level with his visitors. The squad of black bears in the next cage didn't seem to be impressed with his authority. They probably felt that he was due for retirement anyway, after seven years as a sergeant and no promotion.

Unfortunately, Minto's plaque was temporarily forgotten during his moves, and even his title of Sergeant was omitted from the news stories about him that appeared from time to time.

Patiently he carried out his daily duties of meeting the public, apparently unaware that the College of Arms decided that his face on the squadron crest too much resembled a wolf. The crest approved by Her Majesty showed an Indian Totem Bear replacing Minto's visage. This was in keeping with the policy of crest components for transport squadrons of the requlars force.

Nevertheless, 402 Squadron still regarded Minto as their most colorful NCO.

Sergeant Minto, himself, seemed grr-eatful for the honour.

GROUND OBSERVERS

(by Flying Officer H. MESTON and Flying Officer D. PALMER)

(Voxair 1951)

One of Canada's vital defence measures, aircraft spotting and reporting, by the RCAF Ground Observer Corps organized across Canada, was extended into the Manitoba area to form another link in this nation's country wide security system.

Winnipeg was to be the centre for the Manitoba area, and F/O W. W. (Bill) Brown, a former member of the Winnipeg Police Department, and a Winnipeg resident, set up a headquarters in the city for the organization of the Observer Corps in Manitoba. In addition, F/O G. E. (George) Moll, from London, Ont., and F/O H. C. (Harrold) Meston, from Windsor, Ont., was busily engaged in this work, and in the establishment of a Filter Centre in Winnipeg. From the Filter Centre, the slender life lines went out to observers at various vantage points throughout Manitoba to supplement the radar networks by immediate reporting of any aircraft seen or heard in the area.

The complete system was made up almost entirely of civilian personnel, volunteers of all ages, both men and women, working under RCAF instruction and administration. Patterned after the U.S. reporting system, with which the Canadian system would tie in, it resembled the huge Royal Observer Corps organization used in the United Kingdom during the last war. Many air raid alarms in that country were based on reports from civilian spotters, who detected aircraft where the radar failed or was not in existence. Indeed, the successful air defence of Great Britain owed much to the Royal Observer Corps personnel.

The recruiting of volunteers for this vital defence measure started and preference was given to men and women not normally qualified for regular military service. There was a need for supervisors in each district to aid in the recruiting of Chief Observers and Observers, and to generally assist in the establishment of Observer Posts in each district. The job of Observers was confined generally to noting such information as to whether the aircraft was multi-twin, or single-engined, propellor or jet, its general direction, and altitude and the passing of this information to the Filter Centre where it was plotted and recorded. The importance of this was not too highly emphasized, since it could play a big part in reporting "friendly" aircraft which may have been in distress. Rescue work could thus be greatly simplified and speeded-up.

F/O Brown, F/O Moll and F/O Meston expected to become familiar figures through out Manitoba and the Winnipeg area, as they went about the work of recruiting the necessary Filter Centre and Observer Volunteers and setting up the Corps in Manitoba. In addition to acquainting the public generally with details of the scheme, they chose vantage points and Observers to tie in a system which by means of telephone and radio, kept the Winnipeg Centre fully informed of the movements of any aircraft in the area.

No. 15 Technical Detachment was formed at Winnipeg in the fall of 1940 and redesignated No. 15 Aeronautical Inspection District in July 1942. It disbanded in September 1945.

* * *

Following this, Number 5 Air Observation School formed at Winnipeg.

No. 5 Air Observer School opened at Winnipeg on 6 January 1941 under the operation of Winnipeg Air Observers School, Limited, with RCAF Supervision. It disbanded at Stevenson Field on 30 April 1945 after the BCATP had been terminated.

* * *

A Radio Mechanics Detachment was stationed at the University of Manitoba from 31 May 1941 to 30 September 1941.

* * *

No. 9 Squadron of the University Air Training Corps was formed at the University of Manitoba on 23 October 1942 and gave training through the academic years until 31 December 1944 when the UATC was dissolved.

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RESERVE INTELLIGENCE

(1951)

Reserve Force units of the Intelligence Corps for both the Canadian Army and the RCAF were formed in Winnipeg.

The Army announced a reserve force section of the Canadian Intelligence corps to be known as No. 5 Intelligence Training company. Recruiting for 11 officers and 32 other ranks began immediately.

An army spokesman said it was hoped former members of the intelligence corps and former unit intelligence personnel would apply for enlistment as well as those who, although lacking experience, had an interest in intelligence work.

Training began soon after Nov. 1. It included foreign languages, counter-intelligence, battle intelligence and photographic interpretation.

The RCAF announced the forming of an intelligence unit in Winnipeg – 5001 Intelligence unit – to be part of the reserve wing headquarters which was set up at Stevenson field.

The personnel, 59 in all, were composed mainly of ex-air crew and ex-fighter pilots. The main objective was to brief and de-brief air crew, and to evaluate information on the basis of photographic interpretation and crew reports. Airwomen were also attached to the unit.

Commanding officer of the new unit was F/L. A. S. R. Tweedie who had been intelligence officer for the City of Winnipeg reserve squadron.

AIR CADETS — 1952

(by W/C T. F. COOPER, OBE)

(Voxair 1952)

On September 1, 1947, No. 3 Wing of the Royal Canadian Air Cadets was organized, but was not authorized to operate until April 1, 1948. Like all newly organized units, Standing Orders had to be promulgated, and then a working system organized.

The wing consisted of six squadrons, No. 6 Jim Whitecross; No. 170 St. James; sponsored by the St. James Kiwanis; No. 176 sponsored by the Optimist Club; No. 177, sponsored by Trans Canada Air Lines employees; and No. 220, under the sponsorship of the RCAF Association, Manitoba Branch. The strength of the wing was close to 500, including all ranks.

The wing staff consisted of the Commanding Officer; who was Wing Commander Tommy Cooper; the Adjutant's duties were handled by F/L Art Jowett, C.D. Also attached to the wing was a flight lieutenant Radio Officer, whose position was vacant. Each squadron had its own CO Adjutant, Supply Officer and Instructors according to squadron strength.

All training was the responsibility of the Wing Commander, who in turn placed the training responsibilities upon the squadron CO's. The training syllabus was laid down by RCAF Training Command, but the program was the responsibility of the Wing Commander.

Subjects useful both to the boys and the Service were taught. Great emphasis was placed upon teaching the lads, first of all, to become good citizens. The indoctrination into service life seemed to follow automatically.

The boys were keen and very smart. They were proud of the uniforms they wore. Benefits to the boys were numerous – scholarships to Royal Roads were available and training courses were given at the different flying clubs. There were visits to England, and to the United States, and technical courses with the Royal Canadian Air Force as well.

Winter activities commenced and the program, as laid down, called for sports, shooting and many technical subjects.



HISTORY NOTES

On 28 October 1940, No. 14 Elementary Flying Training (14 EFTS) School, was formed at Stevenson Field, and operated by Central Manitoba Flying Training School, Limited, under RCAF supervision. The opening of the school at Winnipeg was only a temporary measure until construction of an airfield at Portage la Prairie was completed. The move to the new site was made on 5 December 1940. No. 14 EFTS was disbanded at Portage la Prairie on 3 July 1942 to allow for expansion of Air Observer School facilities.

No. 15 Technical Detachment was formed at Winnipeg in the fall of 1940 and redesignated No. 15 Aeronautical Inspection District in July 1942. It disbanded in September 1945.

On 15 April 1940 No. 2 Training Command, part of the British Commonwealth Air Training Plan (BCATP), was formed at Winnipeg. In November 1944 it was redesignated No. 2 Air Command, embracing the western part of the BCATP. This Command was disbanded in 1947.

PHOTO SECTION — 1951

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NAVIGATING WITH NATO

(by W/C F.Y. CRAIG) (Voxair 1952)



The picture on this page was indicative of the international spirit that prevailed at 2 ANS Winnipeg. French Naval, Belgian and Canadian Flight Cadets were shown climbing into the Expeditor III N, preparatory to a 5½ hour cross-country. In another aircraft one might find an RAF cadet, a French Air Force Cadet, and a Danish cadet embarking on the same exercise. Seeing all these various nationalities working together was heart warming indeed, for in the unity of NATO, there was great strength.

During his training period, each cadet put in 150 hours flying, half of which was first-navigator time when he assumed the responsibility of safely guiding the aircraft on a flight which might last from three to five and a half hours before he returned to base. Each flight had different requirements. One might be a bomber trip, another might be a coastal patrol up Lake Winnipeg at 1,000 feet above the water; another might be a low level tactical exercise involving flying at 300 feet above obstacles when the ground speeds by at such a pace that it is extremely difficult to pinpoint position; another might be a grid nav trip wherein no compass was used and direction was obtained from heavenly bodies and maintained by gyro; another might be a pressure pattern exercise wherein a single heading was computed and flown and in which the meteorological officer's pressure forecast was tested. All-in-all, the cadet was given a basic training which made it easy for him to adapt his knowledge to any type of flying anywhere in the world. When he graduated, he was at the stage where he needed only limited instruction of a more special nature, and experience.

In each aircraft went a single pilot who, as captain, had many responsibilities and problems. Many of these officers were veterans of World War II; some were re-entries who graduated at the end of World War II and were immediately retired; and many were young pilot officers who just completed their training at the Flying Training Schools scattered throughout Canada. All these pilots took a keen interest in seeing how accurately the cadets navigated, and they knew that in all but a very few instances they would be forced to take over navigation of the aircraft from the trainees.

Language did not form the barrier that one might think. Each NATO CADET learned enough basic English to understand and be understood. In any event, however, in a noisy aircraft as little conversation was used as possible and all instructions were given to the pilot in writing. Towards the end of the course, a French cadet knew his English to quite a satisfactory degree. With a common language, we could be sure of a closer feeling of kinship between our NATO friends and ourselves.

AIR FORCE DAY 1952

Manitobans were noticeably impressed with Station Winnipeg's presentation of Air Force Day, 1952. Clarence Fairbairn in the Winnipeg Tribune, commented that "the shareholders turned out by the thousands Saturday to check their investments – and returned home after day long celebrations well satisfied with what they saw."

People flocked to see their air force at work – and were treated to a full diverse programme that included air and ground displays as well as a wings presentation ceremony. Forty-four successful RAF navigation trainees received their wings from Air Commodore J. C. Bryans, OBE, CD, Air Officer Commanding 14 Training Group. Pilot Officer Eric Withers received the RCAF Scroll of Honour which was awarded to the outstanding cadet of the graduating course. The occassion was enhanced by the attendance of the RCMP Band from Regina under the guidance of Sergeant Bryson.

Neat, extensive ground displays of aircraft, servicing facilities, safety and rescue equipment, telecommunications and instruments were explained to guests.

Regular, auxiliary and civilian units participated in the flying display. Pilots of 2 Air Navigation School flew a formation of Beechcraft Expeditors and Mustangs, flown by pilots of 402 (City of Winnipeg) Squadron attacked a target on the airfield with rockets plus a low-level high speed flypast in formation. A Mitchell from 406 (Saskatoon) Squadron did a low-level fly-past on a feathered engine and a regular force Canso exhibited a jet-assisted take-off. The show that caught the crowd's fancy was the "crazy flying" of Mr. Leo Brodeur of the Winnipeg Flying Club. He appeared as a 91-year old grandmother and took the aircraft off when the pilot stepped out to check rudder controls.

Co-ordinator and planner of Air Force Day activities was Wing Commander F. Y. Craig, DFC, Officer Commanding of 2 Air Navigation School, who reported the day a complete success.

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DRUM AND TRUMPET BAND

(Voxair June 1953)

The Station band was organized during the early part of February of 1953 and started practicing approximately March 1, of that year. The band was entirely voluntary and was the result of a few station personnel who through their efforts finally managed to get it organized.

Most of the personnel who volunteered to play in the station band were beginners, and a few fell by the wayside. The few with previous band experience had the dubious honor of instructing the beginners to play the various instruments, read music, and band organization in general as there was no organization in the Air Force which operated exactly alike. Due to this fact the various bands were made very interesting.

The band consisted of 30 persons of which there were four girls, three of these were future drummers, and one who needed no introduction to the bell lyre.

The bank was divided into two sections. The percussion section which consisted of six snare drums, two tenor drums, one bass drum, a pair of cymbals, and two bell lyres. The trumpet section consisted of eight soprano trumpets, four tenor, three baritone and two french horns. These were the type of instruments that were on issue to authorized trumpet and drum bands in the RCAF.

In a way of explanation this type of band was new to the district. In this band it was possible to play a greater range of notes starting with the low notes produced by the baritone trumpet to the higher ranges played by the soprano trumpet.

These instruments had a single valve by which the player was able to produce the notes originally produced by the crooks attached to the orginary straight trumpet. By this means the band was able to play in various types of harmony which was impractical and sometimes impossible with the older types of instrument. The french horn was the most versatile, being able to produce the low notes of the baritone to the higher notes of the soprano when played by a skilled musician. The bell lyres were used for solos, harmony, melodies and two-bar pieces. They were mainly used for harmony but was expected to use them to a greater advantage. There were various types of bells ranging from the simple ones of about eight notes to the ones used in the Station Band which were the chormatic two octave Bell Lyre. This type has the sharps which correspond with the black keys on the piano.

The Drum Major had been chosen for his height, appearance and his ability to undertake the drill and discipline necessary for the smooth operation of the band.

The bandmaster was resonsible for the proper co-ordination between the various sections of the band and ensured that the band was practicing the proper pieces for the various parades such as CO's parade, Wings parades, funerals, etc.



STATION BAND DRUM MAJOR — 1953

TCA COMES TO RCAF WINNIPEG

(by AL McPAHIL, TCA) (Voxair November 1953)

An important new contribution to the national defence effort was made by the addition of TCA staff to Stevenson Field in Winnipeg. Here in the hangars where formerly TCA DC3s and North Stars had been modified and overhauled RCAF aircraft were jammed to the rafters.

Now that the TCA Defence Contract was looking after this portion of the work, the RCAF had been able to release a good number of trained maintenance personnel to be sent to operational squadrons, either for service in Canada or overseas and in other capacities within the North Atlantic Treaty Organization.

It was on June 1st, 1953, that TCA Defence Contract took over the operations of the Control Room. The Control Room, for those who did not have a chance to see TCA work personally, was responsible for calling up inspections, modifications, and the staggering of aircraft so that the inspections did not all fall due at one time. In addition, the Control Room looked over the transfer of aircraft from one station to another. It also handled all log books.

On June 15th, 1953, Defence Contract started to take over the operations of 2ANS at RCAF Station, Winnipeg.

These operations involved the dispatching, handling, refuelling, servicing, daily inspections, preflights and whatever test-flights may be necessary.

The Defence Contract handled 542 Harvard aircraft from the initiation of the contract up to November, 1953 for Stations Gimli, Portage and MacDonald, Harvard aircraft, parts and equipment were in the process of being transferred to Base Maintenance Unit at Portage la Prairie to facilitate the Harvard maintenance for the above stations. The maintenance work done on the training aircraft was held strictly to the RCAF and TCA standards.

Normally the aircraft were ferried in from the RCAF Stations by Northern Airways Ltd. Then the various major and minor checks were made. They were painted and polished, then returned after a test-flight to determine air-worthiness.

"Acceptance checks" were made by the TCA group on request. These checks, that is on the brand new aircraft on the way from the factory to the embryo RCAF flight crew members, were done in the hangar right alongside the regular maintenance work.

A training plan for the men working on the Defence contract was introduced. To supplement on-the-job training, arrangements had been made for films and technical information to be made available to the men. There was a group of men especially trained to act as crewmen. These men flew in the aircraft as crew members. They were responsible for doing daily inspections, service work, snags, refueling of the aircraft while it was away from the home base.

A happy liaison between TCA and the RCAF was maintained on the job at all times. An Air Force liaison group, headed by F/L Ash Collins, had an office at the site of operations at TCA.

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MERCY MISSION 1954

WINNIPEG – Dakota 568 took off in late February, 1954, on a mercy mission to Coral Harbour, N.W.T. Piloted by F/O Walter Judd, of 111 C & R Flight, the crew of 7 consisted of F/O Judd, pilot, F/O's Doug Renton and Floyd Beaurefind, Navigators, F/O Wally McLeod, Radio Officer, your news editor as co-pilot, CPL. Roscooe and Lac Mackenzie crewmen, N/S Lawson and Dr. W. J. Wood of the Dept. of Indian Affairs, stayed overnight in Churchill.

With an early morning take-off from Churchill, Coral Harbour was reached at 1300 hours, but with bad visibility, blowing snow and very little contrast of colours on the ground, it took some time to get the aircraft on to the snow covered runway. To help matters there was a 30 mph 90 degree cross-wind. F/O Judd was equal to the occasion and made a very skillful landing.

Following lunch the crew saw examples of Eskimo handicraft; cribbage boards made from Walrus tusks, moccasins, etc. The co-pilot could not resist the purchase of a polar bear skin which he intended to use as a rug.

The object of the flight enjoyed the return trip to Winnipeg. Although he couldn't speak English he smiled and ate several chocolate bars and did not seem at all awed by the roar of the aircraft engines or the distance he was above terra firma.



Crew Members Load Sick Man Aboard A Dakota Aircraft

AIR STAFF CHIEF VISITS

Air Marshal C. R. Slemon, Chief of Air Staff, RCAF, arrived in Winnipeg on June 14, 1954 and was greeted by Air Commodore T. G. Bryans, Group Commander No. 14 Training Group, Group CAPT. R. B. Ingalls, Commanding Officer RCAF Station Winnipeg, and a 100-man guard of honour commanded by F/L H. G. Phillips.

Air Marshal Slemon later told a press, radio and television conference that the training of NATO students represented one of the most important projects of the RCAF. Canada's "open spaces" afford the country an excellent opportunity to safely train young students from foreign countries – while allowing them to absorb "some of the thoughts and manners of our nation," he said. The type of training employed here was impossible to develop in Europe's restricted areas because "over there the skies have to be kept clear for fighter aircraft, and any other allied craft operating in the area would just confuse things in case of an enemy attack."

Of particular interest was the remark, in answer to a question, that western Canada "has adequate runways to handle the country's newly designed jet aircraft compared with the present facilities in the rest of Canada." He later said that he was particularly interested in viewing the operations at the Cold Lake, Alta., base where the recently developed facilities on the Alberta-Saskatchewan border will soon be able to take care of "any kind of aircraft."

Asked what the most vulnerable target area in Canada might be to any enemy attack, the C.A.S. replied that there was no such specific location now because of the improved range of the new type bombers which the Russians have been developing in the past few years.

"We have to be adequately prepared averywhere today," he said.

Canada's aircraft production was "right up to schedule" and our new "Sabre five" jets "have turned out to be a first class aircraft." He said "there is no finer interceptor aircraft on this side of the fence."

Air Marshall Slemon whose hometown is Winnipeg had recently returned from a trip to Europe where he inspected the work of many NATO air force divisions. He reported that the recruiting situation "was good on the whole" but "there was still a definite need" for intelligent young men capable of handling the highly technical equipment in use today.

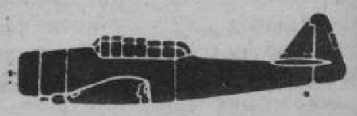
AIR FORCE DAY 1954

The Air Force Day Program at RCAF Station Winnipeg was carried out successfully despite extremely doubtful weather. We feel sure that it provided an unusual and entertaining afternoon for our thousands of interested spectators from Winnipeg and surrounding district and no doubt was a throughly satisfying experience for all who co-operated in its organization.

The parade was carried off with precision and efficiency and will be remembered with pride by all participants. The flying display was excellent with the mass formation being carried out under extremely difficult conditions due to turbulence. On the ground the displays provided were all well turned out and were well packed with visitors throughout the afternoon.

The efforts of many supporting and interested non-Air Force groups were particularly gratifying. The civilian personnel who assisted with various booths did a splendid job and in many cases were far too busy looking after the crowd's many needs to see or enjoy any of the displays themselves.

The personal co-operation of TCA Defence Contract personnel in assisting with various exhibits and the fine work of numberous Air Cadets throughout the day in program distribution were particularly outstanding.



HARVARD

No. 7 Equipment Depot, which had been located at Winnipeg since late in 1936, remained there until the end of October 1940 when it was moved to Calgary, Alt. Meanwhile, on 11 March 1940, No. 7 Equipment Depot had been formed at Winnipeg to serve the units of the BCATP located in No. 2 TC. With the termination of hostilities the need for the unit ceased and No. 7 ED was disbanded on 31 January 1046.

No. 2 Nutritional Laborators was also located at the University of Manitoba from August 1943 until it disbanded on 31 January 1945.

* * *

No. 2 Construction and Maintenance Unit formed at Winnipeg on 10 November 1942. It moved to Calgary on 15 November 1945.

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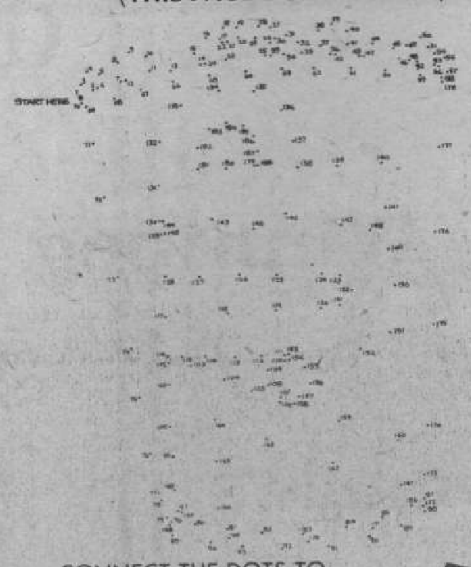

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ST. JAMES CHAMBER VISITS

(DECEMBER 1954)

Forth-two members of the St. James Chamber of Commerce, including Mayor T. S. Finlay and Chamber President Alf Thorndycraft, visited RCAF Station Winnipeg November 13, and were conducted on a two-hour tour by the station's C.O., Group CAPT. R. B. Ingalls, DSO, DFC, CD.

The visit was organized so that the Chamber of Commerce members could see, at first hand, the developments that have taken place on the new site, along Whytewold Road, and become more familiar with the training as well as the search and rescue functions of RCAF Station, Winnipeg.

The tour of the RCAF Station followed an inspection of the Department of Transport facilities at the Municipal Airport, and new Department of Transport developments at Stevenson Field were discussed with the Chamber members by K. J. Robinson, airport manager. One of these developments, a new 7,000-foot runway, was shown to the St. James visitors.

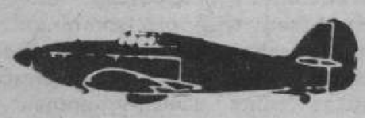
Special interest was shown in the RCAF's huge cantilever type hangar, which the visitors were told by Group CAPT. Ingalls was not designed for storing large aircraft, but was being built to house all the aircraft servicing and maintenance for the Winnipeg RCAF station.

Group CAPT. Ingalls went on to say that the Air Force was progressively taking over its own servicing from TCA and MacDonald Bros. It was to be completed during the next six or eight months.

At a short briefing in the new Ground Instructional School Wing Commander D. R. Waler, officer commanding No. 2 Air Navigation School, told the visitors that RCAF Station Winnipeg was the largest single aircrew training station in Canada. With the arrival of the Central Navigation School for special training and the Radio Officer School in September, Station Winnipeg trained all aircrew trades other than Pilot.

During the briefing, Squadron Leader J. Hudson, Operations officer, gave a rundown on the operation of the Rescue Co-ordination Centre and noted that in its eight years, to the best of his knowledge, this centre and its rescue teams had never failed in a rescue.

Others in the visiting group were: F. J. Scott, secretary of the St. James Chamber; St. James councillors – Dave Johnston, Bill Carlyle, George Johnson and Graham Wallace; St. James school trustees – Don McNaughton and Morris Thompson; Winnpeg alderman-elect James Cowan; St. James councillor-elect C. O. Lee; and W. Hanks, past president of the Canadian Weekly Newspaper Association.



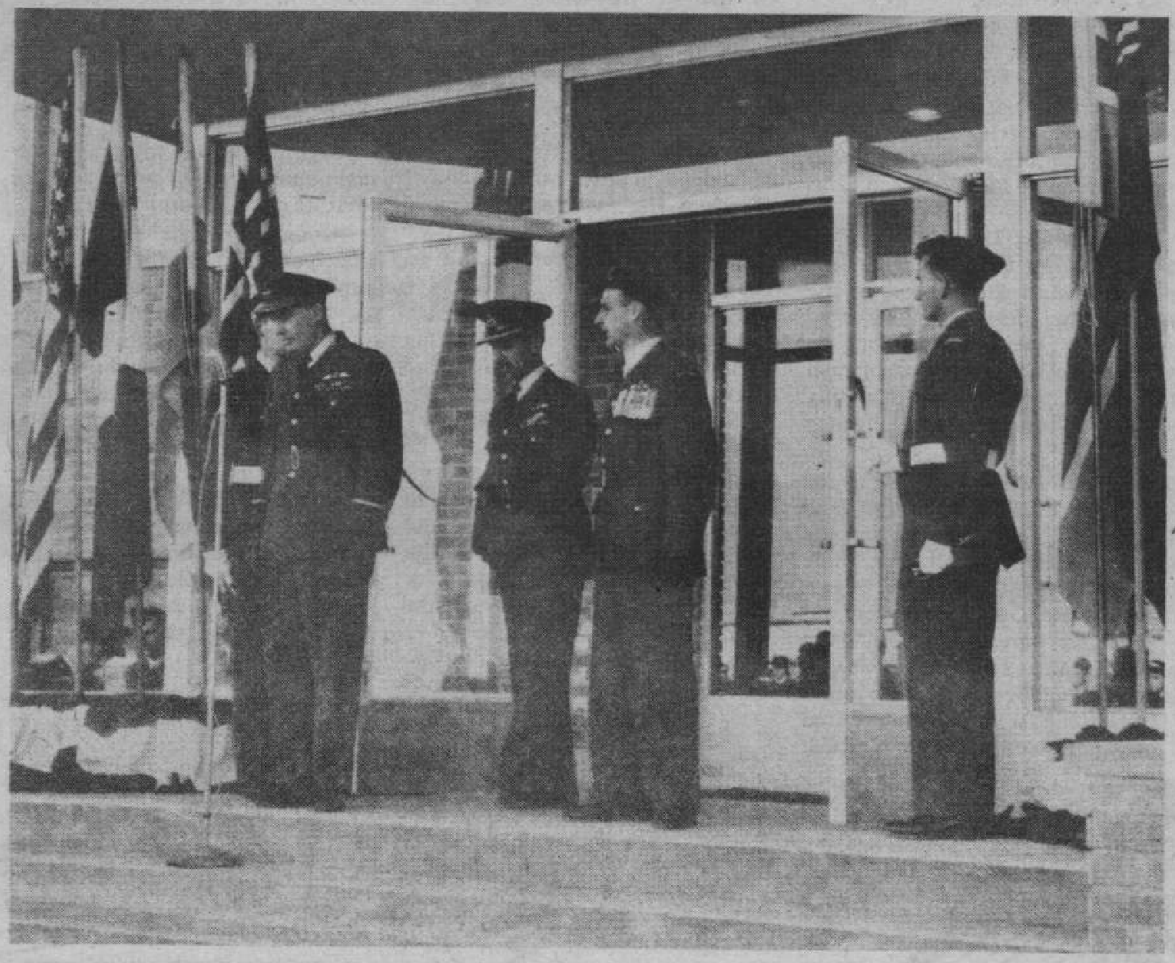
HURRICANE

DISTINGUISHED VISITOR

On 22nd October the station received a visit from the Secretary of State for Air for the United Kingdom, Lord de L'Isle and Dudley, V.C.

During his ten-day Canadian visit Lord de L'Isle and Dudley planned to tour aircraft firms and RCAF stations throughout the country, and was particularly interested in stations where RAF personnel were undergoing flight training under Canada's NATO aircrew training programme.





Air Commodore J.G. Bryans Opens Ground Instruction School September 15, 1954

THE NEW DRAFT

(by F/L ERIC LEE) (OCTOBER 1954)

Many at Winnipeg know that the Central Navigation School had moved from Summerside, P.E.I. and that the Air Radio Officer School had arrived from Clinton and Centralia, Ontario.

The History of the Central Naviation School started in the spring of 1948 when the need for Staff Navigation Instructors was felt. A course was organized and the instructors who taught this course became "specialist wing" of 1 Air Navigation School.

In the fall of 1948 a course was started to teach the specialist navigators who would, as replacements, man this "specialist wing." As "instructors of instructors" became available from this course, it was possible to train courses of staff navigation instructors to man 1 Air Navigation School and to serve as navigation leaders at squadrons, until such time as enough specialist navigators were available. A parallel course of staff navigation instructors (pilot) was started, to provide navigation instructors for pilot trainings schools and navigation officers and flight commanders at single-seater units.

In the summer of 1951, undertook to train navigators for the North Atlantic Treaty Organization, and, to meet this demand, a second school, 2 Air Navigation School, was opened at Winnipeg. At this time, the "specialist wing" was enlarged to form Central Navigation School. Under the new name it continued to train (a) navigation instructors, (b) pilots as navigation instructors, and (c) specialist navigators. It also acquired a navigation standards and examination section which has since moved to Trenton.

At the same time Central Air Navigation School undertook production of the Navigation Bulletin which had been published by "specialist wing" The Bulletin was compiled by a navigation services section which also included a test and development unit, which had been started in the days of "specialist wing" and grew to be quite an important part of the Central Navigation School Navigation services were under the direction of an RAF exchange officer.

At Winnipeg, the Central Air Navigation School continued to train specialist navigators, and instructors for 2 Air Navigation School and eventually undertook the instruction of Staff Radio Officer Instructors for the Air Radio Officer School.

The Air Radio Officers School which was moved into the old ground instruction school with the CNS operated as separate unit. It continued its syllabus until five more courses of radio officers graduated. As each course graduated, instructors were "bled off" into the primary portion of the navigation school which operated in the new building. As the new primary school supplied students prepared for training in Air Interception, Airborne Communications, or Applied Navigation these instructors then returned to the Air Radio Officers School.

The three types of training were combined in an advanced section of 2 Air Navigation School.

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AIR RESERVE

(1946 - 1949)

For a fortnight in July 1948, the Winnipeg Squadron was in Summer Camp at RCAF Station Gimli, during which it rolled up a total of 327 flying hours. At the start of Summer Camp, three of the Squadron pilots had been previously checked out on the Vampire, and during Camp, 10 more joined the ranks of the "untouchables", as the jet boys were called.

More air shows followed, including the week-long Minnesota State Fair, where 4 Winnipeg Vampires put on a demonstration of aerobatics and formation flying. In the spring of 1949, 402 again showed its skill in displays at Regina, Moose Jaw, and Wilcox. Several tactical training exercises, using both Harvards and Vampires, were carried out in co-operation with the Army.

October 1948, was marked by two events. On the first, an RCAF (Auxiliary) University Flight was formed in the Squadron, and used 402's accomodations and facilities until suitable quarters were ready at the University of Manitoba campus.

At the end of 1948, W/C Clement handed over command of the Squadron to W/C L. M. Cameron, DFC, who jumped up three ranks on his appointment. Like his predecessor, Lorne Cameron was a former 402 pilot, having served with the Winnipeg Bears overseas in 1943.

In 1949, the Squadron again went to camp at Gimli, and were joined on this occasion by squadrons from Edmonton, Saskatoon, and Vancouver. Once again an impressive number of flying hours was piled up. The Squadron continued to do air shows and carry out training exercises with the Vampires. Summer Camp was held at Gimli again the following year, but in 1951, the Squadron flew to British Columbia to join other squadrons in training exercises at Abbotsford.

During 1950, W/C Cameron was transferred to the east and relinquished command of the Squadron to W/C B. Breckon, early in May. One of the first duties to fall upon the new Commander's shoulders was the Winnipeg flood. The entire Squadron was called to duty in the emergency, and assumed responsibility for a section of dyke behind the hospital in St. Boniface. During this emergency, both ground and aircrew worked shoulder to shoulder, piling up sandbags and patrolling on a twenty-four hour basis.

W/C Breckon retired as Commanding Officer in 1951, and W/C D. W. Rathwell, DFC, took over the Squadron. In the same year, the Squadron switched aircraft, reverting to the Mustangs. The loss of the Vampires was made up for, however, by the increased number of operational aircraft acquired by the Squadron.

During this period, the Auxiliary Air Force in Winnipeg was enlarged by the formation of a Wing Headquarters and by other units, including a Medical Unit, an Aircraft Control and Warning Unit, an Intelligence Unit, and a Technical Training Unit.

Routine training and mock exercises were carried out during the remainder of 1952 and the first half of 1953. Both pilots and groundcrew became proficient in all aspects of aerial warfare and the Squadron accumulated an impressive number of flying hours, while maintaining an exceptionally high aircraft serviceability rate.

July 1953, found the Squadron at Rockcliffe, Ontario, carrying out Summer Camp operations. Gunnery exercises were carried out daily during the camp period and the 402 pilots became experts in the deadly art of air-to-air, and air-to-ground gunnery and bombing. Two other important events took place in 1953. In October, W/C Rathwell retired as Commanding Officer and handed over the command to W/C Reid.

TYPEWRITER AND SABRE JET

(by LAC "BUD" PAULS - 1955)

I propose to blow the horn for all clerk typists, the "silent" trade of the RCAF.

To begin with many clerk typists felt that the nomenclature of their trade was not descriptively accurate. Some of them may well have worked for months without placing their fingers on the keyboard of a typewriter and were not being misemployed because of this. Or on the other hand, they may have spent their full day pounding away on their wonderful machines. They are not simply clerks who typed or typists who clerked.

In addition to clerking and typing they must be familiar with records, files, statistics, security, leave regulations, finance and supply. The multi publications of the Air Force – QR (Air), AFAOs, DROs, CAP this and CAP that – became almost memorized by the efficient clerk. The clerk had to be able to arrange for the transport of an airman, his wife, kids, bag and baggage over routes that may take them by rail, road, sea or air. These tradesmen had to keep up-to-date by studying the latest orders, amendments, re-issues and cancellations. Clerks could not assume that because a T16 was a small notebook, a T33 was a notebook more than twice as large.

It often seemed that outside of adjutants and commanding officers, clerk typists would find sympathy only from other clerk typists. A dozen or so airmen and airwomen behind desks and typewriters were not an impressive scene. Other tradesmen, especially those concerned with electronics and highly technical skills, enjoyed the current air-age drama and interest surrounding their equipment. Their work was physically more closely allied with the overall job of the RCAF – flying. What attention did the work of clerk typists receive on Air Force Day?

Meanwhile, back at the orderly room, the clerks carry on with their usual heavy flow of work and found time to cheerfully type a letter or form for a visitor from another section – "as a favour".

Every officer and airman relied heavily on the clerk typists. How often had your name crossed their desks? They recorded your entry into the RCAF, your trade and rank advancement throughout your career, your transfers and postings, and chances were they would be your last contact with the service come pension time.

Clerk typists were key men, servants to their fellow airmen. They were as necessary for the operation of a Sabre Jet as fuel and runways. As full size partners with other tradesmen they, too, "kept them flying".

AERO—MEDICAL CENTER OPENED

(by F/O DAVE STODART - 1955)

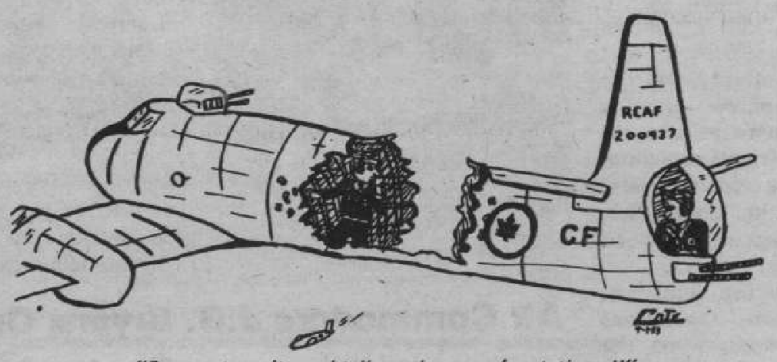
What are the effects of high altitudes on the human body? How do the ears react to rapid descents in fighter aircraft? How does the pilot adapt himself to changing condition? These were only a few of the questions which were answered for aircrew during their indoctrination period at the Aero-Medical Training Centre.

Station Winnipeg's "centre" was officially opened on the 27 April, 1955. Although the work carried on is perhaps unfamiliar to most people, the study and problems associated with Aviation Medicine were not new, for medical men became aware of the need for Flight Surgeons to devote themselves to the maintenance of the health of aviators during World War I.

Along with night vision testing and lectures, one of the more important phases of work carried on at the Winnipeg centre concerned the physiological aspects of high altitude flying. Aircrew personnel were instructed in the use of oxygen equipment at high altitudes in the decompression chamber – that formidable looking apparatus which occupied most of the floor space in the main room of the centre. This cylindrical object, looking like something from outer space, simulated the atmospheric pressures encountered during flying and the related body symptoms. Sounds confusing?

Approximately four runs were made during each week, when about thirty people, including VIP'S Flight Cadets, and personnel connected with jet flying were tested.

The Aero-Medical Training Centre was under the direct control of the Station Senior Medical Officer. It was operated by F/O Dave Stodart, medical associate, assisted by Technical Assistants (Medical) LAC Tom Hand, AC Joseph Poberge and AC John Morgan.



"Be sure to write and tell us where you're stationed!"



HARVARDS "ON THE LINE" — 1946-49

RESCUE BY 111 C&R

(by F/O Norm McMillan)
(Voxair July 1956)

Veteran Bush Pilot Safe After Ordeal. Carl C. Crossley, 60-year-old veteran Canadian bush pilot, called his wife after being rescued from a tiny ice floe in the Arctic last month. Crossley was forced down by bad weather and drifted in the icy waters for twelve days before faint SOS messages were picked up by nearby ground stations.

On the 19th of May, 1956, civilian pilot Carl Crossley, 60, took off from Site 26 on the Dew Line. He was flying a Norseman from Site 26 to Site 27 and from there to Chesterfield Inlet on the west coast of Hudson Bay. He was last heard from over Site 27.

Search operations were started on the 20th of May. F/L Chase and crew from 111 took off for Coral Harbour in Dak 436. F/O McMillan and crew in 913 took off for Coral, with S/L S. Young, Operations Officer of Station Winnipeg as Searchmaster. On the 23rd of May F/L Wannamaker and crew in 568 headed for the search area.

An intensive search was carried out for six days over glaring white snow. Nothing was sighted. One week after he had disappeared, an SOS was picked up by Chesterfield radio and also Nottingham Island. Chesterfield reported receiving a strong signal. F/O McMillan in 436 with F/Os Kirkwood, Mason, Chitra and F/O Corker from the AOS took off immediately to search this area. It was the first clue to the possibility that Mr. Crossely was still alive.

They searched for seven hours, three hours over the open water of Hudson Bay, with no results. On their return to Coral Harbour, the port engine failed as the aircraft arrived over the coast of Southampton Island. Unable to maintain height on one engine, the crew was ordered to jettison loose equipment. This was done and 436 limped into Coral Harbour.

More SOS signals with garbled irregular signals were picked up during the next two days. A Lancaster from Comox took off on Tuesday and headed north to a new search area. The Lancaster crew spotted the survivor on an ice floe. There was no Norseman in sight. Messages flew back and forth, from the time he was found until he was picked up there was always an aircraft above him circling and keeping him in sight and probably keeping up his morale.

A snowmobile was sent out from Coral Harbour to pick him up, but it couldn't get through because of deep crevices in the rock and snow. An Eskimo dog team was sent out. It didn't get through. Finally an RCMP Otter flown by Constable Gord Fletcher flew in from Churchill and landed near the ice flow. Corporal Savage of the para-rescue section at Churchill paddled out in a portable canoe and rescued Crossley from his floating home.

Two days after he had been forced down because of weather, a group of Eskimos had passed by. Mr. Crossley, instead of going with the Eskimos, had given them a message to deliver to Coral Harbour. Two weeks after the search ended, S/L Young received the message. The Eskimos had run out of dog food and had stopped to fish for more.

Mr. Crossley was flown to Coral Harbour in the Mountie Otter and thence to Churchill and Winnipeg in Dak 913 flown by F/L Ron Dickson. 913 was met in Winnipeg by TV photographers and newsmen and Mr. Crossley spent an hour or more telling his story and being photographed. His aircraft had slipped off the ice floe and had been crushed by the heavy ice and sank. He had drifted far down the Bay at the mercy of the winds and had been blown back close to his original position. This was where he had been found.

3052(AUX) TECHNICAL TRAINING UNIT(TTU)

(1956)

How many RCAF Station Winnipeg personnel know what 3052 TTU was, where it was located, how it was staffed, or the job it had to do?

The title, 3052 (Aux) Technical Training Unit was self explanatory. Technical training was the duty of 3052, with trades including aero-engine, air-frame, instrument, electrical, munitions and weapons, mobile equipment and safety equipment, to which were added, during the summer of 1955, trades employed in the Aircraft Warning Unit, plus clerks and supply techs.

Located in building 16 (old site), this unit of Air Defence Command was commanded by S/L W. R. Lee, who had a staff of auxiliary officers and airmen, supplemented by a number of regular force personnel and a few civilian instructors.

Trade advancement for Auxiliary technical tradesmen who did not hold the highest outright grouping for the trade in which they employed was one job done by the instructors of the TTU. Top priority during the period from March through August was training of the Primary Reserve – RTTP.

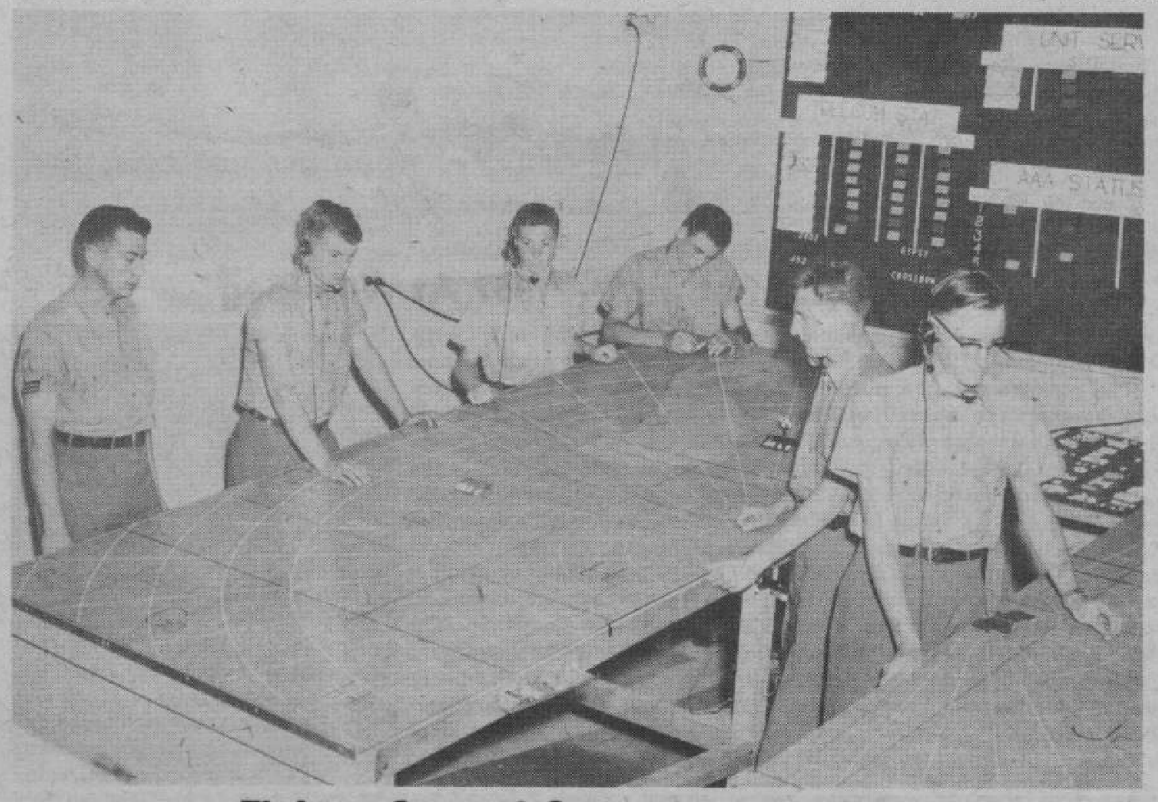
The reserve Technical Training Plan took precedence over all training at this unit since preparation for it in compiling and amending precis, keeping information up to date, and so on, accounted for most of the regular force time throughout the whole year.

Personnel of the RTTP were high school students, some of them serving Air Cadets, 16 to 18 years of age for boys, 18 to 21 for girls. Recruiting of the young people started in January, Air Cadets applied to the Regular Force Recruiting Centre and others to the Auxiliary Recruiting Centre at 122 Carlton Street (17 Wing HQ).

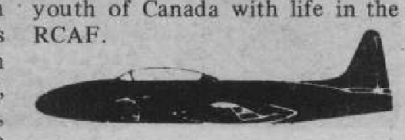
Phase 1 or Indoctrination Training was carried out on Thursday nights and Sundays until June. Lectures were given on such subjects as dress, manners, the uniform, airforce law, etc., and instructors from each trade explained what selection of the recruit in his particular trade would mean in the way of training and future employment.

Following the July 1 holiday these new members of the RRTP would report each day at 0800 and remain until 1630 (Monday through Friday). Before the end of August 240 hours of trade instruction was to be completed, excluding the time spent on drill, sports and the Commanding Officer's Parades. Those who lasted out the summer, and most of them did, would write a group one trade paper set by the Training Command.

The purpose of the RTTP was "to man Auxiliary units with tradesmen who were up to RCAF standards." It also formed a nucleus of partially-trained personnel in case of emergency and certainly acquainted the youth of Canada with life in the RCAF.



Fighter Control Operations — 1956



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ON YOUR 50th ANNIVERSARY

COMET ARRIVAL IN WINNIPEG

(by CPL. BUD PAULS)

(Voxair July 1957)

Airplanes have always been compared to birds. But, short of sprouting feathers and flapping wings, few man-inspired flights could approach the bird-like majesty of the British Comet jet. It reminded one of a soaring eagle, particularly when banking at a comparatively slow speed and descending with its undercarriage extended as one did over west Winnipeg and St. James.

This was not the first visit of a Comet to Winnipeg. It is understood that one landed here and attracted considerable attention in June, 1953.



British Comet Jet — 1957 At Winnipeg

The most recent Comet to be seen here was an aircraft of the RAF's Transport Command. Flown by Flight Lieutenant Tim Lamb, who recently served as an exchange pilot with the RCAF's Thunderbird Squadron at Lachine, Que., the sleek machine carried members of an RAF specialist navigation course from the Royal Air Force Flying College at Manby, England, headed by Squadron Leader E. A. Rockcliffe, and also several staff officers of the British Air Ministry.

The big plane arrived in Winnipeg from Washington and left three days later for a United States Air Force base near Sacramento, California. The trip to the west coast was made in three hours and 38 minutes. Winnipeg was the only Canadian stop of the touring navigation course with their jet transport.

The plane was designated the Comet II—the successor to the illfated original version of the Comet which was the first turbojet transport aircraft to fly, but which met with several disasters in the form of crashes. The plane was extensively re-designed to eliminate the problems encountered in earlier models and the Comet II was the first of several new versions which were produced. —

The RCAF had two Comet aircraft. These were almost identical to the Comet II. The Comet seemed to be gaining in popularity, and the Queen and the Duke of Edinburgh made flights in them. The crew of the plane that dropped in on Winnipeg praised it highly.

Of great interest, particularly at RCAF Station Winnipeg, was the visit of the RAF specialist course, which was the most advanced postgraduate navigation training given in the RAF. One course was held each year and was of 47 weeks' duration. The courses were arranged to train experienced navigators for staff positions in the air force, giving the students the highest level of training in the navigational and associated equipment fields. Graduates served as technical advisers in the development of new equipment and techniques, in research and testing positions, and as supervisors of navigation techniques and standards.

While in Winnipeg the British course was given information on the latest Canadian development in the aviation field by officers from Air Force Headquarters a scientist from the Ottawa electronics laboratories of the National Research Council, and staff members of the local navigation training schools.

SHIRLEY HARMER VISIT

(Voxair June 1957)

The City of Winnipeg played the part of host to a beautiful and gracious young star in the Canadian entertainment field.

Anybody who watched television in this city knew the name of Shirley Harmer, the young lady who entertained you every Sunday night with her singing of songs both old and new.

When meeting somebody on a plane or train, you expect them to be tired, but Shirley stepped from the aircraft looking like a breath of spring and you can believe us, she was just as welcome.

It was fortunate that we had been forewarned of Shirley's visit and were able to get a cameraman on the spot, for when the people in the TCA Depot heard she was aboard, you couldn't find a place to stand.

In interviews with Miss Harmer, we learned that Canada may again lose a Canadian star to Hollywood. A studio in the film capital was planning a musical in which Canada's Shirley Harmer might appear as the star.

We didn't like to lose a person like Shirley, but then talent can't be hidden forever from view.

Our interview at the TCA waiting-room couldn't last too long because Miss Harmer was to attend a dinner at the Royal Alexandra Hotel.

The dinner was being given in aid of the Winnipeg Rangers' Hockey Club and Shirley was a Guest of Honour.

Among other guests at the event were: Mayor Stephen Juba of Winnipeg, CBC sports commentator Jack Wells, "Muz" Patrick, general manager, New York Rangers, and Alf Pike, coach of the Winnipeg Warriors.

RCAF STATION WINNIPEG

(1957)

In 1957, RCAF Station Winnipeg was comprised of the following units:

(a) No. 2 Air Observer School. This school trained observers, including navigation, airborne interception and radio officers. Since this school arrived at Winnipeg in 1951 it trained approximately 2,700 observers from the United Kingdom, Norway, Denmark, Belgium, Netherlands, France, Italy, Portugal and Turkey as well as Canada, up to June 1952.

(b) The Central Navigation School provided advanced training for instructor and specialist aircrew officers.

(c) No. 111 Communication and Rescue Flight, in conjunction with the Rescue Coordinating Centre, was responsible for all search and rescue operations in Manitoba, Saskatchewan, Western Ontario, the eastern half of the North West Territories and the whole of Canadian Archipelago.

(d) No. 3 Communication Unit was the Winnipeg link in the Trans-Canada communication system.

(e) 17 Wing (Auxiliary) including the Transport Squadron, Aircraft Control and Warning Unit, Intelligence Unit, Medical Unit and supporting elements was supported by Station Winnipeg.

(f) A number of smaller administrative and technical units.

The foregoing military functions carried out by RCAF Station Winnipeg illustrated the nature of the operation. The record of these units was one of which the residents of Winnipeg and St. James could be justifiably proud.

The splendid co-operation which the RCAF enjoyed with the citizens of Winnipeg and St. James had been a source of great satisfaction to all service people actively participated in many civilian community activities.

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2 AIR OBSERVER SCHOOL (2AOS)

(by F/O M.A. HARVEY)
(1957)

How shall we train our men?
Train them to chart a course through storm,
To keep in contact with the base,
To wing the aircraft to the kill,
Train them to guide by stars,
To map the winds,
To sweep and search, detect,
And strike the blow.
How shall we train our Men?
2 Air Observer School

Air navigation has been defined as the art and science of directing an aircraft from one place to another place and being able to determine its exact position at any time. It is of prime importance that the training for this exacting Task be of the highest calibre. That is where 2 AOS first came into the picture.

Canada's only basic observer training school – No 2 Air Observer School, was located at Station Winnipeg. NATO trainees and commissioned RCAF trainees formed part of the school's intake but the majority were RCAF Flight Cadets and came from Primary Flying Training School (PFTS) at Station Centralia. Formed in 1951 at Station Winnipeg 2AOS originally trained only navigators specialized in long range navigation. In the spring of 1955 the 3-pronged system came into being. This provided for the specialization of the observer branch into three components: Air Observer (Long Range), Air Observer (Radio), and Air Observer (Airborne Interception). The school was physically located in the Ground Instruction School (GIS) building, where basic school and long range were taught. The Radio school was located in building two and the AI school in the Quonset Huts on Stn. Winnipeg.

Basic School

The fledgling navigator entered 2AOS to begin a twenty-week course at Basic School. Here, with approximately twenty-five on his course, he studied Electronics, Dead Reckoning (DR) Navigation Procedures, aircraft instruments such as Driftmeters and various types of compasses, and meteorology. He spent three hours in a small planetarium, learning to recognize various key constellations projected on the hemispherical dome. He continued basic officer training in such subjects as Administration, Drill, Dress and Deportment. During the last week of the course he was selected for one of the three specialties in which he would continue his training. He then proceeded to one of the applied schools specializing in long range, radio or airborne interception.

Applied Long Range Navigation School

The Long Range Navigation School trained officers qualified to provide long distance navigation information to ensure the safe arrival of their flight at its destination. The twenty-three week course consisted largely of advanced studies in DR Navigation, Practice Plots on the ground, use of such modern navigation units as Loran, Gee, and Consul in obtaining "fixes" or accurate position plots. Radio and radar continue were important features of their studies. Flight Planning was practiced and the student made about twenty-five flights of approximately four and one-half hours each.

Upon graduation, RCAF navigators went to Summerside or Trenton to Operational Training Units (OTU's). From there they were posted to Squadrons in Maritime or Transport commands or attached to Communications and Rescue Flights.

The Applied Radio School

Every six weeks a new course of approximately twelve students arrived at Applied Radio School from Basic School. For the duration of their twenty-five weeks' course students studied communications, radio, radar, signals procedures and Morse. They practiced the co-ordinating of individual skills in the synthetic trainer and went on to airborne operating practice. After graduation the Obs (Rad) was posted to an OTU and eventually the radio officer may have ended up flying in Neptune or Argus aircraft in Maritime Air Command or in North Stars, C119's or C47's in Transport command. Some may have gone to Comox where some of the last of the Lancasters were still in operational use. Further specialization such as in Radar or Electronic Counter Measures (ECM) followed in the course of training.

Applied Airborne Interception school

The purpose of the AI school was to train students to operate the radar in the back seat of the CF-100, Canada's standard all-weather day-and-night fighter for Air Defence Command (ADC) Squadrons and 1 Air Division. At applied AI School a course of about twelve students entered a seventeen-week course, nine weeks of which consisted of ground school where Intercept Techniques and Fighter Navigation were taught and eight weeks of which were devoted to flying. The flying was mainly in B25 Mitchells and was supplemented by work with the synthetic trainer which duplicated conditions under which Visual Interception Passes (VIP) were made. Fifteen and twenty air exercises were held as well as two check rides.

Graduating students proceeded to 3 All Weather (OTU) at Cold Lake where they teamed up with the pilot to form a CF-100 crew. Training was completed in Gunnery and Rocket practice during their conversion to the new aircraft.

Thirty percent of the students in the school consisted of Squadron Leaders and Flight Lieutenants who had previous navigation or radio training and were being cross-trained to AI duties.

Nato

Approximately one thousand NATO trainees went through 2 AOS by 1957. They had come from the U.K., France, Italy, Norway, Denmark, Turkey, Belgium, The Netherlands, and Portugal to receive training as observers. Canada's NATO air command commitment was well supported by 2 AOS.

Flying Wing

The HQ of the Flying Wing was located in No. 10 Hangar. The purpose of Flying Wing was to provide qualified pilots in order that the flying programme as required by AOS could be carried out. Among its 100 aircraft could be found Mitchells, Dakotas and Expeditors. On the average, 5,000 flying hours per month were logged. It was the largest organization of its type in Canada. In addition to carrying out the flying requirements of 2 AOS, a certain necessary amount of continuation training was carried on in order that flying standards were maintained. Without their services, none of the practical in-flight training of navigators would have been possible.

Over the doorway of one of the AOS entrances was written:

"Flying in itself is not inherently dangerous; but to even a greater extent than the sea, it is unremittingly unforgiving of carelessness."

With this in mind, 2 AOS turned out navigators whose training was second to none in preparing them for the duties of their profession.



F/C G.L. McPhee, student at the Long Range School, uses the APS 33 Airborne Radar on a training flight.

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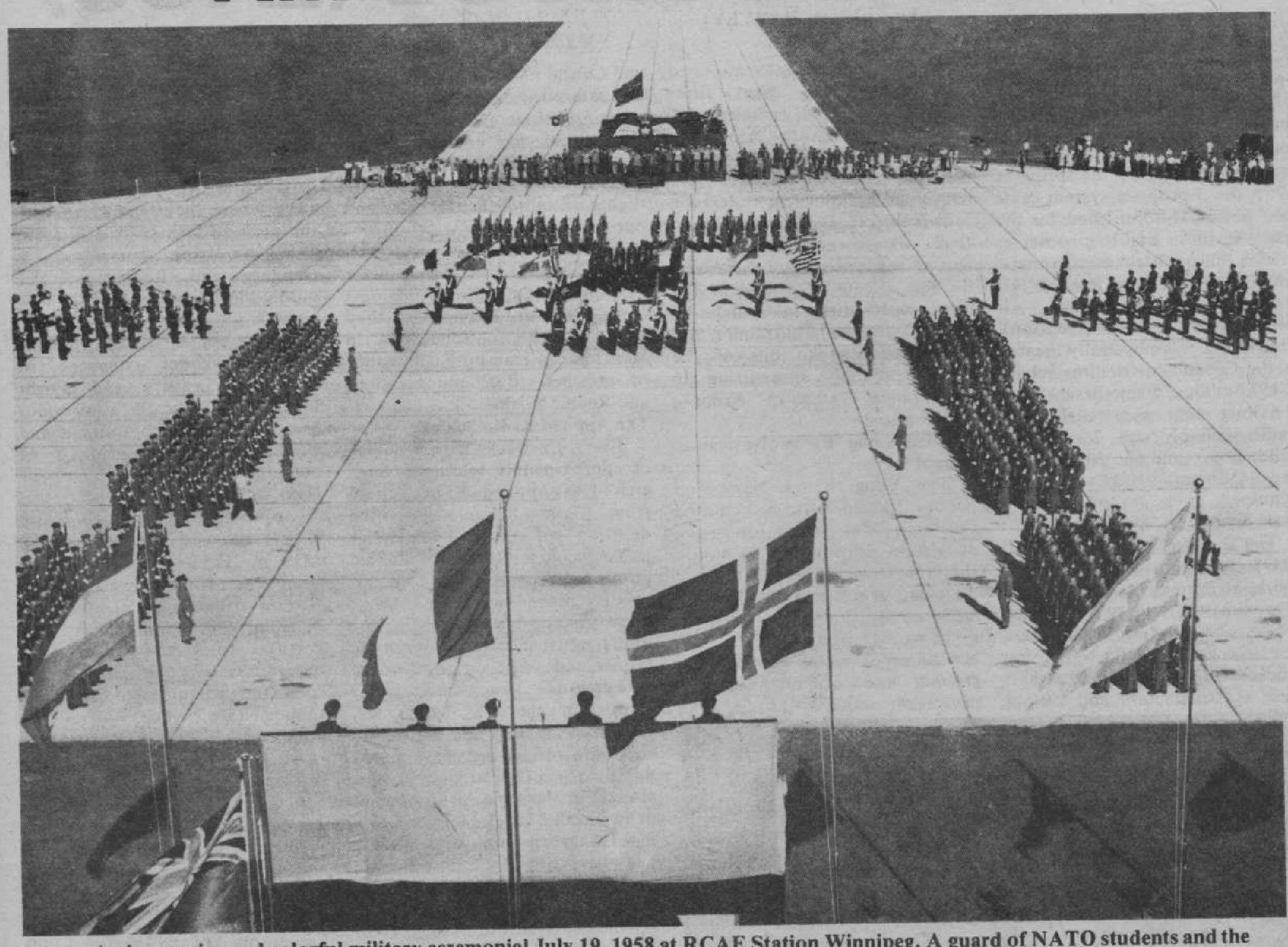

An impressive and colorful military ceremonial July 19, 1958 at RCAF Station Winnipeg. A guard of NATO students and the flags of the 12 countries whose aircrew trained in Canada passed in slow time through a corridor of RCAF airmen drawn up in salute. With the Central Band of the RCAF playing "Auld Lang Syne," the departure of the NATO flags from the parade symbolized the end of the original NATO aircrew training plan.

(by F/O R. ELEY) (1958)

The NATO Star centred the flags of twelve nations at RCAF Station Winnipeg as the RCAF and NATO units marked the termination of the original NATO aircrew training plan with an impressive military ceremony.

When you read or hear about ambassadors, what vision does the word conjure up in your mind? I always used to think of an ambassador as a portly, dignified, middle-aged character, wearing a pinstriped suit and carrying a bulging briefcase. However, my way of thinking changed, and there's a good reason. You see, we've had a lot of ambassadors at Winnipeg during the last seven or eight years. Most of them were young, carried navigation bags and wore, amongst other things, a varying assortment of smiles. We like to think they wore the smiles because they were glad to be here. The "other things" were the many different uniforms of the NATO Air Forces. You who read this may call these young men NATO Aircrew Students, but I call them ambassadors; they were friendly, easy to get along with, and serious about one thing – their chosen profession. Believe me, the World could do with some of the goodwill which existed between these boys and the Canadians, both service and civilian, who met, looked after, and entertained them during their stay in our country.

Of course, Winnipeg didn't have a monopoly on NATO students. There were thousands of them, and they made their mark throughout Canada, from Summerside, PEI, to Claresholm, Alberta. But those at Winnipeg were our favourites; they were entrusted to our care, and looking after them was a never-to-be-forgotten experience, made all the more pleasant because they gave us the feeling that our efforts were appreciated. This friendly invasion by thousands of unofficial diplomats was known as The NATO Air Training Plan, and the ceremony held at this Station on July 19, 1958, heralded its end.

The NATO Air Training Plan was the successor to a similar scheme of World War II, the British Commonwealth Air Training Plan. In Canada the BCATP trained some 131,000 aircrew and showed the high level of output which can be achieved by an organization of this nature. This success was proof that the NATO plan would, in its turn, provide the Western World with badly needed aircrew. In Canada training facilities were in abundance; aircraft, instructors, and vast air spaces, clear of private and commercial aircraft, where student pilots and navigators could practice their arts without hindrance. By early 1950 plans were complete, and from all corners of Europe they came – from the mountains of Norway, the green hills of England, and the vineyards of France – eager to learn a new job and see a new country, and possibly a little apprehensive about what was, to many, a strange language. They came and learnt, saw and marvelled, and conquered the hearts of people everywhere. In all there were over 5,000 NATO students trained in Canada, and the Air Observers school at Winnipeg trained 2,200 of them.

SAC BAND VISITS WINNIPEG

(October 1958)

For the second consecutive year, RCAF Station Winnipeg was honoured with a visit by the USAF's Strategic Air Command Band.

Flying in to Stevenson in a giant KC-97, the SAC Band was in Winnipeg for the city's "American Visitors' Day." From the moment of their arrival, and throughout their three-day visits, the bandsmen distinguished themselves by their virtuosity, displayed in concerts at Assiniboia Downs, the Football Stadium and in downtown Winnipeg. HIghlight of their visit was their participation in a mammoth parade of bands to the Provincial Legislative Buildings. A violent rainstorm accompanied them on the final lap of the parade, but failed to deter the bandsmen or to interfere with the quality of their music.

Winnipeg's RCAF Band entertained their American colleagues at a band room party during the visit and both bands combined under the joint leadership of LT. Ernest Greer, USAF, and Flight SGT. Gord Rowe, RCAF, for an entertaining jam-session. The contribution of SAC Band's dance section to the ensuing festivities was memorable.

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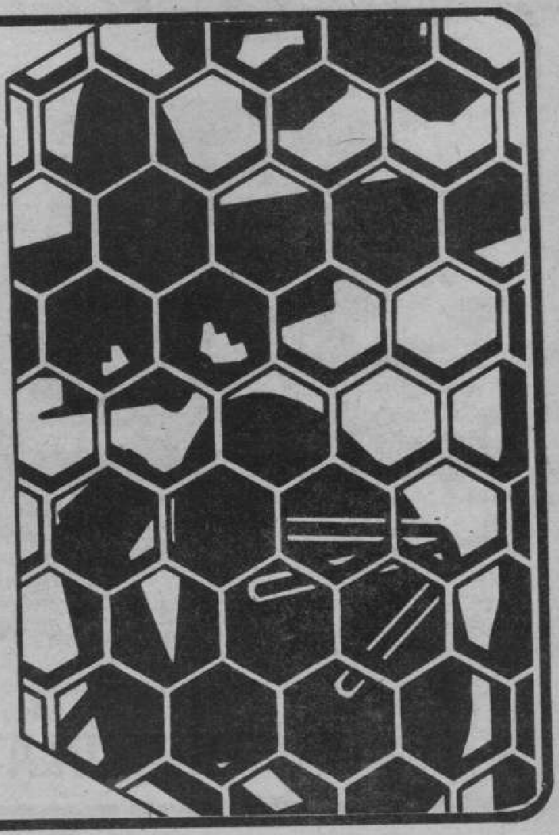

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MAWDESLEY HALL

(November 1958)

On 7 Oct, 1958 Group CAPT. F. J. Mawdesley, AFC (retired), unveiled a plaque to officially name the Observer ground instructional building at RCAF Station Winnipeg, "Mawdesley Hall."

The name, Mawdesley Hall, was chosen to commemorate G/C Mawdesley's contributions to the RCAF, and in particular his contribution to the navigation field.

Prior to the dedication ceremony, the guest of honour G/C Mawdesley, accompanied by the Air Officer Commanding Training Command, A/V/M J. Bryans, CBE, CD, A/V/M G. F. Lang (RAF) (retired) and other special guests, who had been associated in the past with G/C Mawdesley, attended a dinner given by G/C J. F. Mitchell, DFC, AFC, CD, Commanding Officer RCAF Station Winnipeg.

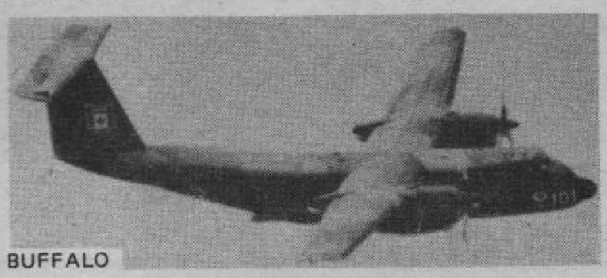
After unveiling the plaque, which is on the south entrance to the building, C/C Mawdesley was taken on a tour of the building. The tour was of particular interest to G/C Mawdesley as he was able to view some of the advances which have been made in the observer field since his retirement in 1945.

Originally opened in the fall of 1953, Mawdesley Hall has been used in the training of both NATO and RCAF observers. A three storey building, Mawdesley Hall was equipped with training versions of the many types of equipment used in the three prong observer trade of 1958. Prior to 1958, the building, due to space limitations was used solely for the basic observer course and the applied navigation course.

However, with the cessation of NATO Training in Canada, additional space became available and the building housed all phases of Observer training carried out at Winnipeg.



G/C Mawdesley unveils the plaque.



BUFFALO

LANDINGS UNLIMITED

(by ROY BAYNES)
(November 1958)

Out in the empty flatness of Stevenson Field, far from the hangar lines, stands the hut, a solitary structure in a wilderness of concrete and prairie grass. It is hard to spot from the built up areas, and it is a good bet that many of Stevenson's employees, Service or civilian would not be able to point the place out on demand. Yet the part played by this tiny installation is second to none in importance, as far as operation of the entire airport is concerned. This was CGA, Ground Controlled Approach, friend of the fogged-in flier and wonder of the aero-electronic age.

The basic idea behind GCA's operation is simple. It utilizes Radar to locate an aircraft in the air and to guide it safely to the ground in closed-in weather conditions. That is the easy description. A more technical explanation would fill a book thicker than the Winnipeg Telephone directory and RCAF personnel charged with its upkeep journeyed as far afield as Los Angeles and Mississippi to become better acquainted with its complexities.

The Winnipeg installation was known as "Quadradar," a name derived from its fourway function in providing taxi, final approach, surveillance, and height radar coverage. It was the last word in airport radar equipment and replaced a mobile unit in October 1957.

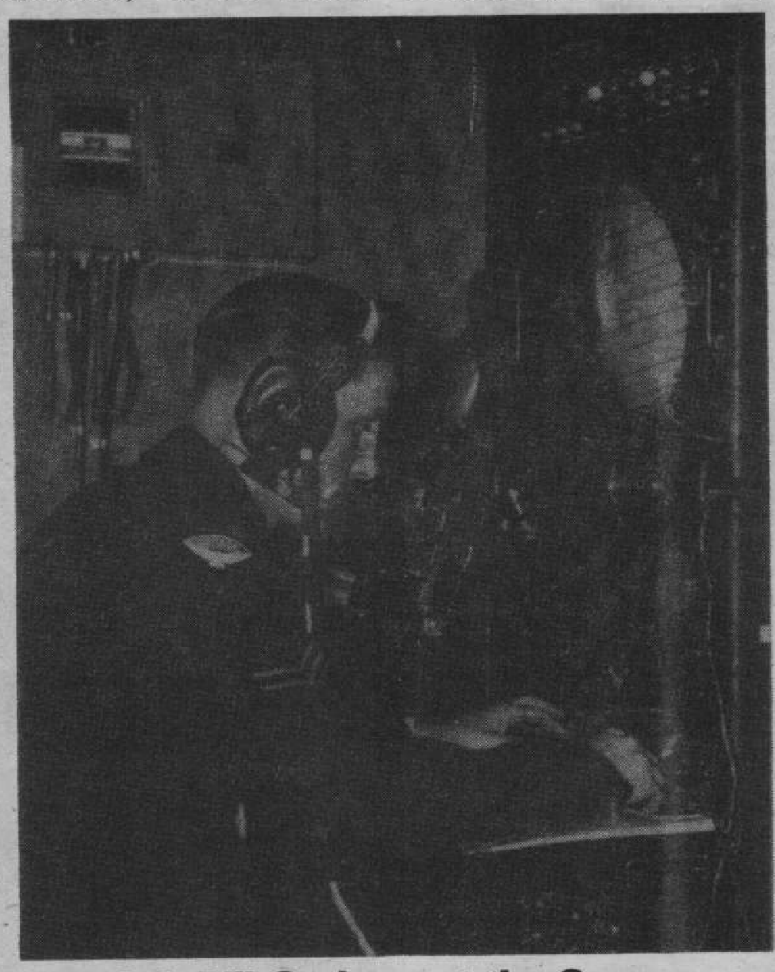
There were six GCA controllers at Winnipeg, all experienced men and competant in their trade, who performed their jobs with cold seriousness. There was little room for kibitzing and frivolity in their work, and the hut was singularly free of cartoons on the wall or other evidence of hilarity. A solitary card on the wall, right behind the operator's position said "Be sure Brain is engaged before putting mouth in gear." It might be a joke elsewhere. Here it was not.

Talking before thinking could have been a fatal error in GCA work. The operator had to interpret what he saw on his screen correctly and the pilot would follow the instructions based on this interpretation. There was little room for error.

But Operators were not all that it took to make an effective GCA installation. The Technicians who service the AN/FPN 33, were Radar Technicians (Ground), and all specialists in their equipment. It has been said that Radar and Electronic tradesmen were the heirs to the world of tommorrow and certainly the requirements of their job were staggering.

"It's quite the trade," said a technician staring at the installation, for the efficient operation of which he and his colleagues were responsible. "Today you know quite a bit about it. Tomorrow it's left you far behind, if you let it." Realignment of the equipment preventive maintenance and inspection of every component was the responsibility of the Radar Techs. and they guarded their charge with the zealousness of mothers. Each component was listed under dates and was removed and inspected at regular intervals. "Preventative maintenance" they called it, which meant that they would rather stop trouble before birth, than cure it after. And GCA's enviable record of serviceability was due in large part to them.

This combination of highly trained operators and technicians, and well-conceived equipment, resulted in a reliable Ground Controlled Appraoch system, by which the pilots swore. TCA, SAS, and other airlines, as well as the RCAF, utilized the installation with confidence. A flying farmer, who had never performed a GCA approach in his life swore by it, too. Lost in a fog, GCA assisted him to a safe landing. He was out to visit the GCA gang later and to thank them. But this, as they told him, was what they were there for.



Cpl. Bill Graham at the Scope.

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TRIBUTE TO RCAF ROYAL GUARD OF HONOUR

(DECEMBER 1959)

Recognition of the part played by RCAF members in 1959's Royal Visit to Winnipeg was given at the RCAF Station here when Mayor Stephen Juba presented an engraved plaque commemorating the event to personnel of this unit.

The plaque was a replica of the Winnipeg City Crest in burnished copper, mounted on wood and surmounting a plate bearing the inscription:

"Presented to the Commanding Officer, Group CAPT. J. F. Mitchell, DFC, AFC, CD, and participating personnel of the Royal Canadian Air Force in appreciation of their superlative performance on the occasion of the departure of Her Majesty Queen Elizabeth and Prince Philip, by Mayor Stephen Juba, City of Winnipeg, July 25, 1959."

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GREY CUP CHAMPS HONOURED

(by F/O E.E. BOYD) (VOXAIR JAN 1959)

The Officers' Mess at RCAF Station Winnipeg set another precedent in December when they were hosts to the Grey Cup Champion "Winnipeg Blue Bombers" at a Mess Dinner.

It was seventeen years since the Grey Cup had been in Winnipeg and probably the first time that the famous cup appeared at an Officers Mess in Winnipeg or in any other Mess in the RCAF, since a Toronto RCAF team defeated the Winnipeg RCAF Bombers 8 to 5 in 1940 to win the cup.

The RCAF's connection with football in Winnipeg went much farther than this however. Each year the Winnipeg football club designated one home game date as "Airforce Football Day." On this particular day blocks of tickets were reserved for Airforce personnel and their dependents, with the majority of Air Force personnel attending in uniform.

The pre-game and half time entertainment was provided by the RCAF, with all Airforce stations in Manitoba taking part. In 1958, Airforce Football Day was on September 20th, when the Winnipeg team played the Calgary Stampeders.

Jet aircraft from RCAF Gimli performed a Prince of Wales feather over the corner of Portage and Main Streets in Winnipeg on the afternoon of the game, officially declaring the day "Airforce Football Day."

Game entertainment consisted of the bands from RCAF Winnipeg, RCAF Gimli, RCAF McDonald, RCAF Portage la Prairie, RCAF Rivers and the 17 Auxiliary Band RCAF in Winnipeg.

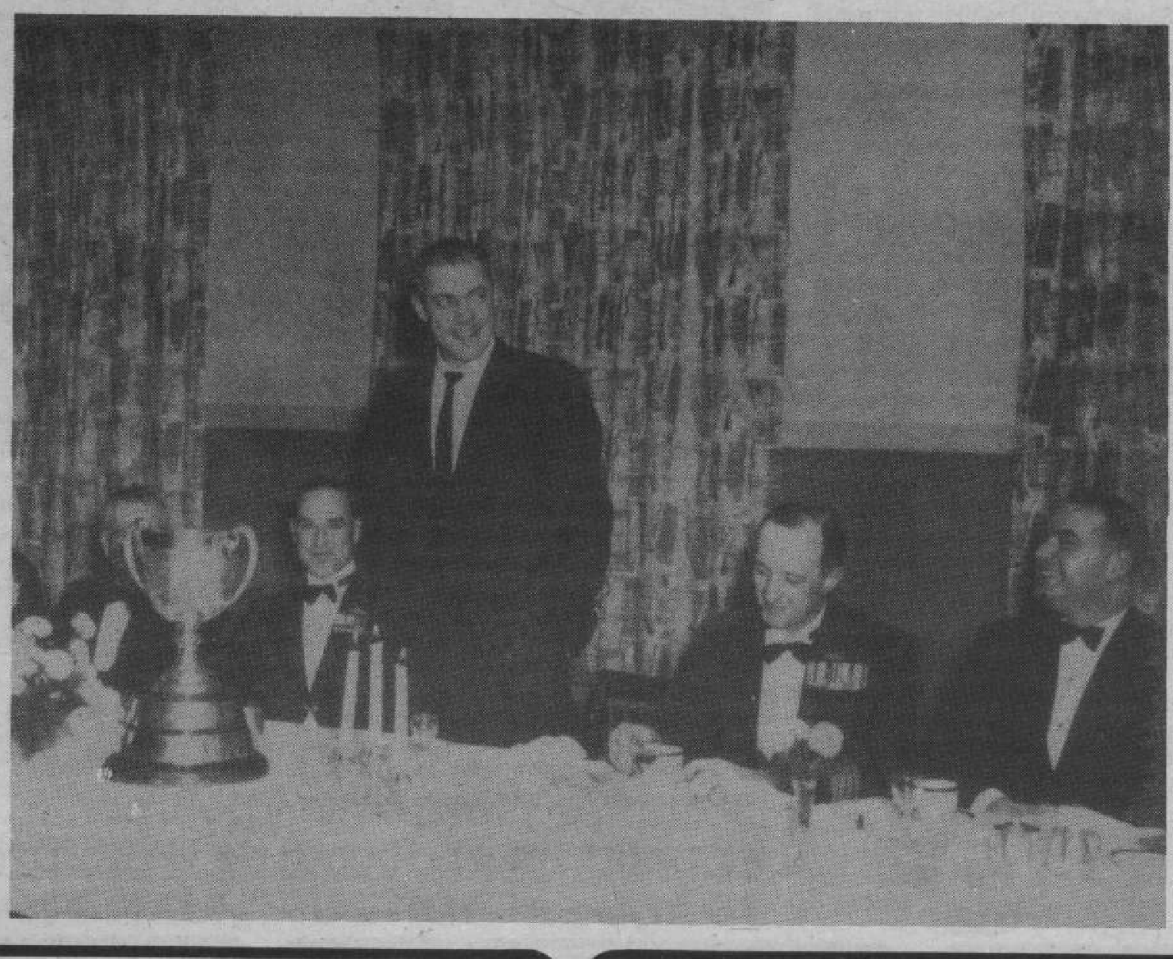
During half time the 17 Auxiliary pipe band marched on to the field followed by an amalgamation of the station bands. The amalgamated bands then put on a marching display, forming the letters "BB" for the Winnipeg Blue Bombers, and the letters "CS" for the Calgary Stampeders.

The Airforce Football day proved beneficial to both the Airforce and the football club. For the Airforce it provided an opportunity to make the general public aware of the large number of Airforce personnel in the area and the part that they played in the community, besides obtaining favourable publicity from the Press, Radio and TV.

For the football club, the Airforce Day promoted greater interest among the fans and thus increased the game attendance. The largest crowds at the Winnipeg Stadium were always on Airforce Football Day.

Each year at the end of the season, the Officers' Mess at RCAF Winnipeg held a Blue Bomber Mess Dinner, with invitations going out to all members of the team and executives.

These dinners were always well attended, and were reminiscent of those wartime years, 1940 and 1942 when the western contender for the Grey Cup was the Winnipeg RCAF Bombers.



Bud Grant, Coach of the Grey Cup Champions, Winnipeg Blue Bombers, addresses the members of the Officers Mess at RCAF Station Winnipeg during a Mess Dinner held there on Dec. 14th, 1959, in honour of the Blue Bombers. Left to Right: A/C H. H. C. Rutledge, Group Commander, 14 Training Group, Mr. R. Parliament president of the Winnipeg Blue Bombers, G/C J. F. Mitchell, CO RCAF Station Winnipeg, Bud Grant, Head Coach Winnipeg Blue Bombers, G/C E. B. Hale, SASO 14 Training Group and Mr. G. Hills, Bomber Executive. (RCAF PHOTO)

FROM LAKE ONTARIO TO THE RED

(NOVEMBER 1959)

WINNIPEG – Uprooted in October 1959 after nearly 30 years at Trenton, Training Command Headquarters settled comfortably into the life of RCAF Station Winnipeg, with the problems and disturbance of the big trek west almost forgotten.

Located for so long on the shores of Lake Ontario, the Command had become an integral part of the local scene there, and was surely missed. But the 200 personnel and their familites who made the move were well on their way to becoming Westerners, and were busy digging in for the long, crisp, invigorating prairie winter.

For some, like the Air Officer Commanding, Air Vice Marshal J. G. Bryans, CBE, CD, it was almost a homecoming. The A/V/M served here as commander of 14 Training Group from 1951 until succeeded by Air Commodore H. H. C. Rutledge, OBE, CD, in 1955.

He returned, supported by his chief staff officer, recently-promoted Air Commodore M. P. Martyn, a total military and civilian cast of some 400, to take on a much bigger job.

Training Command HQ was responsible for supervision of about 15,000 air force personnel located at stations across almost the breadth of Canada, from Alberta to Quebec. Coming under its jurisdiction were 12 stations at Penhold and Calgary, Alta., Moose Jaw and Saskatoon, Sask., Portage la Prairie, Gimli and Winnipeg, Man., Clinton, Aylmer, Centralia and Camp Borden, Ont., and St. Johns, P.Q. In addition, the Command administered four auxiliary wings, the tri-service College Militaire Royale at St. Jean, P.Q., RCAF Staff College, Toronto, and the University Reserve Squadrons all over Canada.



EXPEDITOR

17 WING HANDOVER

(MAY 1959)

Prominent military and civilian personalities were among the spectators at RCAF Station Winnipeg when more than 400 members of 17 Auxiliary Wing paraded for the official handing-over of the Wing to its new commanding officer, Group Captain G. S. Varnam.

Formed in 1950 as administrative headquarters for Winnipeg's "weekend warriors," the Wing comprised three units – 402 (City of Winnipeg) Squadron, an emergency and rescue unit, 4003 Medical Unit and 3052 Technical Training Unit.

Group CAPT. Varnam took over from Group CAPT. H. N. Scott, who retired on April 1959 at the expiration of his tour of duty.

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AIR RESERVE

(1953 - 1961)

In late November, 1953 the Squadron again changed commands, moving from No. 17 Air Command to Air Defence Command, with headquarters at St. Hubert, Quebec. Along with this change in command, the Squadron was again designated as 402 (Fighter) Squadron.

Concepts of modern aerial warfare were constantly changing, and thus it was with this in mind that Summer Camp 1954 was held at St. Hubert. This time, 402 participated in "Operation Checkpoint", in conjunction with the United States Air Force.

Late in 1954, F/O Russell delivered the first T-33 Silver Star jet aircraft to the Squadron and twelve pilots were sent on a T-33 course at Gimli. Before long, the Squadron became operational on the new aircraft and a new spirit activated the men of 402. More operations were carried out with the new aircraft during 1955, the major ones being "Operation Centerpunch" at Camp Shilo, and Summer Camp at Cold Lake, Alberta.

Upon the retirement of W/C Reid in June 1956, Squadron Leader D. M. Gray, CD, was promoted to Wing Commander and assumed active command of the Squadron. Later in June the role of the Squadron was changed from Fighter to Navigator Training, and plans were made to convert the Squadron from T-33s and Mustangs to the twin engine C-45 Expeditors. While the T-33s and Mustangs sat idle, Squadron pilots and technical personnel proceeded to Summer Camp at Saskatoon, where they received training on the Expeditors. In late July, the T-33s were transferred to Toronto, and the sturdy Mustangs were put into storage, prior to being sold by Crown Assets. Finally, in August, the Squadron accepted delivery of eight Expeditors and with a vigor reminiscent of wartime operations, strived to be put back on the operational list once more.

Training continued until January, 1957, when the Squadron again was transferred to another Command. **Air Defence Command** officially handed over control of all Auxiliary Squadrons to Training Command on January 27, and 402 quickly adapted itself to its new environment and new role, as 402 Transport Squadron.

In conjunction with a new Civil Defence role, the Squadron was equipped with two Otter Aircraft in April 1960, and the Squadron quickly set up training programs for flying and technical personnel.

Being a more versatile aircraft which was better fitted for the needs of the Squadron the Otter greatly increased the scope of the Bear's operations. Summer Camp in 1960 was held at Calgary, and the Squadron underwent dress rehearsals in its new role. In October 1960, W/C Gray was transferred to 17 Wing Headquarters, and W/C J. Y. Patterson, CS, assumed command of the Unit. Following on the footsteps of the new Commanding Officer came a change in Commands. This time, on the 1st of April 1961, 402 Squadron was transferred to Air Transport Command.

The change-over to Air Transport Command (ATC) brought with it added duties and 402 assumed responsibility for the transporting of personnel from Winnipeg, west to Saskatoon, as well as to many northern points. In addition, monthly flights to Winisk, on the shores of Hudson Bay were taken over from 111 KU Flight, to provide this isolated post with the benefits of a minister. A flying doctor service was yet another monthly committment assumed by 402, and medical personnel were transported to Armstrong, Gypsumville, and any other base that required medical assistance. All this was in addition to its regular duties of Army co-operation and search and rescue operations.

Summer Camp 1961 was held at Winnipeg in an effort to make it more convenient for Auxiliary personnel to get away from their civilian jobs. Two Otters were dispatched to Camp Shilo to carry out duties with the Army, while the remainder practised search and rescue operations of civil defence exercises in the Winnipeg area.

GOVERNOR-GENERAL VANIER VISIT

(APRIL 1960)



Governor-General George Vanier's welcome to Winnipeg included a 21 gun salute, a 100 man Honour Guard from the RCAF, and a Crimson and Gold Military Band.

As the 21 guns boomed a salute, just before 11 a.m. on Monday, April 26th, 1960, the Vice-regal cars rolled into the legislative grounds from Government House.

The reverberating 21 pounder field guns were fired by a troop of the Second Regiment, Royal Canadian Horse Artillery, Commanded by CAPT Donald Creighton of Port Arthur, Ont.

As the guns saluted, Governor-General Vanier received a Royal Salute from the Royal Canadian Air Force Honour Guard, commanded by Flight Lieutenant Ken LaRush of Station Winnipeg.

General Vanier then inspected the RCAF Honour Guard, occasionally pausing to say a few words to individual members. He was preceded by two aides, CAPT Jean Lajeunesse and CAPT L. B. McIlhogga.

The RCAF representative at the ceremony was A/V/M J. G. Bryans, Air Officer Commanding Training Command.

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"COOPERATION" RCAF — ST. JAMES

(April 1960)



The Jamesport Trophy is presented to Mayor B. Findlay (left), by G/C J.F. Mitchell.

How a military unit fits into a community is dependent upon the association and co-operation existing between the service people and their civilian counterparts.

This association is fostered to a large extent between the leaders of the military unit and the leaders in the community affected. Co-operation in these circumstances can be defined as the understanding of one another's problems and the solving of these problems through mutual understanding.

On the civilian side these problems may be: excessive aircraft noise: overcrowding of public facilities; dissention between members of the service and the local residents and many other problems. On the service side the problems may be: shortage of suitable housing; limited facilities; high cost of living; peculiar taxation, etc.

These problems, regardless of how serious, can normally be solved through the combined efforts of the service and civilian personnel if there is a desire on the part of these people to work together harmoniously for their mutual benefit.

At RCAF Station Winnipeg there were over six hundred families living in married quarters and and over seven hundred families living through St. James and Greater Winnipeg.

With an average of two and one half children to a family we come up with a figure of approximately forty-six hundred dependents. This, coupled with the married personnel themselves and the fifteen hundred single living-in personnel, gave a total of approximately seventy-four hundred additional people in St. James and vicinity because of the location of this military unit.

With this many people there were bound to be problems. However, we were fortunate in having excellent relations with the citizens of St. James so our normal problems were solved quickly and efficiently.

The representatives of the St. James citizens, the elected council consisting of: His Worship Mayor Thos. B. Findlay and Aldermen Dave Graham, Reg Wightman, Tren Bourke, William Carlyle, Paul Lindquist, Sam Morgan, Dave Johnston and Jack Brownrigg, took a keen interest in the welfare of our service personnel and their dependents.

On March 12th the council and other representatives from St. James competed against members of the RCAF in a curling competition held at our curling rink. That evening the St. James representatives and their wives were guests of the Officers Mess for dinner.

The trophy for the curling competition was made by members of our workshops in number 16 hangar and was won by the St. James curlers. The trophy was inscribed:

THE JAMESPORT TROPHY

For Annual Competition Between Distinguished Representatives of the Citizens of St. James and Extinguished Representatives of The Commanding Officer RCAF Station Winnipeg — 1960 — May All Our Stones be Rocks

NEW RCAF GCA

(January 1960)

Civilian and military aircraft landing at Winnipeg in bad weather gained an increased safety margin with the move of RCAF operators and radar control equipment into a Department of Transport terminal. The new remote control installation was the second of its kind at a civilian airport in Canada and required the laying of 5,000 feet of cable from the RCAF's antenna and transmitter-receiver on the field.

Operation of the new system started when SGT. G. G. Lavack completed his own 10,000th GCA run by "talking down" the Comet carrying the Chief of the Air Staff, Air Marshal Hugh Campbell.

The official handover of the new equipment was made by Sam Sellars, Air Material Command technician in charge of the installation, to Wing Commander W. R. Mann, Training Command Staff Officer for Telecommunications.

The RCAF's Quadradar GCA system was originally installed here in 1955, but until 1960 the operators were located at the unit in the centre of the field, more than a mile from their partners in Department of Transport's approach control centre.

The DOT RAPCON or "radar approach control" surveyed and controlled aircraft within a radius of 160 miles up to 40,000 feet. Civilian or military planes requesting a GCA approach in bad weather were guided by RAPCON to a "gate" six to nine miles out — from here the RCAF quadradar operator took over and talked the pilot down until he could see the runway. After the landing, the operator even gave the pilot instructions for taxiing the plane along the ground to the terminal.

Because of a shortage of trained personnel, the GCA unit was manned continuously for only eight hours a day. With the help of the new installation, the unit went into operation 16 hours a day, with the crew on one-hour standby for the other eight hours.

"It certainly made for a more efficient service," said W. N. Harvey, DOT's Chief Controller at the airport. "The RCAF" operators worked under much better conditions, and had tighter liaision with their DOT colleagues. Previously the average number of GCA approaches here was between 200 and 250 a month. In the spring of 1960 the average was about 600."

MASSEY MEDAL AWARDED

(March 1960)

Wing Commander K. R. Greenaway, Officer Commanding the central Navigation School at RCAF Station Winnipeg, was awarded the "Massey Medal."

The presentation was made at the annual meeting of the Royal Canadian Geographical Society in Ottawa by His Excellency Major-General George P. Vanier Governor-General of Canada.

The award was made to W/C Greenaway for his extraordinary contribution to the geographic science of perfecting the technique of high latitude aerial navigation. An expert in Arctic Aviation in particular, W/C Greenaway write several scientific papers on the subject.

His text on "Arctic Air Navigation" was used by the RCAF for instructional purposes.

In 1950 he won the President's prize, presented by the Royal Meteorological Society, Canadian Branch, for the best scientific paper of the year. His winning paper "Experience with Arctic Flying" was among 30 papers submitted, the others being presented by professional meteorologists.

In 1952 he was presented with the Thurlow award, which was awarded each year by the United States Institute of Navigation to the person selected as having made the outstanding scientific and practical contribution to navigation during the year.

He was honoured in May 1953 when he was named winner of the McKee Trans-Canada Trophy, which was awarded annually for meritorious service in the advancement of Canadian Aviation.

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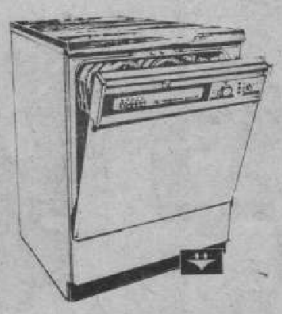

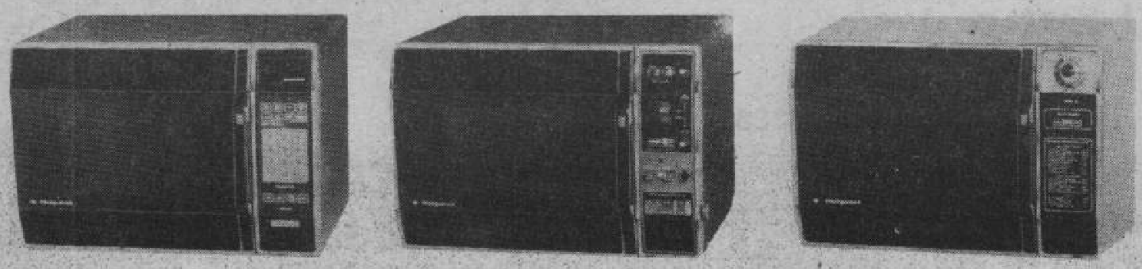

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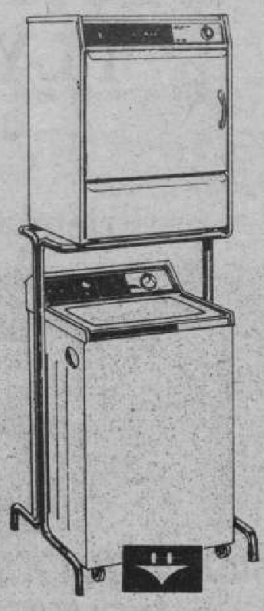

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RCAFA NATIONAL CONVENTION

(May 1961)

The 1961 Royal Canadian Air Force Association Convention was held in Winnipeg.

Delegates from the many branches across Canada arrived on Wednesday, May 17th, and convention headquarters was the Royal Alexandra Hotel in Winnipeg.

Key speakers at the convention were: The Honourable Douglas S. Harkness, Minister of National Defence; Air Marshal Hugh L. Campbell, CBE, CD Chief of the Air Staff, and Air Vice-marshal H. M. Carscallen, DRC, CD, Air Officer Commanding Training Command Headquarters.

The opening day was climaxed by the National President's Reception in the Officers' Mess at RCAF Station Winnipeg.

On Thursday delegates and supporting RCAF personnel carried out a Memorial Service and parade in downtown Winnipeg at which time wreaths were laid by Mrs. J. Carlson, President Silver Cross Mothers; His Worship Mayor Stephen Juba, Mayor of Winnipeg; Air Commodore M. P. Martyn, Chief Staff Officer RCAF Training Command; Mr. L. M. Baldock, National President RCAFA, and Mr. H. M. Bell, president 500 Wing.

The Keystone Ball was held in the Alexandra Room on Friday evening and the convention members were guests of the local 500 Wing in Building 24 at RCAF Station on Saturday evening.

This was the eleventh Annual National Convention of the FCAF Association and the Convention Committee was under the chairmanship of Mr. Herbert M. Bell of Winnipeg.

COMMUNICATIONS UNIT

(July 1961)

No. 3 Communications Unit, which was situated at RCAF Station Winnipeg was a vital link in the world=wide RCAF Communications network.

Approximately 100 skilled morse operators, technicians and teletype operators manned this 24-hour-per-day beehive of activity. They were charged with the responsibility of providing teletype communications between RCAF facilities in Manitoba, and RCAF units in other parts of Canada as well as in such far flung places as France, England and Africa. Added to this task was their resonsibility for conducting air/ground/air communications for RCAF aircraft flying in the general area between Trenton Ontario to the East, Edmonton to the West, and Churchill to the North.

The unit maintained and operated radio transmitters at Headingly Manitoba, radio receiving sites at Transcona, and Fort Whyte, and teletype equipment in Winnipeg and at Resolute Bay, N.W.T.

The communications unit was also a vital link in the vast net of communications stations associated with the Mid-Canada and DEW Line radar stations in the North, and had additional links via other RCAF communications unit to various USAF, Royal Australian Air Force, and Royal Air Force communications systems.

No. 3 CU was a complex and efficient segment of Station Winnipeg's operation. Their contribution to the station and to the RCAF as a whole was unfailing and constant. They took justifiable pride in their record, and could truly claim to be the "nerve centre" of many of the RCAF's most vital and important activities.

SEARCH & RESCUE

(1961)

In June of 1947 the cabinet approved the Search and Rescue plan and the RCAF was made responsible for co-ordinating and operating a Search and Rescue service in Canada. This service was designed to provide aid to aircraft in distress within the continental limits of Canada and the approaches thereto in accordance with International Agreements (ICAO) and National Requirements. For Search and Rescue purposes, Canada was divided into four Search and Rescue areas, Pacific, Western, Eastern, and Atlantic. the role to be played by 111 Compsoite Unit of Winnipeg was the fulfillment of Search and Rescue Operations in the Western area. This area covered by 111, included Manitoba, Saskatchewan, Alberta, the Yukon and the North West Territories. In other words it started at Winnipeg, stretched 2800 miles to the North Pole and from Alaska to Hudson Bay, some 2 million square miles.

AIR CADET OPENING

(April 1961)

An "open house" program at the newly reconstructed headquarters of Air Cadets training in Winnipeg was held each evening over a 5-day period starting on Monday evening, April 24th.

Attendance on the 24th was by invitation, including government and civic dignitaries, service personnel, aviation officials and sponsoring organizations.

Open house was the order of the day on four succeeding evenings when squadrons using the new Wing facilities welcomed parents, friends and interested visitors to inspect the headquarters layout on Ferry Road, just south of Ellice Avenue. Any members of the public who wanted to learn more about the Air Cadet training program were invited to visit the new layout at 8:00 p.m. on the evenings of April 25th to 28th.

Air Cadet Week, during which official opening of new training quarters took place, commenced on Sunday morning, April 23rd, with the annual church parade of Air Cadets in the Winnipeg Metro area, proceeded west on Portage Avenue to Maryland Street and north to St. Matthews Anglican church for the morning service. At the same time, a squadron of Roman Catholics cadets proceeded to St. Mary's Cathedral for the 10:30 service.

TRAINING SUSPENDED

(September 1961)



B-25 Mitchell

A simple flypast at RCAF Station Winnipeg, ended the training career of one of the RCAF's oldest planes, the B-25 Mitchell. It also marked the suspension of airborne interception training at the Air Navigation School as the last three graduates of this specialized course received their Radio Navigator Wings. (AI's).

Air Commodore J. B. Harvey, Chief Staff Officer of Air Defence Command HQ, awarded wings to the 31 Radio Navigators graduating in the specialities of ling-range navigator, radio officer and airborne interception. Five Manitoba officers, including two from Winnipeg, were among the graduates. The parade took lace on the tarmac in front of No. 16 Hangar at 8:00 p.m., August 18, 1961.

Representing the command to which all AI graduates were transferred on completion of training, the Air Commodore made a presentation to S/L E. W. Garret, Acting OC ANS, in appreciation of the school's work.

Airborne interception training began in 1953 to provide aircrew to operate the complex radar and electronic armament system in the CF-100 all-weather interceptors entering RCAF service. Since then, almost 1000 AI's were trained including more than 150 from other NATO countries.

With the CF-100 phase-out this year, the requirement for AI's dropped and this special training was suspended. The Air Navigation School continued to train long-range navigators and radio officers.

Selected in 1953 for air interception training, the B-25 was a fighting plane with a distinguished history during the Second World War. It entered service with the RCAF in 1944 and was used in many theatres as a medium bomber. The Mitchell was perhaps best known for its participation in the famous Doolittle raid on the Japenese mainland.

Powered by two Wright engines of 1700 horsepower each, the Mitchell had a top speed of 300 mph and a range of 1700 miles. The original 3000 lb bomb-load was replaced by special radar for the training role. Since the war the plane was also used by the RCAF as a pilot trainer and transport.

On Friday evening August 18th, five of the 11 Mitchells at Winnipeg flew past in final salute while the others formed a nostaligc backdrop for the graduation parade.

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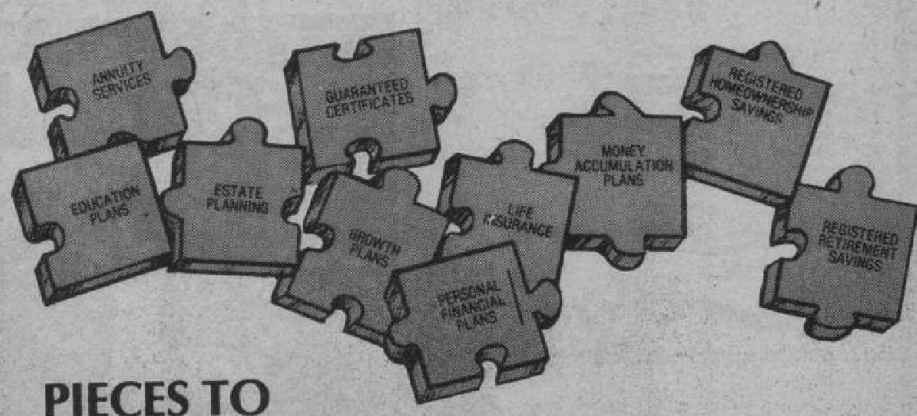

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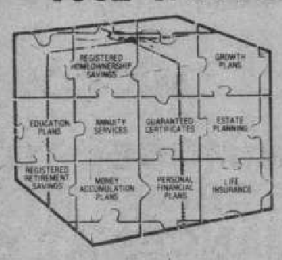

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STATISTICS

(1962)

In 1962 there were 2871 search and rescue incidents in Canada requiring 8222 flying hours. The total cost was approximately 5½ million dollars which was about 1/10th of the total RCAF budget. Although life saving was never equated in dollars and cents, 97 lives were saved for this amount.

The majority of the search incidents were concluded in the early stages by communications checks, but in 1962 there were eleven major searches involving 500 to 1600 hours each.

The Western Search Area, with 111 KU as its operational arm, had 743 SAR operations which is 26% of the Canadian total and flew 3783 hours for 46% of the total flying hours flown on SAR operations in 1962, 111 KU was credited with saving 37 lives in 1962.

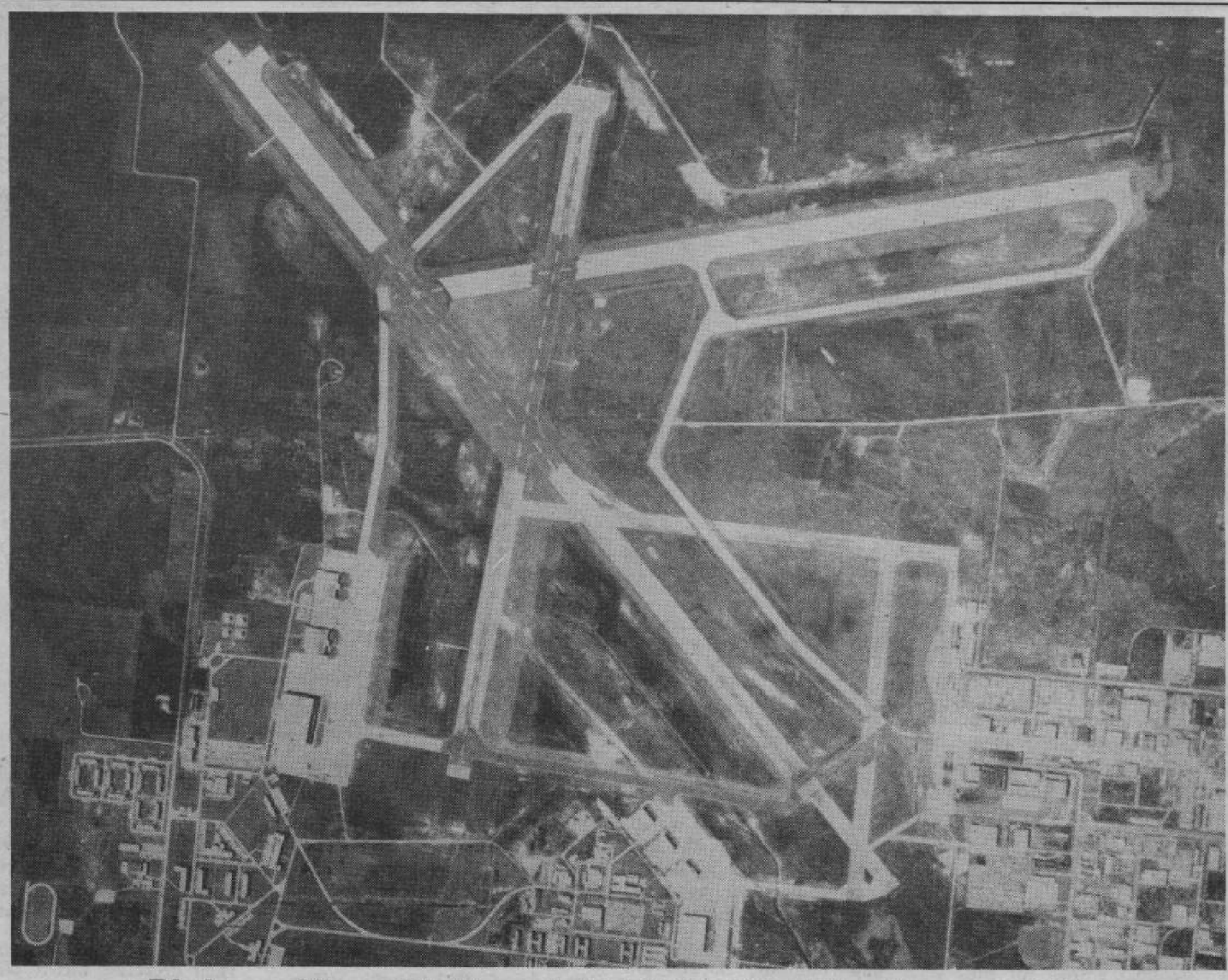
3CU TROPHY

No. 3 Communications Unit located at Station Winnipeg was awarded the MCRN Efficiency Tophy for 1961, a decision based on early surveys and an inspection tour of the six CUs by CCHQ Observers. Officer Commanding of 3CU was F/L R. H. Mitchell.

In 1960 3CU placed second to 2CU, Edmonton. This time CCHQ declined to select a runner-up and announced that Vancouver, Edmonton, Rockcliffe, St. Hubert and Halifax must be considered as having tied for second position.

3 CU was now a two time winner, having received the trophy in 1955, the year of the award's inception. At that time S/L J. W. Murphy, CO CCHQ stated, "Geographically you may be located from British Columbia to Nova Scotia, but you all have one thing in common, a standard set of communication regulations."

In accepting the 1961 award, F/L Mitchell acknowledged, "The winning of this trophy was due largely to the all-out effort put forth by everyone, the WOs, NCOs, men and women of 3CU, and we were helped to a considerable degree by the excellent support given by the various sections of Station Winnipeg."



Birdseye View Of Airport At RCAF Stn. Winnipeg — 1962

CNS ANALOG COMPUTER

(by C. Hodgson) (January 1962)

Central Navigation School in January 1962 obtained an electronic analog computer, the "Donner 3500", manufactured by the Donner Scientific Company of Concord, California.

CNS used this computer as a training aid for analog computer instruction, and for solving aeronautical and astronautical problems assocaited with staff and student projects. Since practically all navigation computers then were of the analog type, it was particularly important that the Specialist courses have a detailed acquaintance with this type of computer.

The Donner 3500 was the basic unit in a Donner Building-block computing centre. However, by itself, it was a complete analog computing facility, or, more for its simplicity in setting up and of operation and gave results to accuracy of better than 1%. The computer was equipped with detachable problem boards which allowed the user to set up other problems while the computer was in use.

The Model 3500 computer could solve ordinary linear differential equations to the fifth order, and polynomals to the sixth and seventh orders, as well as doing the usual mathematical additions and summations. By adding various components its capacity could be increased; however, it was expected that the computer in that form would be able to handle any astro-physical, electronic or mechanical problems requiring solution at CNS.

NORWEGIAN CHIEF VISIT

(February 1962)

The Commander-in-Chief of the Royal Norwegian Air Force, LGEN. Odd Bull, spent a day at Station Winnipeg January 30-31 during a twelve-day visit to Canada. Highlight of his visit was a Mess Dinner Tuesday evening at the Aircrew Trainees' Mess, where the host officers were Air Vice Marshal H. M. carscallen, AOC Training Command; Group CAPT. J. F. Mitchell, CO Station Winnipeg Group CAPT. C. J. W. Chapman, CO Station Penhold, and senior officers of TCHQ and the station.

Mr. C. T. Kumen, Norwegian Consul in Winnipeg, was a special guest.

Twenty-nine Norwegian aircrew students training in Canada were brought to Winnipeg for their Commander-in-Chief's visit. After entertaining the General at the dinner Tuesday evening, they met him again the following morning for informal talks.

LGEN. Bull had old associations with Canada, having served as Deputy Base Commander and Chief Instructor at the Norwegian Air Force Training Centre at Muskoka, Ont. during the Second World War. During his tour in 1962, he visited the former base, known as "Little Norway."

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BOOMER

(May 1963)

"We want the Boomer! We want the Boomer!" echoed through the corridors of the Station Recreation Centre on Tuesday, 30 April 1963. It wasn't until Bernie Geoffrion made his appearance at the Theatre entrance that the 200 children broke into roof-raising cheers of welcome. Accompanied by G/C Willis, and Mr. Bill MacKenzie of Molson's Ltd., sponsor of Mr. Geoffrion's visit, the Boomer made his way to the stage of the Station Theatre. He addressed the attentive children and passed along some very valuable words of wisdom. A father of two boys and a girl, he impressed upon his young audience of both boys and girls that to be a good athlete was not enough but they must also be well educated to meet the demands of the competitive world. Obedience to parents and their team coach was a necessity. Never become discouraged was illustrated by a story of a hockey player of the Montreal Canadiens. This player was used as a penalty killer and had been sitting on the bench for 55 minutes of the game. The time came when his services were required and when told to do his job he was not ready. He had become discouraged and had removed his skates. He didn't play hockey the next season for the Canadiens.

Bernie said, "Be ready, don't become discouraged. A bench warmer is as much of the team as the 50 goals a year man. The team is made up of players, coaches, equipment men and trainers and it takes all of them to play and win."

After his little talk, he invited the audience to the stage where he shook their hands, gave his autographed picture to each one and personally autographed sticks and skates. A good afternoon was enjoyed by all.

No. 3 Wireless School opened at Tuxedo Park (Winnipeg) on 17 February 1941, using the grounds of the School for the Deaf. The first trainees, 144 in number, were from the FAAF and RNZAF. Training continued until 20 January 1045 when No. 3 WS was disbanded as the BCATP was being reduced. About 48 courses of pupils passed through the school.



RCAF WOMEN — 1963

NEW BUILDING FOR ENGINEERS

(Jan 1963)

Let's have a look at the CE Section and the role it played at Station Winnipeg up to and around January, 1963.

Building 100, tentative number their new building, housed an organization whose role increased in size and complexity at a rather breathtaking rate since the end of World War II. S/L K.E. McKenzie, the Station Construction Engineering Officer on the station was responsible for the supervision of all construction; the maintenance of all buildings, structures, roads and grounds; the maintenance and operation of utility plants and services; and all fire and crash protection.

To carry out these responsibilities he had a staff of three officers; sixty two servicemen, including thirty two fire fighters; and a fluctuating number of civilian personnel normally numbering approximately 160. The organization was broken into Administration, Preventive Maintenance Design and Requirements, Operations, Projects and Shops, and Fire Fighting.

The Administration Flight consisted of an office group including work control, time keeping, accounting, the orderly room and a stores group which requisitioned issues and kept track of all CE supplies. To January in fiscal year 1962-63 the office group raised 3,600 work orders, 235 project files (raised only on major projects) and processed 2,600 labour vouchers. They answered an average of 50 trouble calls a day as well as processing a varying number of CE Work Request Forms. The stores group represented the largest department store in Winnipeg having on hand stocks of 6,000 different items ranging from nails to pressure relief valves, and a tool crib of specialized equipment was available to CE tradesmen.

Design and Requirements Flight had a multitude of duties including the estimation of all jobs over $200 in value, preparing detailed descriptions and estimates of all major projects, the design of all new construction and maintenance projects, and the evaluation of new products and methods developed by outside agencies.

Preventive Maintenance or PM which operated out of the yellow vans everyone saw at one time or another around the station had the responsibility for maintaining every building on the station plus the PMQ's and MDPR's.

Their objective was to climate costly major breakdowns by maintaining a year 'round periodic cycle throughout the station. The buildings they maintained had a value between 30 and 35 million dollars and a total floor area of 1,800,000 square feet. A PM crew replaced 41,000 light bulbs annually.

The Operation Flight included the roads and grounds group, the Central Heating Plant, the Water and Sewage Plants, the Power Plant Group and the Refrigeration Systems group. Roads and Grounds maintained 1,010 acres of grass approximately 30 miles of roads, 51,000 square yards of parking lots and 400,000 square yards of concrete apron and taxiway. The Central Heating Plant provided heat for the whole of Station Winnipeg and its staff maintained 28,000 feet of steam distribution lines on the station. 340,000 gallons of water were pumped through the Station Winnipeg pump house while the Sewage Plant which was one of the best in Manitoba, treated daily flow of 171,000 gallons. Th personnel from these plants we also maintaining the static swimming pools and the PO Compounds. Refrigeration uni and power plants throughout t station and the remote sites we maintained by the Operatio Flight.

The Projects and Shops flig provided the skilled tradesmen carry out the many projects whi the CE section was responsil for. Housed in the new buildi were a carpenter shop, a paint a glazing shop, an electrical sh and a plumbing shop. Amo their maintenance responsibilit were 8 million square feet painting surfaces, 7 acres of gla 51 thousand lineal feet of po distribution lines, 60 thousa feet of water distribution li and 80 thousand feet of sto and sanitary sewers. They w also responsible for the act carrying out of all construction which was contracted.

The Fire Hall which responsible for fire and cr protection on the station an PMQ's also carried out comprehensive fire-saf program.

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CT114 "TUTOR"

PILOT TRAINING "NEW LOOK"

A bantam aeroplane whisked RCAF student pilots into the year 1965, pointing forward on a route toward all-through training in jet aircraft.

The bantam was the CT 114 Tutor, a new jet trainer which RCAF Training Command accepted in ceremonies at Winnipeg.

The Command started instructor training on the Tutor at the RCAF Station at Moose Jaw, Sask., where a pilot training syllabus was proven for the Tutor and then put into practice with qualified pilots at the Number One Flying Instructor School, also at Moose Jaw.

Graduates from the first instructor course, in turn, started converting other pilot instructors to the Tutor from the Harvard aircraft. The Harvard, a star in the British Commonwealth Air Training Plan of the Second World War and the NATO Training Program, served as a basic and advanced trainer to more pilots than any aircraft in any era.

With the introduction of the Tutor as a basic trainer the RCAF hoped to cut about nine weeks off its pilot training program which lasted 60 weeks, inclusive of a leave period of two weeks at mid-term. This progressed through six weeks of primary flying with the Chipmunk aircraft, a small monoplane that joined the RCAF's training fleet in October, 1956. Next came a 30-week course on Harvards, and then 24 weeks of advanced instruction on T-33 jet trainers. This sequence followed an academic course of 12 weeks at the Central Officers' School at Centralia Ont.

For the future, aside from 12 weeks of initial military and academic training, the progression of training for pilots was planned at a straight 51 weeks divided between basic flying training on the Tutor, and advanced flying. With this in being, the RCAF would realize a plan begun several years before to convert to basic jet training. A plan that involved testing and evaluating most of the training aircraft available in the western world.

With the Tutor, RCAF Training Command entered a period of change and advancement in its development of excellent pilot skills. The pattern for this, in its entirety, started in January 1965 when some Canadian youngster settled into the cockpit of the Tutor on his first day of flying training as an air force pilot.

WINNIPEG — AVIATION FIRSTS

(by P. Thormin) (December 1964)

In the age of high flight, space conquest and rapid speed, one tends to forget the pioneers of air travel and dwell too long on the very short past, the present and future.

To be sure, there are those who will remain in memory and be enshrined in the pages of Air History. To those few who might be held in that same light by the Province and the city of Winnipeg itself, their deeds are very dim in recollection.

Perhaps those people who pursue aviation history, are well aware of the growth of aviation in Manitoba and Winnipeg. To those who did not know of the heritage of aviation in this province and city, the following is a resume of what has been contributed to aviations expansion.

— On July 15, 1910, Eugene B. Ely made the first flight of an airplane in the province of Manitoba from a field here in Winnipeg. He was an American pilot, but the honour of the flight was Winnipeg's.

— On July 22, 1911, Frank Coffyn, pilot took W.C. Power as the first air passenger in Western Canada, for a flight in a Wright biplane. The aircraft took off and landed from a field here in Winnipeg.

— Jimmie Ward, piloting a curtiss biplane, made the first mile high flight recorded in Canada from a field here in Winnipeg. The altitude record was set at 6,000 feet.

— The first plane to loop the loop and accomplish inverted flight in Canada, was a Curtiss biplane flown by Lincoln Beachery. The aircraft took off from a field here in Winnipeg and performed on July 11, 1914.

— The first use of an aircraft by a Canadian newspaper for fast news coverage was from Winnipeg to Winkler, Manitoba and return on Oct. 13, 1920. Hector Dougall was the pilot and Frank H. Ellis mechanic, transporting Cecil Lamont, a Free Press reporter to the scene of a robbery in an Avro biplane.

— In the period of Oct. 15-17, 1920, the first Commercial passenger flight into the Canadian north country took place. The aircraft left Winnipeg on a journey to The Pas. The pilot was Hector Dougall, Frank E. Ellis mechanic and Frank J. Stanley passenger. The aircraft was an Avro biplane.

— On April 29, 1929, Eileen S. Magill became the first Canadian woman pilot to fly across the international border, when she made a flight from Winnipeg to Minneapolis, Minn., and return.

— The innauguration of the Prairie Air Mail Service of Western Canada became an actuality on March 3, 1930, when service began between Winnipeg, Regina, Saskatoon, Calgary and Edmonton.

Of the eight firsts in aviation for the Province and City, perhaps the best remembered person of aviation from this part of Canada is F. J. Stevenson.

In the year of 1927, Frank Stevenson won the Harmon Trophy for his contribution to aviation and his efforts to promote it across Canada. On Jan. 5, 1928 while testing a Fokker monoplane at The Pas, he crashed into the main street of that town and was killed. Later in that same year, the city of Winnipeg and the Municipality of St. James opened a large, joint airport where the present airport now stands. His mother and father unveiled a marble plaque which bore the inscription, "This aerodrome is in dedication to the late CAPT F. J. Stevenson of Winnipeg, Canada's Premier Commercial Pilot."

This same field is known today and referred to as Stevenson field.

Of the man who did so much for aviation, his city and province, there stands a simple cross in Brookside cemetery marking his grave for those who must surely remember him, and pay him silent tribute.

Who knows of the others who helped advance aviation in the Province and lived in Winnipeg? Surely it must be accredited them their rightful place in aviation history as well as those of today who are following in their footsteps.

CFS COMPLETES MOVE

(November 1964)

Central Flying School was now firmly established in No. 11 hangar. The major move involving personnel and equipment was completed in August, 1964, but it was not until early November that the various sections in CFS finally all got together under one roof.

The school had been on the move three times since 1959. It moved from Trenton to Saskatoon in 1959, from Saskatoon to Gimli in September 1962, and from Gimli to Winnipeg in August 1964. All these moves involved a great deal of personnel changes, but in the latest move from Gimli, most of the staff personnel remained with the school.

The Officer Commanding CFS was W/C W. J. Smith, who was transferred to CFS Saskatoon in July 1962 and accompanied the school on all its subsequent moves.

Central Flying School (CFS)

The major role of Central Flying School was to examine pilot training within Training Command so that techniques of pilot instruction were maintained at the highest level. This was accomplished through regular visits to all training units, during which the flying instructors were categorized. CFS was also responsible for publishing pilot training syllabi, manuals and examinations and collaborating in the preparation of aircraft operating instructions and check lists.

Staff members of the school were required to keep abreast of the latest developments in flying, including instrument flying and use of navigational and approach aids; and in flight procedure trainers. CFS also made recommendations concerning aircrew practices and techniques for all types of flying and all types of training aircraft in the RCAF.

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SALES AND SERVICE

TRAINING COMMAND INAUGURATED

(January 1966)

Winnipeg became the pulse in the future training system of Canada's armed forces with the formal inauguration here of a new, integrated Training Command.

The event marked a major step in the forging of the navy, army and air force into a unified and streamlined defence organization, in line with the Canadian government's defence integration policy.

Heading the new organization was 50-year old Air Vice-Marshal Frederick R. Sharp of Moosomin, Sask., a graduate of Canada's Royal Military College with more than 30 years service behind him.

Training Command, with a headquarters staff of about 400 officers and men from the three services, directed the activities of all armed forces training establishments across the country, with the aim of turning out servicemen to the standards and requirements of operational and non-operational units of the navy, army and air force. Certain training of an advanced and formal nature would remain under the direct supervision of Canadian Forces Headquarters in Ottawa, such as staff colleges.

"Our task," said Air Vice-Marshal Sharp, "is to select and classify new entrants for careers in the three services, and then direct the policy, provide support services and conduct programs and research in all aspects of training at the basic, elementary and advanced levels."

Three other senior officers functioned under the commander of the new Training Command. They were BRIG A. J. B. Bailey, 51, of Comox, B.C., Commodore Robert W. Timbrell, 45, Vancouver, and Air Commodore J. F. K. MacDonald, 49, Antigonish, N.S.

The new organization was aiming "to make an eventual saving of 30 percent in terms of personnel, said Air Vice-Marshal Sharp. In 1966 the armed forces employed between 22,000 and 24,000 servicemen and civilians in training positions, excluding trainees. "We expect to reduce that number to something in the order of 15,000," he said, "which will give us one of the lowest trainer-service ratios of any military force in the world. The savings will be diverted to operational commands," he said.

He said that the new system in no way implies criticism of personnel who conducted training in the past, but of the system, which was inadequate. We have to keep in step with changing times and circumstances.

He went on to say that his command will under no circumstances skimp on actual training, or will a lower standard of graduate be accepted. We will train servicemen to the satisfaction of the users which are the operational commands of the armed forces.



A tri-service colour party lowers the Canadian flag during ceremonies at RCAF Station Winnipeg formally inaugurating Canadian Forces Training Command and its absorption of the former RCAF Training Command. The new organization, will direct the activities of 15 bases and 44 training schools of the navy, army and air force across Canada. (VOXAIR 1966)

TRAFFIC ERA ENDS

Tuesday, the 1st of December, 1964, marked the end of an era in Air Traffic Control at Winnipeg International Airport.

The handover of Precision Approach Radar (PAR) from the RCAF to the Department of Transport denoted the end of a decade of RCAF Controllers working harmoniously side by side with their D.O.T. counterparts. Winnipeg was the last main D.O.T. Terminal to assume Precision Radar responsibilities from the RCAF, Vancouver having made the change-over in October 1964. The commissioning of the PAR and simultaneous decommissioning of the G.C.A. unit was carried out with no interuption to aircrews utilizing the landing aid.

TRAINING COMMAND BAND

(February 1965)

Since the earliest days of organized warfare, bands have been closely associated with the military forces of a country. The music played by military bandsmen can range from the exhilarating strains of the bagpipes leading Scottish troops into battle, to the soul stirring music of massed bands playing at a military tattoo.

It is a rare military force that does not boast its own musicians, and the Royal Canadian Air Force Training Command was no exception to that rule.

The 55-piece Training Command (TC) Band, which was one of two full-time bands in the RCAF, the other being the Central Band at Ottawa, was formed in Winnipeg at the end of the Second World War. From 1947 until 1964 the band was based at Edmonton. In July 1964 due to a reorganization of bands in the Air Force, the TC Band returned to its former home at RCAF Station Winnipeg once more. Prior to receiving its title in 1959 the band was known as the North West Air Command, the No. 1 Tactical Air Group and the Tactical Air Command Band.

Over the years the band has had a number of directors, the 1965 holder of that office being F/L LT J. E. Woods, a graduate of the Royal Academy of Music and the Royal College of Music.

While the TC Band was primarily organized as a military band its musicians were equally proficient whether they were called upon to play at a military parade or upon a dance floor. In a normal day the band could play at a ceremonial parade, give a concert for sick children, play music at a mess dinner and finish the day providing music for a station dance.

The aim of the RCAF Training Command Band was to continue to bring Canadians, servicemen and civilians alike, pleasure through the medium of music.

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AIR RESERVE

(1962 - 1972)

Almost a year later W/C Patterson was transferred to 17 Wing and was succeeded as Commanding Officer by W/C D. R. Scott. Over the last two years, 402 Squadron had carried out a variety of services and duties. Summer Camps at Rivers and Gimli, northern operations, air searches, flying doctor services, and weekly routine flights. The squadron received two additional Otter aircraft which greatly increased their search and rescue capabilities.

The year 1965 saw Summer Camp at Wainright, where a good number of flying hours were logged in a variety of exercises, mainly photo missions, live and supply drops, and transport. That same month W/C D. R. Scott was appointed CAdO at 17 Wing, and was succeeded as Commanding Officer by W/C J. R. Brown. That same year the Squadron inaugurated the Northern Christmas Flights, "Operation Santa Claus", to bring Christmas cheer to isolated northern points.

Summer Camp in 1966 was held at Petawawa, Ontario, and that same year the C-45 Expeditors were replaced by the Otters. Operation Santa Claus visited Island Lake for Christmas, with gifts from Great West Life.

1967 started with a "SAR Waterton", the first of several searches which were held during the year. Summer Camp was at Penhold where the duties included Air Cadet familiarization and transport.

1968 saw the integration of the Canadian Armed Forces. 402 Squadron was not directly affected except for changes in the names of ranks and the replacement of regimental numbers with social insurance numbers. Summer Camp was held at Winnipeg, making transportation available for many Flight Cadets throughout the province. A variety of duties included searches, air shows, and VIP transport were carried out during the year.

In January 1969, LCOL E. J. Harris took command of 17 Reserve Support Unit. At the same time a change of command transferred 402 Squadron from Air Transport Command to Mobile Command. 1969 Summer Camp at Wainwright primarily involved transport of Air Cadets. The years 1969 and 1970 saw a great deal of weekend activities in Rivers and Shilo, where 402 Squadron supplied transport for personnel and supply drops in co-operation with various units.

In May, 1970, COL Brown was appointed Commander of 3 Air Reserve Regional Headquarters and remained CO of 402 Squadron. Summer Camp 1970 was held at Shilo where combined operations gave 402's personnel a good taste of soldiering.

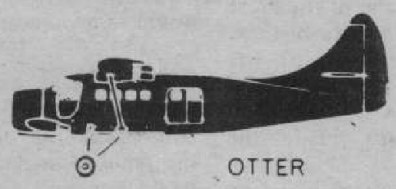
Summer Camp 1970 saw the Squadron in Yellowknife where, in co-operation with Northern Region Command, members of 402 Squadron had ample opportunity to get acquainted with strange field operations, survival (bush camp), pollution and ecology survey (DEW Line), population and airfield survey (settlement visits), and float operations.

The fall of 1971 saw a field exercise "Operation Windmill" in Shilo to familiarize Squadron personnel with actual field operations.

October 1, 1971, COL E.J. Harris was appointed Commander, 3 Air Reserve Regional Headquarters, and LCOL R.D. Wilson was appointed Commanding Officer of 402 Squadron.

1972 started with two major airlifts of Army personnel into snow covered lakes in northeastern Manitoba for winter training exercises.

Summer Camp took place as planned at Yellowknife where, in co-operation with the Edmonton Squadron, members of 402 Squadron monitored the clean-up operation at Stokes Point as well as a repeat performance of the previous year's missions.



"T-BIRD" DEDICATION

(August 1967)

All the pomp, pageantry and ceremony befitting the mounting and dedication of a memorial to those gone but not forgotten was observed in Woodhaven Park, St. James, Manitoba on August 18th, 1967. The occasion was the mounting of an RCAF T-33 Silver Star jet trainer on a pedestal in Woodhaven Park.

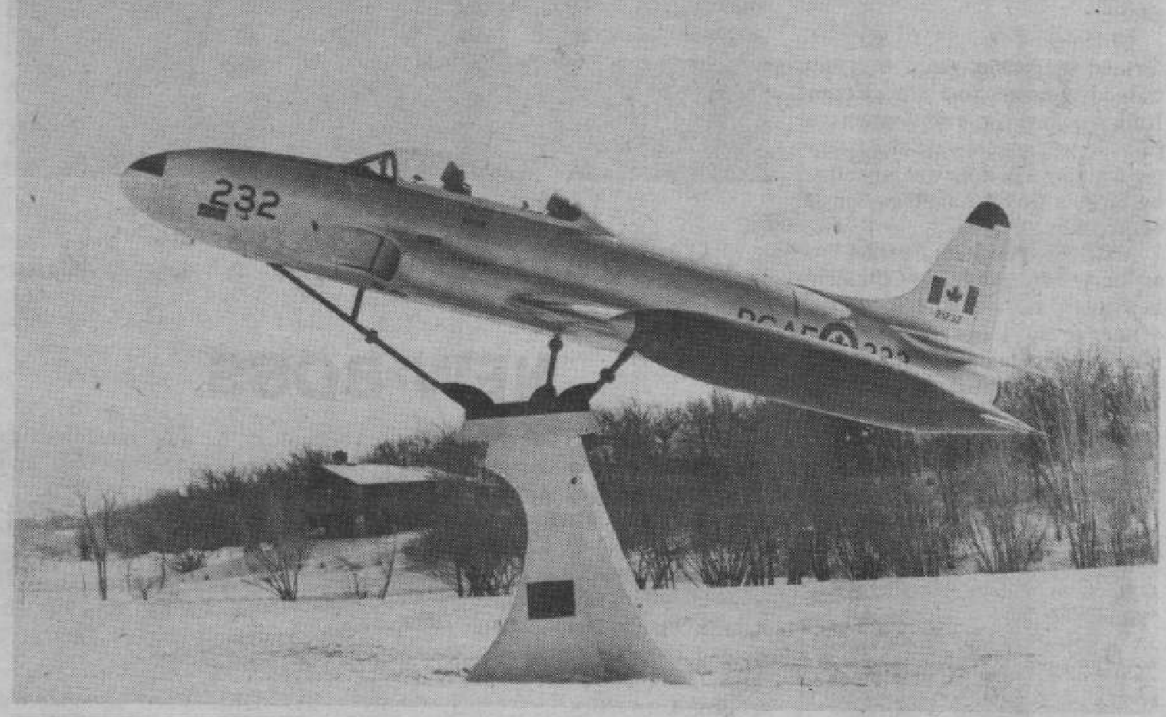
The City of St. James purchased the "T-Bird" as a commemoration to "Founders of the original Stevenson Field Airport in St. James in 1927 and to the thousands of military people who trained at this field during World War II."

The ceremony, which included both civic and military officials plus a 50 man guard of honor began with the arrival of Mayor Hanks, Mayor of St. James, and G/C W. A. Hockney greeted Mayor Hanks at 3:01 p.m. a flypast comprised of four T-33's split the afternoon air with their shrieks of complaint at the grounded member of their group and it looked for a moment as though the mounted aircraft was going to join the flight as it raised up on its supports only to settle back with almost an air of malevolence. After O Canada had been played, Mayor Hanks addressed the assembled dignitaries and onlookers and G/C Hockney replied to his workship's address and gave an outline of the military significance of both Stevenson Field and the memorial. Mayor Hanks and the Group Captain then unveiled the plaque at the base of the podium. The plaque, which is cast in bronze and displays the crest of the City of St. James at the top, reads:

This plaque commemorates the erection of this monument in gratitude to the founders of the original Stevenson Airport in St. James in 1927, and those intrepid thousands of air servicemen and women of Canada and Allied Countries who trained in St. James during World War II, together with the thousands of civilian and military servicemen and women who have manned the Winnipeg International Airport and Air Training Command through the succeeding years.

This T-33 Jet Trainer was unveiled as a Centennial project of the people of St. James and Canada's Armed Services Base this 18th day of August, 1967, in Canada's Centennial year.

This is certainly a stirring sight as you drive down Portage Ave., past Woodhaven Park and see a jet aircraft rising out of the grass.



NEW EMBLEM

(September 1967)

The design of a new emblem for the Canadian Armed Forces was approved by Her Majesty Queen Elizabeth II.

The emblem was phased into use gradually over a period of time. It embraced familiar symbols of the navy, army and air force. Existing service emblems continued to be used as appropriate until the armed forces unification bill was proclaimed.

The new emblem composed of the Crown over a blue oval background, surrounded by a wreath of ten stylized red maple leaves. Superimposed on the oval, in gold, is the navy fouled anchor, the army crossed crusader swords and the traditional air force eagle.

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GUNNER UNITS DISBANDED

(August 1968)

Two Manitoba based artillery units passed into history in August, 1968. A stand-down order reduced Winnipeg's No. 1 Locating Battery and the 2nd surface-to-surface missile battery, at Shilo, to nil strength, as a result of reorganization within mobile command.

About 190 men of 1 Loc. Bty. were posted to other units in Winnipeg, the province, other parts of Canada and overseas with over half this number remaining in Manitoba.

Most of the 109-member Shilo SSM battery were absorbed by other organizations within the western Manitoba base on dispersal.

Role of No. 1 Locating Battery, activated in Winnipeg in 1965, was to locate, observe and record enemy positions and weapons by electronic means. It also supplied on-the-spot meteorological data to field gunners.

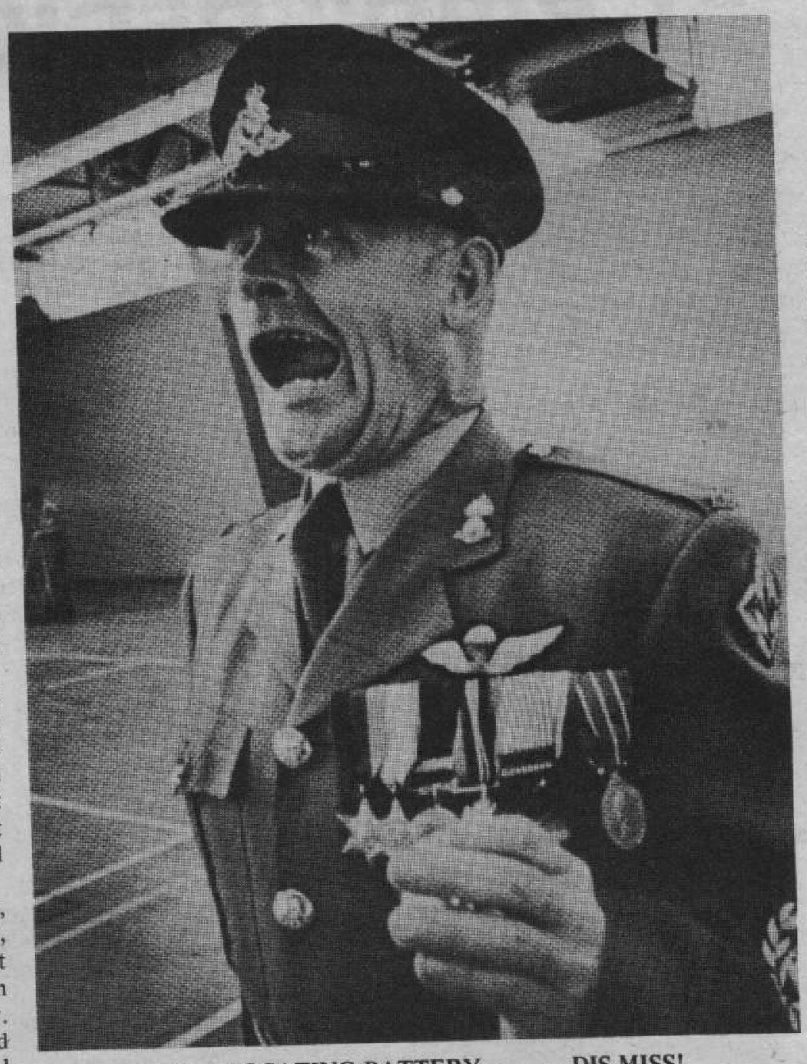
Shilo's 2nd SSM Battery, formed in Picton, Ont., in 1960, trained gunners on the Honest John rocket for employment in Europe with the 1st SSM Battery. Its training fuction was absorbed by Shilo's Royal Canadian School of Artillery.

COL J. P. Beer, chief of artillery at Mobile Command headquarters, was the inspecting officer at No. 1 Locating Battery's farewell parade held at the Selkirk Lines, Fort Osborne Barracks.

A long heritage of military service became history in June 1968. As of June 1st Radio Officers and Electronic Systems Officers lost their distinct identity and along with Air Interceptor Officers, were redesignated "Navigator".

A new trade for men – "Observer" also came into being that day. Observers became aircrew personnel charged with the responsibility of communicating, monitoring and operating anti-submarine warfare equipment aboard Maritime Command aircraft.

Many of the ROs and AIs underwent an intensive cross-training course at Winnipeg to qualify them for operational flying duties as long-range navigators.



No. 1 LOCATING BATTERY ..... DIS-MISS! BATTERY SERGEANT MAJOR TOM LARKIN ISSUES THE LAST COMMAND.

NEW BOSS

New faces at Training Command Headquarters made their official first appearance at CFB Winnipeg late in 1968.

MAJ GEN W. K. Carr took over command of Training Command.. GEN Carr, born in Grand Banks, Nfld., March 1923, joined the RCAF in 1941 shortly after his graduation from Mount Allison University.

In 1952 he flew with 541 (RAF) Sqn in Britain and with 684 Photo-Reconnaissance Squadron in the Middle East. For outstanding service in Italy and Malta he was awarded the Distinguished Flying Cross.

Returning to Canada in 1944, he served on northern survey operations with 413 Squadron, Rockcliffe, Ont. Following studies at the Rochester Institute of Technology he was transferred to the Central Experimental and Proving Establishment.

After completing the RCAF Staff College course in Toronto in 1954, he was transferred to Air Force Headquarters. In 1958 he took command of 412 Transport Sqn at Uplands.

MAJ GEN Carr commanded the RCAF detachment, UN Force, in the Congo in June, 1960, and later that year became CO of RCAF Station Namao. In 1965-65 he attended a National Defence College course at Kingston and in September, 1965, was named to the planning staff of Mobile Command, Montreal. In February, 1966, he became DG Training and Organization of Mobile Command.

MINISTER OF DEFENCE VISITS MANITOBA

(February 1968)

The Minister of National Defence, the Honorable Leo Cadieux, completed a three day tour to Training Command installations in the Winnipeg area in February 1968. This was his first official visit to Manitoba Bases since assuming the Defence portfolio in September 1967. During the visit he was escorted by the Commander, Training Command, MAJ GEN R. C. Stovel, LT COL Morrison of the Directorate of Information Services, CFHQ, accompanied the Minister and his party.

The Minister arrived at CFB Winnipeg on Monday, Feby 12th. He toured CFB Winnipeg, North Site by staff car and then inspected the 3rd Regiment RCHA and 1 Locating Battery, RCA, at the Selkirk Lines. He visited Portage la Prairie, participated in a para-rescue and air drop from a C-130E out of Rivers, and observed an Honest John firing and artillery practice shooting at CFB Shilo. The Minister also inspected Reserve units - HMCS Chippawa and several army Militia organizations at the Minto Armouries.

During his visit, the Minister held a Press Conference. The Editor of Voxair attended, and asked if a replacement for the Dakota aircraft as a navigation trainer was under consideration. The Minister replied that "no change was being considered to replace the Dakota in the near future." In reply to questions from the press representatives attending the conference, the Minister indicated that no decision had been made regarding the future of CFB Rivers, but under reorganization, "reduction of administrative personnel and a possible decrease in plant would be necessary" – and all avenues to reach this end would be investigated. The Minister mentioned that "Recruting was too good", and that the results of the trials of the new uniform were being compiled now – but he foresaw few changes in the basic pattern or color.

During the Conference, a DND spokesman, in reply to questions from Voxair, stated that, "while there is a need for a professional journal similar to the Air University Review, no official plans have been made to inaugurate this type of a publication, or to institute a weekly newspaper for the Canadian Forces."

The Minister indicated that Canada would be willing to provide peacekeeping troops for duty in Vietnam if asked to do so by the United Nations, and if the Government approves such a request.

PAN-AM TEAM SALUTED

For supporting Canada's biggest ever sports spectacle at the time – the 1967 Pan-American Games – a commemorative bronze plaque was presented to MAJ GEN R. C. Stovel, on behalf of CFB Winnipeg and the Canadian Armed Forces. A 1,200-man Pan-Am Force supported all aspects of the Games, making it one of the most successful in the Game's history. Culver Riley, president of the Pan-Am Games (1967) Society, and the Game's executive Director, Jim Daly, made the presentation.

Three major units made up the Force, along with smaller specialist elements from many units across the country, all under the command of LT COL John de Domenico. The plaque, installed in Lipsett Hall, reads:

PRESENTED TO THE PAN-AMERICAN FORCES

Third Regiment, Royal Canadian Horse Artillery; 1 Locating Battery, Royal Canadian Artillery; Fourth Transport Company, Royal Canadian Army Service Corps.

In grateful acknowledgement of your role in the total community involvement which insured the success of the 1967 Pan-American Games, by the Pan-American Games (1967) Society, Winnipeg.

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CONGRATULATIONS WINNIPEG INTERNATIONAL AIRPORT ON YOUR 50TH ANNIVERSARY

FORCES AID IN FLOOD

(April 1969)

WINNIPEG – On-the-spot monitoring of flood conditions on Manitoba's Red and Assiniboine Rivers was being handled by two giant helicopters from Canadian Forces' Mobile Command.

They provided on-call assistance to provincial authorities for ice-jam control, airlift of manpower, and reconnaissance at a moment's notice.

The machines, from the Edmonton detachment of 450 Heavy Transport Helicopter Squadron were CH-113A Voyageurs, built by Boeing Vertol.

The Voyageurs, with a pilot, co-pilot, and crew chief, could carry a payload of 25 fully-equipped troops, or 5,000 pounds of cargo, in or slung under the fuselage. They had a speed of about 140 mph a ceiling of 14,000 feet and an endurance of about two hours in the air.

They were tandem-rotor helicopters, powered by two turbine engines, each with a shaft horse power of 1250. Basic weight of the machine was 11,500 pounds, with a gross weight of 19,000 pounds.

PATRICIAS RE-WELCOMED

(Voxair Sept 1970)

Part of Winnipeg's pre-war history, the Princess Patricia's Canadian Light Infantry, returned to the city after an absence of 31 years.

The regiment's 2nd Battalion, one of Canada's most renowned infantry units, settled into Fort Osborne Barracks' Selkirk Lines following service with Canada's NATO formation in West Germany.

Commander of the battalion was LT COL John de Chastelain, 33, of Calgary.

The PPCLI last called Winnipeg home between the First and Second World Wars, when they were garrisoned for a 20 year period at the old Fort Osborne Barracks complex on Tuxedo Blvd. They were the first Winnipeg Infantry unit to go overseas in 1939. The Patricias returned to Manitoba briefly after the war, before being assigned to Calgary's Currie Barracks.

Formed in 1914 at the outbreak of the First World War, the regiment is attributed with an impressive number of firsts in Canadian military history.

It was the first Canadian unit to see action in the 1914-1918 war, and the only one among the British armies to carry its regimental color in battle. In the Second World War the Patricias were the first Allied troops to set foot on Italy's Lombardy Plains.

The regiment's 2nd Battalion was the first Canadian unit to see action in Korea, and is the only Canadian unit ever to win a U.S. Presidential Distinguished Unit award for Valor, at Kapyong in 1951. All members of the battalion wear a symbol of the award while in uniform.

RECORD LAUDED

(November 1969)

A Winnipeg based flying unit in November 1969 received national recognition for its superb flight safety record.

The feature story in the latest edition of the "Hotline", Training Command's flight safety publication, was about the Canadian Forces Navigation School in recognition of five years of accident free flying. That's over 85,000 hours.

The school, headed by LT COL H. L. Broughton, had the task of training all navigators and observers for the service. Flying the 22 Dakotas, known more familiarly as Gooney Birds, were some sixty odd pilots headed by MAJ T. E. Sconlon.

Besides flying navigators on their training missions the squadron was often called upon to perform various transport roles. They had been called upon to transport everything from army canoes to air cadets to Red Cross nurses.

A foreword by MAJ GEN W. K. Carr, Commander Training Command, preceded the article. "The Base Commander, Commandant and all personnel involved in the CFANS operation are congratulated on this outstanding achievement. To accomplish such a record during a period when there has been an extensive increase in air traffic and a continual aging of already rather ancient equipment speaks highly of the efficiency of the ground and air crews and for the professional quality of the entire organization."

OPPOSITION "ACES" AT REUNION

(Voxair May 1970)

WINNIPEG – The top two fighter aces on botn sides during the Second World War met here in September at a four-day Commonwealth Aircrew Reunion.

They were Germany's LT GEN Adolf Galland, one-time confidant of both Hitler and Goering, and Britain's Air Vice-Marshal J. E. (Johnnie) Johnson. Both had met in the past, on the ground and in the air.

The reunion, organized by the Winnipeg Wartime Pilots and Observers Association, was open to flyers of any war, regardless of rank or aircrew specialty, who flew with Commonwealth air forces. It took place Sept. 24-27, 1970.

Another equally-prominent legend attending was legless ace Douglas Bader of Battle of Britain fame. Bader, immortalized in the movie, "Reach for the Sky," for his daring aerial feats in combat, was shot down and taken prisoner in 1941.

A wooden leg dropped by the British was delivered to Bader by the Germans. While a prisoner he was also invited to dine with the German ace, Galland, and his officers.

The reunion, organized as a "giant nostalgic happening." called for an attendance of 2,000 on a "first-come-first-served" basis.

Another guest, credited as "the man who saved the city of London," was Canadian Air Commodore J. E. Fauquier of Toronto.

He led the attack against German V-1 rocket sites at Pennemunde, setting back the German threat for almost a year, allowing time for the Allies to take the offensive.

Also on hand were several Canadian generals still in uniform, headed by the then Chief of the Defence Staff, GEN R. F. Sharp, also a wartime bomber commander.

Program for the event called for a banquet dance, luncheon and western-style breakfast. Separate hospitality facilities operated for former airmen of fighter, bomber, coastal, training and transport/ferry commands.

The reunion also tied in with a Centennial Air Show, in observance of 100th birthday celebrations for the province of Manitoba. An attraction at the air show was the U.S. Air Force Thunderbirds.

Apart from Canadian and other Commonwealth veterans, inquiries poured in from U.S. citizens who formerly served in Commonwealth air forces.



DC-3 DAKOTA AIRCRAFT AWAITING ANOTHER DAWN PATROL — 1969

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NEW UNIT

(June 1971)

After 20 years in Winnipeg as a part of the Air Navigation School, Flying Squadron ceased to exist.

Over the years they had seen their fleet of Expediters, Mitchells and Dakotas shrink smaller and smaller as the number of navigators trained in Winnipeg was reduced.

However, the sight of Gooney Birds over Winnipeg would continue for many years to come. A new unit was created by Training Command which encompassed the roles of the old flying Squadron and some of the Flying Training Standards Unit which was earlier reported also to be on its death bed.

The new unit under the name of Canadian Forces Flying Training Support Unit (CFFTSU) came quietly into existence on July 1, 1971. The new Commanding Officer was LT COL J. H. Roddick.

The interim CO, MAJ R. W. Newman, the former Flying Squadron Commander, said that the new unit came about as a result of a change in the role of flying at CFB Winnipeg. "Several years ago practically all flying here was in direct support of Navigator and observer training, however, other commitments have since come into the picture. These include Dakota conversion training, transport operations, air cadet familiarization flying and VIP transport."

"Also with the disbandment of the Flying Training Standards Unit, a new home was required for the Instrument Check Pilot School. As a result TCHQ recommended that Flying Squadron and the ICP School form a separate unit."

With the amalgamation, all flying at CFB Winnipeg would be under one unit when 440 Squadron departed for Edmonton in the fall of 1971. To improve administration and support a physical move was undertaken as well. As a result of a move by the pilots of Flying Squadron to 11 Hangar all pilots soon located under one roof. It was anticipated that all servicing personnel would also be consolidated in 10 and 16 Hangars.

With the departure of 440 Squadron the air search task would be a new and interesting field for the new unit.

Dakota conversion training, which first began operations in Winnipeg in 1970, turned out four Dakota pilots every six weeks for employment in both Winnipeg and other multi-engine units.

The Instrument Check Pilot School graduated over 60 ICP's each year for all flying units in the forces. In addition they set all of the instrument exams which were written annually by all forces pilots.

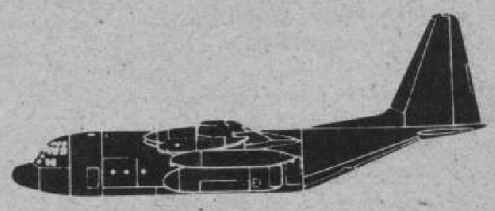
CHIEFS SWITCH

(Aug 1971)

Change of command of one of the major components of the armed forces took place in August 1971 in a handover parade in Winnipeg.

Stepping in as the new head of the nation-wide Training Command was a 51-year-old tank officer, MAJ GEN William A. Milroy of Calgary and Edmonton.

He succeeded a veteran wartime pilot who had held the post for the past three years, 48-year-old MAJ GEN William K. Carr of Grand Banks, Nfld. GEN Carr moved to the North American Air Defence Command (NORAD) headquarters at Colorado Springs, Col. as deputy chief of staff for operations.



HERCULES

WINNIPEG LOSES SQUADRON

(May 1971)

The Department of National Defence in 1971 announced plans to relocate the nucleus of its search and rescue organization from Winnipeg to Edmonton.

As far back as 1948 Winnipeg had been the central base for the Armed Forces Rescue Coordination Centre (RCC) and its working arm, 440 Transport and Rescue Squadron. Together this team had distinguished itself in a host of distress and mercy operations in central and western Canada.

Feasibility studies had indicated that search and rescue operations could best be co-ordinated from the Edmonton headquarters as it was more centrally located with respect to the major air incidents in the squadron's area of responsibility. Aircraft of other units stationed at CFB Winnipeg would be able to assist operations in the Manitoba area and thus fill the gap left by the relocation of the squadron.

The RCC completed the move by the first of August 1971 while 440 Squadron became fully operational out of Namao, Alberta, by October 15.

FORCES ASSIST

(Aug 1972)

On a Tuesday afternoon, August 1972 a Canadian Forces Dakota from 429 Squadron Winnipeg was called upon to rush 150 units of whole blood from Brandon to Winnipeg. The trip took 55 minutes.

The blood was brought to Winnipeg for preparation to administer to a student nurse in Thunder Bay. The preparation process involved the removal of factor 8, a coagulent, which is very unstable and thus must be removed from the whole blood within four hours after leaving the donor.

The prepared blood was ready Wednesday afternoon and was transported to the patient at McKellar Hospital in Thunder Bay by one of the civil air carriers.

429 SQN RE-BORN

(April 1972)

On April Fools' Day 1972 the Canadian Flying Training Support Unit (CFFTSU) ceased to exist. It was no joke, however, as a wartime bomber squadron number was reactivated to be given to the unit.

CFFTSU which flew Dakotas and T-33's out of Winnipeg's 11 hangar became known as 429 Composite Squadron. During the war the squadron flew Halifaxes and Wellingtons on a number of missions over Europe. After being disbanded after the war 429 Squadron had Buffalo aircraft.

The Squadron was based at Namao where it also flew Buffalo aircraft. The Squadron was disbanded there in September of 1971 to become 440 Rescue Squadron with the move of that Squadron from Winnipeg and the addition of the twin Otter.

The 429 Squadron crest features a Buffalo ready to charge. The motto of Winnipeg's 429 Squadron was "Fortunae Nihil" or "Nothing to Chance". This was quite appropriate in that CFFTSU had one of the best records for flying safety of any unit in the Canadian Forces.

Although 429 Composite Squadron would be flying some of the oldest aircraft on the Canadian Forces inventory, its strength of over 60 pilots also made it one of the largest squadrons. The Squadron had six T-33s and 23 Dakotas to carry out its tasks.

The squadron's multipurpose role included:

– supplying aircraft and crews for the Air Navigation School observer and navigator training.

– conducting Instrument Check Pilot training,

– conducting Dakota conversion training,

– carrying out a transport task,

– providing support for search and rescue,

– supplying aircraft and crews to support navigator staff training.

To properly reactivate the 429 Squadron number it was planned to hold a fly-in and formal ceremonies on May 12 and 13, 1972. All former members of 429 Squadron as well as former members of CFFTSU and ANS Flying Squadron were asked to attend.

The formal ceremonies on the 13th included a parade in No. 11 Hangar and the presentation of the 429 Squadron crest to the Commanding Officer, LT COL J. H. Roddick. This was followed by a reception, dinner and dance in the Officers Mess. The menu included Buffalo meat.

The Dakota or "Gooney Bird" has a proud history in the Canadian Forces. Many of the Winnipeg based aircraft flew during the last war and they have been a familiar sight over Winnipeg now for several decades. The reactivation of 429 Squadron meant that they and the T-33 would be around for many more years to come.

CITATION RECEIVED

(April 1972)

WO Allan Golding, CD of 223 Kenaston Blvd., Winnipeg received admission into the Order of St. John by Her Majesty the Queen. He was invested as S.B. St. J (Serving Brother St. Johns) at Rideau Hall in Ottawa in the fall of 1972.

His citation read:

"For the promotion and carrying out of humanitarian and charitable works for the relief of persons in sickness, distress, suffering and danger. For voluntary instruction of persons in first aid during after-duty hours, on weekends, and during periods of leave. This has involved many dependents, Scouts, Guides, Cadets and Reserves. For active encouragement of young people to learn and practice first aid, particularly during his tours at 2 (F) Wing, RCAF (1957-1962 and 3 (F) Wing, RCAF (1964-1967). For having produced and issued a precis on Emergency Procedures, First Aid, Childbirth, and Fire Fighting to all dependents of both 2 and 3 Wings, RCAF."

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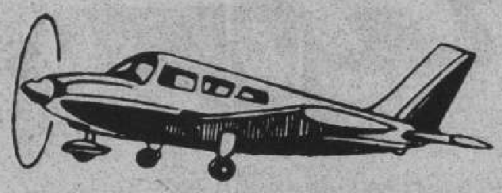

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NEW COMMAND

(Aug 1972)

On 23rd August, 1972, in an impressive ceremony which was highlighted by a fly-past of all the various types of aircraft used in Training Command, MAJ GEN W. A. Milroy, DSO, CD, handed over command of Training Command to Rear-Admiral R. S. Stephens, CD.

GEN Milroy, a Second World War armoured corps officer who had 32 years service, was promoted to LT GEN effective 30 August 1972 and was appointed as the new Commander Mobile Command. In his farewell address, GEN Milroy stated that he enjoyed his tour in Training Command, thanked all the personnel of Training Command for their support, and complimented them on their dedication and professionalism.

Admiral Stevens, the new Commander Training Command, a naval officer with then more than 30 years service, had just completed a tour as the Chief of the Forces' Information Handling Agency, Ottawa, where he was responsible for all computer management information systems in the forces. In his acceptance speech, Admiral Stevens (on behalf of himself and the personnel of Training Command) wished GEN Milroy "God's Speed" and success in his new position as Commander Mobile Command. He also indicated that as a "sailor", he had not been afforded the opportunity to serve in the mid-west before and he, as well as his wife, were very happy to be in Winnipeg.

After the Change of Command Parade was completed, GEN and Mrs. Milroy, and ADM and Mrs. Stevens joined the Lieutenant-Governor of Manitoba, His Honour W. J. McKeag and Mrs. McKeag at a reception held in the Officers' Mess.

NEW NAME

(Feb 1973)

Everyone at Canadian Forces Base Winnipeg witnessed a major event in the history of the Base in 1973. For several years CFB Winnipeg had been divided into two sections with the designation of "North Site" and "South Site". In recognition of the fact that 2 PPCLI was the major lodger unit on the South Site, both the Chief of the Defence Staff and the Base Commander approved a new term for the Tuxedo area complex – "Kapyong Barracks".

Furthermore, the buildings used by the Patricias would carry names as well as numbers. Each building would commemorate a battle honour won by the Regiment in World War I, World War II, or the Korean War. For example, the Battalion Headquarters Building would in future be known as the "Frezenburg Building", after the battle on May 8th, 1915 when the Regiment suffered 80% casualties but held the key Bellewaerde Ridge in front of Ypres.

For several months many people, including Patricias themselves, would be trying to remember names which were frequently tongue-twisters and always difficult to spell. This would be made easier in the future as plans went ahead to have new signs placed on the front of each building.

The barracks themselves, consisting of most of the "B" and "C" Lines buildings at the South Site, would carry the name "Kapyong", as it is the military action specifically associated with the Second Battalion stationed in Winnipeg.

In a project closely related with the naming of Kapyong Barracks, a Kapyong Battle display was set up in the main hall of the Battalion Headquarters Building. There were paintings of both 2 PPCLI and the 3rd Battalion Royal Australian Regiment in action during the battle; an explanation of the action and its significance; and photographs of the war memorial erected at Kapyong in 1967.

PARK DEDICATED

(August 1974)

The Honourable James A. Richardson, Minister of National Defence, officially dedicated CFB Winnipeg's Centennial Project, Stevenson Park, on Friday, 9 August, 1974.

Stevenson Park was dedicated in honour of the late CAPT Frederick J. Stevenson who achieved fame both as a military pilot during World War One, and later as a pioneer bush pilot in northern Canada.

As a military aviator, CAPT Stevenson earned the Distinguished Flying Cross and the Croix de Guerre. He was killed in an aircraft crash in northern Canada, and awarded the Harmon Trophy posthumously in 1928 by the Ligue Internationale des Aviateurs for his contributions to Military and civilian aviation.

The three aircraft displayed in Stevenson Park, the Mitchell, the Expeditor, and the Dakota, all served in the training of students at the Air Navigation School.

Miss Alice Stevenson, the sister of the late CAPT F. J. Stevenson, was in attendance at the dedication ceremonies.

MARGARET VISITED

(Voxair May 1974)

Voxair readers were well aware of the royal visit of Princess Margaret and the Earl of Snowden in 1974. The visit, in honour of Winnipeg's Centennial, was covered in detail by the local news media.

Canadian Forces personnel were involved in several of the tour events. Besides supplying vehicles and escorts for the Princess, the Canadian Forces added to the pageantry of the occasion by providing a guard of Honour and a Military Band.

Military personnel were present at the first official function of the Royal tour, the visit to City Hall on May 10th. A 100-man Royal Guard of Honour and the Training Command Band assembled in the courtyard of the City Hall at 10:20 a.m. to await the arrival of the royal couple. Both the guard and the band were inspected by the Princess prior to her tour of the Council Chambers and Centennial exhibitions.

The Training Command Band also played at the State Dinner and Dance held in the Legislative Buildings May 11, and the band and a 48-man Guard of Honour were present at the Winnipeg International Airport May 14 for the Princess's departure.



The lady driver is Olwyn Van Raes of Winnipeg, who under the direction of Petty Officer Don Wilkinson, takes a turn at the ship's helm as part of a recent Naval Reserve training program. In all twenty naval reserve wrens from Winnipeg and Thunder Bay joined their male counterparts for the weekend of day training cruises on Canada's West Coast. The unique experience for the women on board a ship at sea is all part of a familiarization training program to give the wrens a better understanding of the sailor's role.

(April 1973)

GOVERNOR-GENERAL AND MADAME LEGER

On 25th April 1974 their Excellencies the Governor General and Madame Jules Leger made their first official visit to Winnipeg. They arrived at CFB Winnipeg by service aircraft and were met by the Base Commander COL C. A. LaFrance, Inspector K. C. Ziegler of the RCMP, Honorary Aide-de-Camp in attendance, and His Honour the Lieutenant-Governor and Mrs. McKeag.

The Leger's were then driven to Government House where they met the other Honorary Aides-de-Camp in attendance, COL L. D. Ludlow, CD, COL E. J. Harris, CD and LCOL W. N. Fox-Decent, CD.

Following a private luncheon at Government House, an official call was made at the Legislative Building. After meeting BGEN K. C. Lett of Training Command Headquarters and Assistant Commissioner G. Paquette of the RCMP, the Governor General inspected the Guard of Honour, under the command of CAPT D. J. McCracken of 429 Squadron. Here they were met by Premier Schreyer and escorted to their places in the Chamber. That evening a dinner in honour of their Excellencies was given by the Lieutenant-Governor.

Friday was spent visiting City Hall, turning the sod at the Living Prairie Museum, lunching at St. James Civic Centre and visiting the St. Boniface Basilica and Centre Culturel Franco-Manitobain. Later came an informal reception and then a formal dinner at Government House.

Saturday morning Governor General and Madame Leger bid farewell to Winnipeg and boarded a Canadian Forces aircraft at CFB Winnipeg for a flight home to Ottawa.

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New Commander of Air Reserve Group, Brigadier-General (now Major-General) Richard Rohmer (left) receives his Certificate of Command from LGEN W. K. Carr, Commander of Air Command. Air Reserve Group was inaugurated 4 April, 1976.

AIR RESERVE GROUP

(May 1976)

Defence Minister James Richardson announced the formation of an Air Reserve Group as part of the Canadian Forces Air Command, with headquarters in Winnipeg.

Mr. Richardson attended the inauguration of the new formation in Winnipeg 4 April, 1976 as well as the group's new commander Brigadier-General Richard Rohmer, DFC, CD, Q.C., Senior Air Reserve Advisor to GEN J. A. Dextraze, Chief of the Defence Staff.

The Air Reserve Group was formed to administer air reserve wings and squadrons across the country and its headquarters was staffed by regular and reserve airmen. The then deputy commander, COL Val Pattee, is a member of the regular force.

GEN Rohmer, a nationally known lawyer, author and Second World War fighter pilot, took part in the Normandy invasion of 1944.

STATUE DEDICATED

(June 1976)

A statue dedicated to the contribution of women in the Commonwealth armed forces of World Wars I and II was unveiled in Memorial Park, west of the Cenotaph, 4 July 1976 at 2 p.m. The statue was the work of Winnipeg sculptress Helen Granger Young and was bronzed at a foundry in Cochrane, Alberta. It was flown to Winnipeg by a Canadian Forces Hercules transport aircraft in early June. The monument depicts three servicewomen, back to back in the Army, Navy and Air Force dress.

The campaign to raise funds for the statue was started in 1972 by the Women's Tri-Service Veterans Association which was formed for this purpose. A "Dedication Ball" was held on 3 July, 1976 at the Marlborough Hotel, Winnipeg.

NEW COMMANDER

(July 1975)

A change of command parade and farewell ceremony for Rear-Admiral R. St. G. Stephens, Commander Training Command was held at Canadian Forces Base Winnipeg on Monday, June 1975.

Rear-Admiral Stephens handed over the leadership of Training Command to BGEN L. V. Johnson who was the then Chief of Staff. GEN Johnson remained in Winnipeg until 1 September then relocated the newly designated Canadian Forces Training System to Trenton, Ontario when the inauguration of Air Command took place in Winnipeg.

Admiral Stephens took up the position of Canadian Military Representative to the Military Committee at NATO headquarters in Brussels, Belgium. The ADM had been the Commander of Training Command for three years.

A lack of sea water posed no problem for the ADM's departure ceremony for, true to Naval tradition which dictates an outgoing commander will be "pulled" (rowed) ashore by his officers, a boat was mounted on a trailer and the officers pulled the ADM to his departing aircraft.

HMCS CHIPPAWA

On April 27, Rear Admiral A. L. Collier, CD, Commander Maritime Forces Pacific, inspected the Ship's Company of HMCS Chippawa which was awarded the Naval Reserve Proficiency Trophy for being the best of Canada's Naval Reserve Units.

Following his review of the personnel and facilities at Chippawa, Rear Admiral Collier discussed the importance of the Naval Reserve in helping Maritime Command to meet its tasking of maintaining Canadian sovreignty.



LOCKHEED F-104S STARFIGHTER

NEW AIR COMMAND

(September 1975)

Defence Minister James Richardson announced that Air Command, the new Canadian Forces' organization responsible for this country's air power at home and abroad, would come into being in Winnipeg Tuesday 2 Sept. 1975.

An inaugural ceremony for the event, with federal, provincial and municipal officials in attendance, marked a new chapter in Canada's 66-year old history of military aviation.

Thirty-three years ago Air Command's predecessor, the Royal Canadian Air Force, was the fourth-ranking Allied air power aligned against the Axis nations.

The new organization consolidated aviation functions being performed by three separate commands of the Forces. It unified all air resources, Regular and Reserve, to coordinate their employment and deployment more effectively and economically.

Air Command, Mr. Richardson stated, would be the focal point for airmen of the Forces, in the same way that Mobile and Maritime Commands were regarded by soldiers and sailors.

The inaugural ceremony and parade to launch the command, on the flight line of CFB Winnipeg, saw GEN J. A. Dextraze hand over the new organization to its first Commander, LTGEN William K. Carr, 52, the Forces' top-ranking airman.

Flanking the 2nd September inaugural ceremony were various types of Forces' aircraft and the flags of all provinces and territories. On parade were more than 450 members of sea, land and air units based in Winnipeg.

Mr. Richardson said that Air Command headquarters in Winnipeg would comprise a staff of about 300 military and 111 civilian positions. It would control approximately 38 bases and stations in all 10 provinces, as well as four Northwest Territories sites of the Distant Early Warning (DEW) Line.

A collateral appointment of GEN Carr was that of Commander of Prairie Region. In this capacity he is responsible for regional commitments and support functions in the three prairie provinces and northwestern Ontario.

With the formation of Air Command there would be three easily-identifiable commands responsible for sea, land and air operations in the Forces. More of the day-to-day functions of the Forces performed in Ottawa would be delegated to these three commands.

Air Command would exercise jurisdiction over air doctrine, flight safety and common air-policy matters, such as air training standards. It would encompass functions formerly performed by Air Defence and Air Transport Commands, as well as air training, formerly controlled by Training Command.

VET RECEIVES CITATION

(Aug 1975)

Tommy Prince, one of Canada's most colourful war heroes, received a special salute and citation from 2 PPCLI on Saturday 2 Aug, 1975.

Tommy Prince left his home reserve of Brokenhead, Manitoba to join the Army during the Second World War and the Korean War. He returned home with ten medals and decorations including the Military Medal of Canada and the US Silver Star. He was a member of Second Battalion at the treacherous Battle of Kapyong in Korea.

Mr. Prince eventually stopped fighting when repeated shrapnel and machine gun wounds almost totally damaged his legs, but he remained a strong supporter of the Army.

Chief Jim Bear of Brokenhead, a nephew, said the Indian Days celebration was the perfect time "to honour this Indian person", a Second World War hero who seemed to be forgotten in the eyes of the Canadian people.

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AIR RESERVE

(1973 - 1978)

With the new year, 1973, ski training operations were in full swing.

During the years 1974-78, the Air Reserve at Winnipeg remained very active. As usual the members participated in both winter and summer flying and conducted exercises in various climates.

In 1975, 402 Squadron began converting to the Dakota aircraft, due to the Single Engine Otter having been phased out of service with 402 Squadron.

With the inauguration of Air Command on September 1, 1975, 3 ARWHQ and 402 Squadron transferred from Mobile Command to Air Command. Then, with the formation of Air Reserve Group on April 4, 1976, the two units again transferred to a new command.

The years 1976 and 1977 were spent in continuation training on the Dakota aircraft and the carrying out of many search and rescue missions and long-range transportation missions.

Today, the Squadron is completely operational and is carrying out its duties with a vigor and efficiency that is envied by many, and admired by all. 402 has a proud record of preparedness and action, and as the former RCAF Air Historian at Ottawa had commented, "The City of Winnipeg Squadron has a tradition of high achievement in war and peace, in which all present and former members can take pride." That comment still applies.

1977 ROUNDUP

With Olympic year behind them, the Canadian Forces were getting back to normal at the beginning of 1977. CFB Winnipeg was no exception. Searches, visits, parades and so on once again highlighted the year.

LGEN W.K. Carr, Commander of Air Command received the C.D. Howe award for "achievement in the fields of planning, policy-making and overall leadership in Canadian aeronautics and space activities."

The Second Battalion (2PPCLI) changed their Regimental Sergeant-Major (RSM) in January when CWO C.A. Wilson assumed the position from CWO W. R. E. Bruce.

Canada's Minister of National Defence, the Honourable Barney Danson paid a courtesy visit to CFB Winnipeg and Air Command Headquarters and attended a briefing at Canadian Forces Air Navigation School given by the Commandant LCOL R. H. Sparling.

On Sunday, 23 January, the Chiefs and Petty Officers of HMCS Chippawa honoured John Pegg (RCN Lieutenant Commander retired) on the occasion of his 80th birthday. The celebration marked an association with the British and Canadian Navies extending over a period of 66 years.

Voxair reported in the March 9th issue that No. 18 Medical Company had been judged the best militia medical unit in Canada for which the Ryerson Trophy was presented to CPL Donna Haley on behalf of the unit.

During the month of March also, GEN J.A. Dextraze, then Chief of Defence Staff, paid his last official visit to CFB Winnipeg and the many work areas on Base. He was replaced later in the year by Admiral Robert H. Falls.

It was revealed that in April of 1952, Miss Daisy Snowdon began her employment as the CO's secretary and she had held that position for twenty-five years (she still does). Her job, as it has been for all good secretaries, has been to keep her boss "on the straight and narrow."

Considering the hectic Olympic year, 1977 at CFB Winnipeg was relatively quiet. However, in July COL D. M. McNaughton replaced COL M. D. Gates as Base Commander at an impressive parade and Change of Command ceremony held in Stevenson Park on the base. Councillor Pearl McGonigal presented COL Gates with a Community Services Award on behalf of the City of Winnipeg.

TOW arrived at Winnipeg during 1977. That is, Tube-launched. Optically-tracked, and Wire-guided missile arrived for use by 2PPCLI. The missile is one that can be fired from a jeep or helicopter and is effective against tanks or hard bunkers at ranges over 3000 meters.

While the PPCLI maintained its usual high standards, their brothers-in-arms, the Royal Winnipeg Rifles (Militia) captured the T. Eaton Cup in the Winnipeg District Marching and Shooting competition.

Meanwhile, on 7 November, 1977, Admiral Robert H. Falls, Chief of Defence Staff, visited Air Command Headquarters and CFB Winnipeg. He held discussions with Senior Staff of Air Command, visited the Air Navigation School and 429 Squadron and finally greeted the people of CFB Winnipeg in their messes.

LCOL R.H. Sparling, Commandant of the Canadian Forces Air Navigation School accepted the new air navigation procedures trainer (ANPT) in November.

The year 1977 ended quietly, but not before a highly decorated war veteran, SGT Thomas George Prince had died at the age of 62. A former member of the 2PPCLI who had served valiantly in Korea, SGT Prince was buried with full military honours in Brookside Cemetery.

1978 REVIEW

Here it is, 1978, the twenty-fifth anniversary of Stevenson Field and CFB Winnipeg has been deeply involved in planning for the observance of the occasion on 27 and 28 May. But, meanwhile, life still carries on in our military community. 429 Squadron continues on daily missions, 2PPCLI are still taking part in exercises, CFANS are still training navigators – the Base in other words still functions well. And, Air Command has been assigned the task of co-ordinating the Canadian Forces support for the Commonwealth Games.

George T. Richardson was appointed honourary colonel of 402 "City of Winnipeg" Air Reserve Squadron in January. COL Richardson is the great-grandson of the founder of James Richardson and Sons Ltd., and is also the first Canadian Governor of the Hudson's Bay Company.

The Air Reserve Group, with headquarters at CFB Winnipeg, received a new commander this year: BGEN John I. Perodeau of Montreal was appointed commander in January to succeed BGEN Richard who was promoted to MGEN.

Also in January, reporter Pat Flynn of the Winnipeg Tribune accompanied 2PPCLI on Exercise Rapier Thrust at CFB Shilo. Living with the troops in Arctic tents, eating the Army's individual ration packs and going on tactical exercises, Pat Flynn received a first-hand impression of what the troops experience at -69F (with wind chill).

As usual this year, another cool sporting event took place, this time in February when the annual competition for the Jamesport Trophy was held. The CFB Winnipeg rink won the competition. This win evened the score since 1969 at four wins apiece, the St. James-Assiniboia councillors having won it four times since 1969.

Computerization at CFB Winnipeg continues. By the end of May, the Construction Engineering Section (CE) on the Base. will introduce the CEMIS MK II system computer into everyday life. This system is designed to help the people in CE to more quickly and effectively manage their resources in order to better serve the needs of the Base.

Computer control of resources is not the only new thing at CFB Winnipeg in 1978. CPL Helen Bowman became the first Canadian Forces woman to qualify as a ground control approach air traffic controller. Helen achieved that distinction in April.

While Helen was busy controlling aircraft, the ship's company of HMCS Chippawa visited Grand Forks Air Force Base in North Dakota. The two day trip in early May featured briefings and tours of the Air Base located about 180 km south of Winnipeg.

Finally, two command announcements have been made this year. Firstly, plans for the construction of a new building to house Air Command Headquarters was announced by the Honourable Joe Guay on behalf of the Minister of National Defence. The new facilities will cost approximately 12 million dollars (1978). Also a new commander has been named to replace LGEN W. K. Carr who will retire after 36 years service. The new commander, MGEN G. Allan MacKenzie (now deputy commander) will be promoted to LGEN and assume command in August, 1978.

NEW BASE COMMANDER



Col. J.R. Allingham

COL J. R. Allingham, Air Command Deputy Chief of Staff (Personnel), has been appointed Base Commander CFB Winnipeg. COL J. R. Allingham replaces COL D. M. McNaughton who will be promoted to BGEN this summer and will assume the position of NDHQ's Deputy Chief of Air Doctine and Operations. The change-over will take place in mid-July, 1978.



Hercules 305, 429 Squadrons' first aircraft in combat order (external fuel tanks installed, no navigation module and no students) stands ready for start.

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personnel and 900 civilian employees. Some 1000 houses are maintained for married military personnel while 600 single personnel live in barracks on the Base. The remainder of the married and single personnel and civilians live in owned or rented accommodation throughout the city. Our annual payroll is approximately 48 million dollars of which some 30 million is disposable for spending within the City. This is only one part of the more than 100 million dollars that the Department of National Defence spends annually in Winnipeg.

I believe that the military presence here is as beneficial to the City as the City is good to us. We enjoy excellent relations with the community in which we live and trust that this will always continue.

Thank you for coming. We offer our best wishes that you enjoy your day.

– Col. D.M. McNaughton.

DAY PROGRAM

28, 1978

GROUND DISPLAYS

10:00 - 11:00 49 Royal Canadian Sea Cadet Corp Band and Guard/Drill Team
11:00 - 11:30 402 Air Reserve Squadron Pipe and Drum Band and Highland Dancers
12:00 - 12:30 Air Command Band
1:00 - 2:00 HMCS Chippawa Naval Gun Crew Display and Band

STATIC GROUND DISPLAYS

- Armoured Personnel Carrier
- Leopard Tank
- Howitzer



nti-Tank Missile

HANGAR DISPLAYS

(10 and 16 Hangars)

16 Hangar

- Canadian Forces Training Material Production Center
- Canadian Forces Station Churchill
- Grumman Aircraft Corporation
- Nuclear Accident Support Team
- Air Command Headquarters
- Canadian Forces Air Navigation School
  – Navigation Squadron
  – Aerospace Squadron
- Base Aircraft Maintenance Avionics
- Base Photo
- School of Meteorology
- Vari-Eze Aircraft – Colonel W.H.D. Hedges
- Base Aircraft Maintenance – Safety Systems
- AVRO 504K Aircraft
- NASA Display
- Western Canada Aviation Museum – Vintage Aircraft

(Between Hangars)

- 1 Construction Engineering Unit
- 733 Communication Squadron
- 2 PPCLI
- Canadian Forces Recruiting

10 Hangar

- 733 Communications Squadron
- International Plastic Modeler's Society
- Fort Garry Horse
- Royal Winnipeg Rifles
- 2 PPCLI
- Base Dental Unit
- Base Hospital
- Canadian Forces Recruiting
- 3 Regular Support Unit
- Badge Display – Colonel J.A. Graham
- Base Maintenance Land
- Sea, Army, Air Cadets.
- Airport Study System



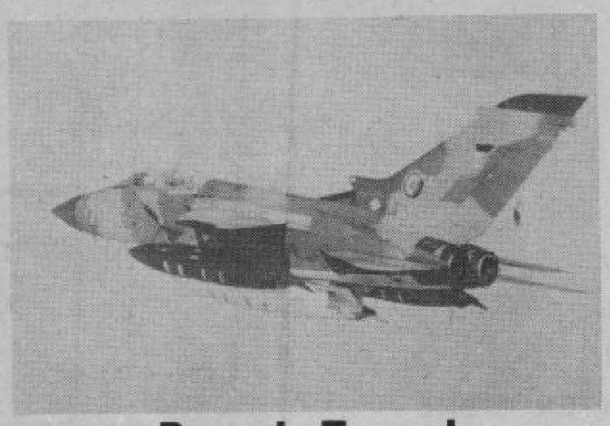
Dew Line Site



McDonnell Douglas F15 Eagle



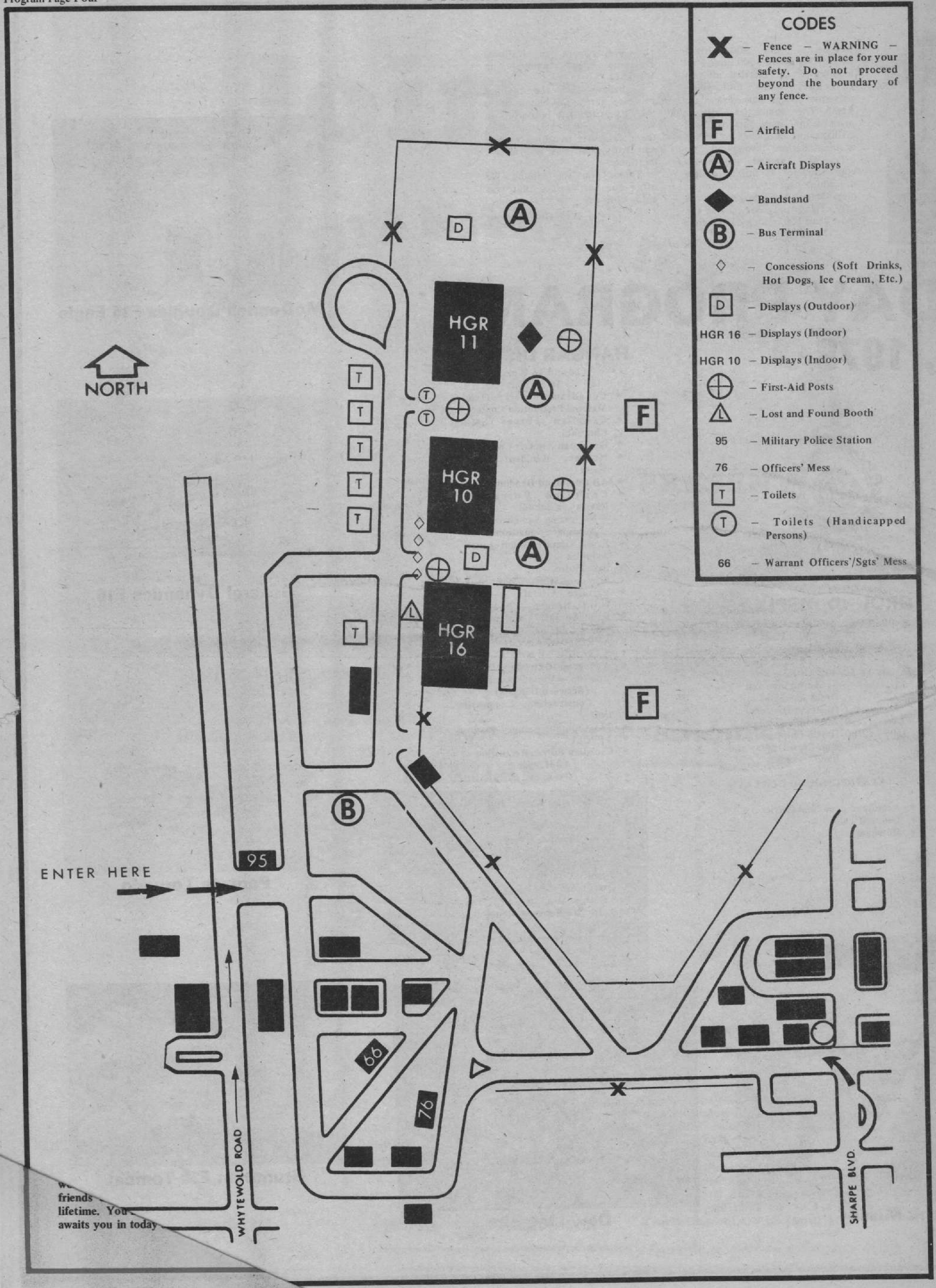
General Dynamics F16



Panavia Tornado



Grumman F14 Tomcat



CODES

X – Fence – WARNING – Fences are in place for your safety. Do not proceed beyond the boundary of any fence.

F – Airfield

A – Aircraft Displays

◆ – Bandstand

B – Bus Terminal

◇ – Concessions (Soft Drinks, Hot Dogs, Ice Cream, Etc.)

D – Displays (Outdoor)

HGR 16 – Displays (Indoor)

HGR 10 – Displays (Indoor)

⊕ – First-Aid Posts

△ – Lost and Found Booth

95 – Military Police Station

76 – Officers' Mess

T – Toilets

T – Toilets (Handicapped Persons)

66 – Warrant Officers'/Sgts' Mess

friends
lifetime. You
awaits you in today