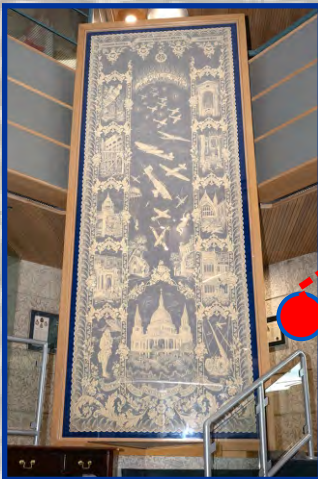
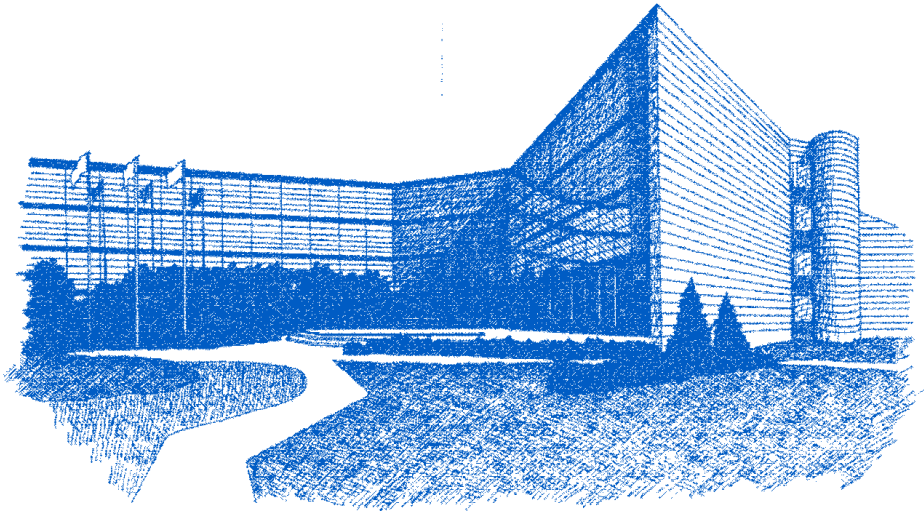




**AIR FORCE HERITAGE
MUSEUM & AIR PARK**

1CAD ATRIUM MUSEUM





1 Canadian Air Division/ Canadian NORAD Region Headquarters

Welcome to the Bishop Building

On behalf of the Commander of the Royal Canadian Air Force (RCAF), I would like to welcome you to the Bishop Building, the home of 1 Canadian Air Division/Canadian NORAD Region Headquarters, the operational headquarters of The Royal Canadian Air Force.

This booklet is designed as a self-guided tour and as a souvenir of the historical artifacts located in the building's Atrium. There is a separate booklet which provides a self-guided tour of the Air Park. Please take advantage of our guided tours which certainly showcase in a most vivid manner many of the heroic stories of our 100 years of military aviation history.

I trust you will enjoy your visit and will leave us with an increased knowledge and appreciation of the proud history of the RCAF.

Major-General Christopher McKenna, OMM, MSM, CD
Commander
1 Canadian Air Division / Canadian NORAD Region
July, 2025



Air Force Heritage Museum and Air Park

Welcome to the Air Force Heritage Museum and Air Park. This booklet allows you to take a detailed tour of the exhibits located in the Atrium. There is a separate book offering a tour of the Air Park, located just outside of the gate in front of this building.



The building is named the "Bishop Building" after Billy Bishop, who, with 72 aerial victories to his credit, is Canada's greatest ace and the third highest ranking Allied air ace of the First World War. The Headquarters building first opened in May 1986.

We suggest that you proceed through the Atrium in a clockwise direction, following the route on the atrium diagram. The Office of Air Force Heritage and History would also be pleased to offer you a free guided visit which may be organised in advance by calling 204-833-2500 ext. 4180 or 5152. We are pleased to welcome and accommodate groups of veterans or students. As we are always attempting to add items of significant historical interest to our collection and occasionally showcase temporary exhibits, not all items present may be mentioned in this booklet.

While this booklet and the displays themselves contain much information, you are invited to investigate the websites at the QR Code links included throughout this booklet and within the atrium. The links lead to more in-depth information on many of the people and displays.

1. Air Marshal W. A. Bishop, VC, CB, DSO and Bar, MC, DFC, ED



Air Marshal William Avery Bishop was born in Owen Sound, Ontario, and became this country's most decorated Airman. "The Lone Hawk" was the supreme aerial duellist of the First World War. Gifted with extraordinary eyesight, he was a crack shot who constantly practised his marksmanship. When the Germans placed a price on his head, he had the spinner of his Nieuport 17 aircraft painted a bright blue to make him easier to spot. In twelve days of flying as the CO of the Flying Foxes, he shot down twenty-five planes, a record never equalled and one for which he received the DFC. At the end of the war, "Billy" Bishop had scored 72 official victories.

Official Citation, Victoria Cross

For most conspicuous bravery, determination, and skill. Captain Bishop, who had been sent out to work independently, flew first of all to an enemy aerodrome; finding no machines about, he flew on to another aerodrome about 3 miles Southeast, which was at least 12 miles the other side of the line. Seven machines, some with their engines running, were on the ground.



He attacked these from about fifty feet, and a mechanic, who was starting one of the engines, was seen to fall. One of the machines got off the ground, but at a height of 60 feet, Captain Bishop fired 15 rounds into it at very close range, and it crashed to the ground. A second machine got off the ground, into which he fired 30 rounds at 150 yards range, and it fell into a tree. Two more machines then rose from the aerodrome.



One of these he engaged at a height of 1,000 feet, emptying the rest of his first drum of ammunition. This machine crashed 300 yards from the aerodrome, after which Captain Bishop emptied a whole drum into the fourth hostile machine, and then flew back to his station. Four hostile scouts were about 1,000 feet above him for about a mile of his return journey, but they would not attack. His machine was very badly shot

about by machine-gun fire from the ground."

At the end of the war, "Billy" Bishop had 72 confirmed victories. The only pilots who had surpassed him were Baron von Richtofen, known as the "Red Baron," with 80 victories, and Edward Mannock, with 73.

Bishop served during the Second World War as Director of Recruiting for the RCAF until his retirement in 1944.

2. War Medals



Commonwealth Wartime Medals

The next two picture frames contain replicas of some of the decorations and medals awarded to Canadian Airmen and Airwomen. The frame on the left contains gallantry medals and the frame on the right contains campaign stars. In the early 1970's, the Canadian Government established a set of Canadian decorations; after which these Commonwealth decorations were no longer awarded. Following a long letter writing campaign by veterans throughout the country, a Canadian Victoria Cross was reintroduced in 1993. The only difference between the two medals is that the Canadian version has *Pro Valore* inscribed—the Latin translation of *For Valour*.



Medals presented by CWO K. M. Deller (Ret'd), 22 January 1988.

3. Lieutenant-Colonel William George Barker VC, DSO and Bar, MC and two Bars

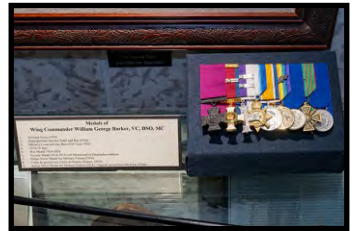


This display case contains mementoes associated with Canada's most decorated war hero, Lieutenant-Colonel William George Barker, VC, DSO and Bar, MC and two Bars from Dauphin, Manitoba. He ran up a score of fifty victories on the Italian and Western fronts. In his last combat, he single-handedly took on an entire German Geschwader and destroyed four of the enemy, although he was seriously wounded. This action earned him the Victoria Cross. William Barker was the first Director of the RCAF in 1924.

Official Citation Victoria Cross

"On the morning of the 27th of October, 1918, this officer observed an enemy two-seater over the Forêt de Mormal. He attacked this machine and after a short burst it broke up in the air. At the same time a Fokker biplane attacked him, and he was wounded in the right thigh, but managed, despite this, to shoot down the enemy aeroplane in flames.

He then found himself in the middle of a large formation of Fokkers who attacked him from all directions, and was again severely wounded in the left thigh, but succeeded in driving down two of the enemy in a spin.



He lost consciousness after that, and his machine fell out of control. On recovery he found himself being again attacked heavily by a large formation, and singling out one machine he deliberately charged and drove it down in flames.

During this fight his left elbow was shattered, and he again fainted, and on regaining consciousness he found himself still being attacked, but notwithstanding that he was now severely wounded in both legs and his left arm shattered, he dived on the nearest machine and shot it down in flames.



Being greatly exhausted, he dived out of the fight to regain our lines, but was met by another formation, which attacked and endeavoured to cut him off, but after a hard fight he succeeded in breaking up this formation and reached our lines, where he crashed on landing."

This combat, in which Major Barker destroyed four enemy machines (three of them in flames), brought his total successes

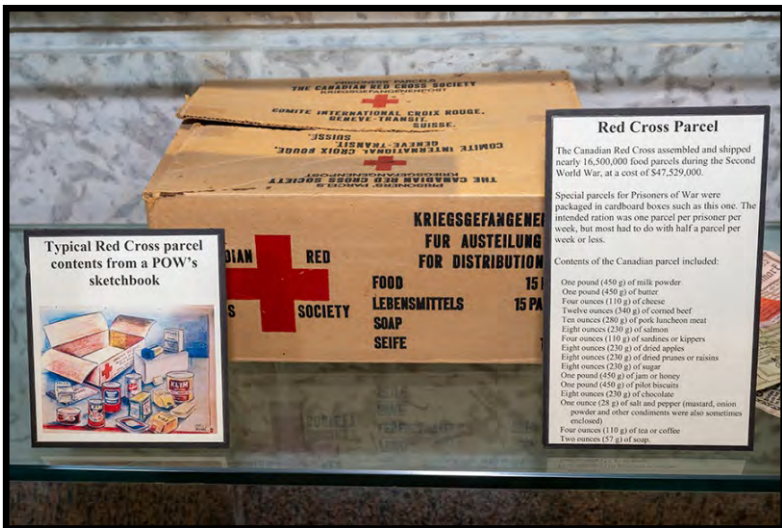
to fifty enemy machines destroyed, and is a notable example of the exceptional bravery and disregard of danger which this very gallant officer has always displayed throughout his distinguished career.



4. The Great Escape

The Great Escape is the story of the largest prisoner break out from a German POW camp in the Second World War. In March of 1944, 76 Allied prisoners escaped from Stalag Luft III through a series of carefully dug tunnels, code-named “Tom”, “Dick” and “Harry”.

Unfortunately, all but three of the prisoners were caught and 50 were executed by the Gestapo. Hitler initially ordered that the Camp Commandant, the Camp architect and all of the guards who were on duty at the time to be executed, but later rescinded the order. The cremated remains of 48 of the 50 executed prisoners are buried in Poznan Old Garrison Cemetery in Poland.



5. Sir William Stephenson, CC, MC, DFC



Sir William Stephenson, born in Winnipeg on 11 January, 1897, was an inventor, businessman and spymaster. During the First World War, he was a fighter pilot, with 12 aerial victories, earning the Military Cross and Distinguished Flying Cross.



During the inter-war years, with George Walton, he patented a method to synchronize remote rotating devices, leading to the ability to transmit images, an invention which made him wealthy with royalties, while growing his influence and reputation.

At the beginning of the Second World War, he was sent to the USA to set up an office for communications and liaison between US and British security and intelligence organizations, headquartered in New York. His telegraphic address was INTREPID which was later popularized as his code name. During the War, his organization exposed German spies, broke codes, forged diplomatic documents and protected American factories against foreign sabotage. He established a training centre for covert agents near Whitby, Ontario, known as Camp X.

Not much was known about his War time services until the 1962 publication of *The Quiet Canadian* by H. Montgomery Hyde, *A Man Called Intrepid* by William Stevenson in 1977, and *The True Intrepid*, by Bill Macdonald in 2001.

6. Search and Rescue

Pararescue



Search and Rescue Canada



The Canadian National Search and Rescue objective is to prevent the loss of life and injury through SAR alerting, responding and aiding activities that use both public and private resources. The Canadian Armed Forces has been primarily responsible for aeronautical SAR for several decades, along with the many people who volunteer through organizations such as the Civil Air Search and Rescue Association (CASARA). At the heart of the RCAF's ability to conduct SAR operations is the Search and Rescue Technician, or SAR Tech.

SAR crews that fly the aircraft stand ready 24/7, 365 to go to the aid of people in trouble within Canada's three SAR regions, controlled in Victoria, Trenton, and Halifax.



The SAR Techs on this wall are representative of the many SAR Techs whose dedication and professionalism have saved so many over the years. The actions of these four individuals highlight the kinds of deeds that make the SAR Tech profession the dangerous, demanding and critically important job that it is.

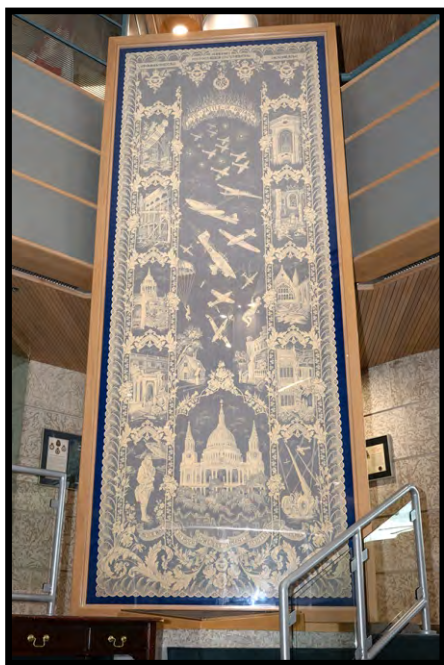
Battle of Britain Pit

7. Battle of Britain tapestry

Battle of Britain Lace Tapestry

"....The Battle of France is over. I expect that the Battle of Britain is about to begin.... The whole fury and might of the enemy must very soon be turned on us. Hitler knows that he will have to break us in this island or lose the war. If we can stand up to him, all Europe may be free and the life of the world may move forward into broad sunlit uplands. But if we fail, then the whole world, including the United States, including all that we have known and cared for, will sink into the abyss of a new Dark Age made more sinister, and perhaps more protracted, by the lights of perverted science. Let us therefore brace ourselves to our duties, and so bear ourselves that, if the British Empire and its Commonwealth last for a thousand years, men will still say, 'This was their finest hour.'"

-Winston Churchill, 18 June 1940



The Battle of Britain Commemorative Lace Tapestry was created between the years 1942 and 1946 by the Nottingham firm of Dobsons and M. Browne and Co., Ltd. The tapestry is a lace panel measuring 180 inches in height by 65 inches in width and depicts exact reproductions of scenes witnessed during the bombing of London. Also illustrated are the various aircraft in the battle, the badges of the Allied Forces, and the names of the principal craftsmen who worked on this masterpiece.

Only thirty-eight copies of the original design were produced and

then the jacquard (template) was destroyed. The Battle of Britain Lace was presented to Sir Winston Churchill, King George VI, Westminster Abbey, mayors of the cities attacked in the Blitz, Prime Ministers and Air Force of the Commonwealth and senior members of the company. The lace tapestry on display within the 1 CAD Museum had been in storage for almost forty years and was seriously discoloured and somewhat deteriorated when it was acquired. The Royal Canadian Air Force Association initiated a fund-raising campaign to cover the costs of restoration and the lace was returned to its original pristine condition. This was at the time, and remains today, the largest piece of lace in the world!

This Battle of Britain Lace was unveiled and dedicated on March 22, 1989. It is now housed in a handcrafted, environmentally secure, oak case which will preserve and protect this national treasure. In the words of LGen Ashley, then Commander of Air Command, during the dedication: "Out of the evil of destruction has been woven a masterpiece of incredible beauty."



8. Wartime Pilots and Observers Association

Established in Winnipeg in 1919, before the formation of the Royal Canadian Air Force and Royal Canadian Legion, the Wartime Pilots and Observers Association (WPOA) started as the Aero Club of Manitoba. Originally, this was a group comprised of pilots and observers – the only two aircrew trades at that time - who had received their Wings during wartime. It included members from Australia, New Zealand, the United Kingdom the United States and other Allied countries. They officially became the WPOA in 1938. During the Second World War, membership was expanded to include all Aircrew roles.

At its peak, there were well over 4,000 members world-wide, the majority being Canadian. The Association established Air Cadet scholarship programs, created epitaphs and erected statues around the country.

The WPOA officially ceased on 08 June, 2008 when their colours were passed to 1 Canadian Air Division for perpetual display.



9. Service Members Lost in 2020

Military flying can be a dangerous undertaking in war or peacetime. Pictured here are those RCAF personnel who lost their lives in military flying accidents in 2020.

Their names are:

Capt Jennifer Casey – Snowbirds Public Affairs

Crew of Stalker 22

SLt Abbigail Cowbrough

Capt Brendan MacDonald

Capt Kevin Hagen

MCpl Matthew Cousins

SLt Matthew Pike

Capt Maxime Miron-Morin

10. Battle of Britain Commemorative Sword

Produced in England by Wilkinson Sword Limited, on appointment by Her Majesty Queen Elizabeth II, The Battle of Britain Commemorative Sword is one of only three hundred gold-plated versions ever produced. The issue of the Commemorative Sword was in celebration of the thirtieth anniversary of the victory of the Battle of Britain (8 Aug –15 Sept 1940). The Sword was dedicated to "the Few" and to the many that helped make victory possible.

The Sword may be rotated in its case to view the representations on either side of its blade depicting a scramble of Hurricane pilots and the different classifications of personnel who aided in the victory.

The Battle of Britain Commemorative Sword was donated to the museum by Mr. S.G. Wm. Cook.



11. Art Work



These prints were painted by the eminent aviation artist, Robert Taylor. Of particular interest are the signatures on each of these paintings.

“Eagle Attack”: ME 109's signed by four Luftwaffe Aces who flew in the Battle of Britain

- Generalleutnant Adolph Galland
- Generalleutnant Gunther Rall
- Generalmajor Dietrich Hrabak
- Generalleutnant Walter Krupinski

“Hurricane Force”: Hawker Hurricanes, signed by four Battle of Britain Hurricane Aces

- Air Commodore Peter Brothers
- Group Captain Frank Carey
- Squadron Leader Geoffrey Page
- Group Capt Peter Townsend

“Summer Victory”: Spitfire flying over downed ME 109 signed by four Second World War aces

- Air Commodore Alan Deere
- Wing Commander Bob Doe
- Group Captain Hugh “Cocky” Dundas
- Group Captain Brian Kingcome



**12. CH-119 Cormorant Augusta
Westland manufacturer's
display model**



13. Air Mobility

C-119F Fairchild Flying Boxcar, Rivers, MB,
1953-1967



CC-137 Boeing 707 – 437 Sqn, Trenton
1970-1997



B 25 Mitchell – Training Command, Trenton
1951-1962



Dakota Mk 4, 412 Sqn 1946-1975



14. 408 Sqn / No 10 Sqn / No 11 Sqn

Consolidated Liberator Mark X 11 Bomber
Reconnaissance Sqn, Torbay NL



Bristol Beaufighter, 10 Bomber
Reconnaissance Sqn, 1944, Winkleigh,
Devon, 1944



Handley Page Halifax Mk III, 408 Sqn, Linton-
on-Ouse, Yorkshire, 1945



15. British Commonwealth Air Training Plan



The British Commonwealth Air Training Plan Memorial

"Airman in Training" Sculpture



During the First World War, 19,000 Canadians enrolled in the ranks of the Royal Naval Air Service, the Royal Flying Corps, and their successor, the Royal Air Force. A significant air training plan had operated in Canada in those years but since Canada had no air force, these persons were absorbed into the ranks of the British air services. For this reason, Canada's contribution to the struggle for supremacy in the air during the *Great War* was largely overlooked. In 1939, then Prime Minister Mackenzie King was adamant that this would not happen again. During the years prior to the Second World

War, Canada offered to train "not in excess of fifty" British pilots per year on Canadian soil, with Canadian facilities, and under Canadian management to help with RAF requirements. This agreement is considered the forerunner of the vastly enlarged plan that was to be implemented in less than two years.

January 1939 saw the beginning of intense negotiations between Canada and Britain. At the outbreak of the war, an important goal for the British was to build up their flying capabilities. A major proposal evolved between Canada and Britain for setting up a large Commonwealth training plan for airmen in Canada.



Britain foresaw an annual requirement of 50,000 trained personnel, and because of Canada's geographical location and its easy access to the United States for supplies, it was desirable that the training be carried out in Canada. Also, Canada was not susceptible to harassment by German air activity. The proposal and its apparent magnitude impressed Mackenzie King: "The most effective contribution Canada could make is through a great cooperative project to train pilots and aircrew for the Commonwealth Air Forces."

Due to its scope, the British Commonwealth Air Training Plan is unique in military history. Indeed, there never had been, in any one country, such a concentrated gathering of people to train and be trained. Further, it was an entirely new concept, unprecedented at that time in either military or commercial circles. Because of its vast open land and airspace, as well as a growing flight training infrastructure, Canada succeeded in this monumental task. Between October 1940 and March 1945, Canada trained a total of 131,553 Commonwealth airmen.

The British Commonwealth Air Training Plan Memorial by artist Helen Granger Young is located adjacent to the Cenotaph in Winnipeg, Canada. The sculpture was unveiled on 9 September 1984 during the fourth Wartime Aircrew Reunion. It is dedicated to those who lost their lives while training in Canada under the Plan.



The artist's "maquette" (the original sculptor's model of the memorial) is held within the 1 CAD Museum. It was donated to Air Command on the occasion of the official opening of the Bishop Building. The maquette depicts a typical airman in training garb, complete with parachute and is located across from the Billy Bishop display.

There were several hundred airmen killed in Canada during the years of "the Plan." They are buried throughout Canada and, until the commissioning of this statue by the Wartime Pilots' and Observers' Association, there was no national memorial to commemorate their actions. Indeed, the pilots who died while in training were just as courageous, just as young and just as prepared to go to war as their more experienced counterparts. Unfortunately, they never received the chance to fight for the Commonwealth, and they never received recognition for the efforts that ultimately cost them their lives.



16. Historic uniforms



The uniforms displayed in the Atrium all date to the Second World War or shortly after. Each display case includes a description of the uniform and the timeperiod that it would have been worn.

17. Fighter Group – Op Friction



Op Friction was the Canadian contribution to the 1991 Gulf War, more widely known by the American names of Operation Desert Shield and Desert Storm. Canadian Air, land and sea forces were deployed into and around the Persian Gulf, including the Canadian Air Task Group, largely located near Doha, Qatar.

This display commemorates Fighter Group involvement in Op Friction and includes the names of many people involved as well as a ceremonial sword, gifted by the Qatari military to the Canadian Air Task Group.

18. Nieuport XVII propeller – Billy Bishop



Propeller - Nieuport XVII

Above the double doors of the cafeteria hangs a propeller of a Nieuport XVII aircraft flown by "Billy" Bishop. Propellers like this are one of the most popular pieces of aviation memorabilia.



The Nieuport XVII was in widespread use by the British and the French air forces during the First World War. The photo on the left shows Bishop with his own Nieuport.

These early combat aircraft weighed just 760 lbs. and were powered by a Le Rhône rotary engine of 120 horsepower. By today's standards, this is lighter and slower than most automobiles.

The Nieuport XVII was equipped with a single Vickers machine-gun, mounted on top of the front of the fuselage. A special gear synchronised fire through the propeller disc. Engineers performed tests to have two machine-guns mounted on the Nieuport, however it was found that this decreased the plane's climbing speed and ceiling; therefore, these changes were never implemented.

In the centre of the propeller hub is a plaque with the following inscription:

“Royal Canadian Air Force
The propeller from a Nieuport Scout
Flown By
Air Marshal W. A. (Billy) Bishop, VC, DSO, MC, DFC
During 1917-18 Air Marshal Bishop destroyed 72 enemy aircraft.”





19. Display – Mynarski Lancaster, Queen's Coronation, Group of Seven Painting

This corner display has scale replica models of the Avro Lancaster of P/O Andrew Mynarski and the JU88 that shot it down.

Also here is an original painting by Group of Seven Member, AY Jackson. This painting was a gift from the Canadian Broadcasting Corporation (CBC) in gratitude for the assistance provided to the CBC by the RCAF.



Her Majesty, Queen Elizabeth II was crowned on 02 June, 1953. The coronation was filmed and multiple copies of the film were produced. So, it became a race to see which broadcasters on which continents could obtain and broadcast the footage first. In North America, the race was between the CBC and NBC in the United States. Thanks to the planning, ingenuity and speed by which the RCAF operated, Operation Pony Express delivered the film to CBC studios in Montreal a full 30 minutes ahead of the Americans, allowing Canada to broadcast this historic event first in North America.



20. Pilot Officer Andrew C. Mynarski, VC



Pilot Officer A.C. Mynarski was born in Winnipeg, Manitoba and joined the RCAF in 1941. During a raid on the Cambrai railway yards in France on June 12-13, 1944, Andrew Mynarski made a heroic effort to extricate the rear gunner from the turret of his burning Lancaster, even though his own parachute and clothing were on fire. Ironically, Mynarski, who was able to bail out, died in the action while the trapped gunner incredibly survived to tell the tale.

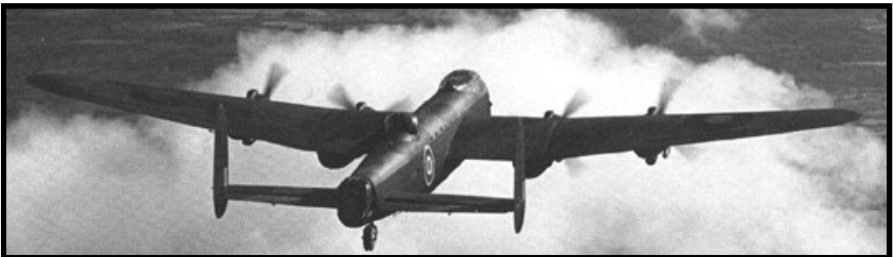
Official Citation, Victoria Cross

"Pilot Officer Mynarski was the mid-upper gunner of a Lancaster aircraft, detailed to attack a target at Cambrai, France, on the night of 12th June 1944. The aircraft was attacked from below and astern by enemy fighters and ultimately came down in flames.

As an immediate result of the attack, both port engines failed. Fire broke out between the mid-upper turret and the rear turret, as well as in the port wing. The flames soon became fierce and the captain ordered the crew to abandon the aircraft.

Pilot Officer Mynarski left his turret and went towards the escape hatch. He then saw that the rear gunner was still in his turret and apparently unable to leave it.

The turret was, in fact, immovable, since the hydraulic gear had been put out of action when the port engines failed, and the manual gear had been broken by the



gunner in his attempts to escape. Without hesitation, Pilot Officer Mynarski made his way through the flames in an effort to reach the rear turret and release the gunner. Whilst so doing, his parachute and clothing, up to the waist, were set on fire. All his efforts to move the turret and free the gunner were in vain. Eventually the rear gunner clearly indicated to him that there was nothing more he could do and that he should try to save his own life. Pilot Officer Mynarski reluctantly went

back through the flames to the escape hatch.

There, as a last gesture to the trapped gunner, he turned towards him, stood at attention in his flaming clothing and saluted, before he jumped out of the aircraft. Pilot Officer Mynarski's descent was seen by French people on the ground. Both his parachute and clothing were on fire. He was found eventually by the French but was so severely burned that he died from his injuries.



The rear gunner had a miraculous escape when the aircraft crashed. He subsequently testified that, had Pilot Officer Mynarski not attempted to save his comrade's life, he could have left the aircraft in safety and would, doubtless, have escaped death. Pilot Officer Mynarski must have been fully aware that, in trying to free the rear gunner, he was almost certain to lose his own life. Despite this, with outstanding courage and complete

disregard for his own safety, he went to the rescue. Willingly accepting the danger, Pilot Officer Mynarski lost his life by a most conspicuous act of heroism which called for valour of the highest order."

Pat Brophy, the rear gunner, later said:

"I'll always believe that a divine providence intervened to save me because of what I had seen, so that the world might know of a gallant man who laid down his life for a friend."

The City of Winnipeg is very proud of this "home-town boy." A city public school now bears Mynarski's name to honour Winnipeg's most famous war hero. There is also a public park, a voting district, and a Legion named in his memory.



21. Mynarski Hall

Mynarski Hall is 1 CAD Headquarters' Main Conference Room.

Mynarski Hall qualifies as a conference room with an historical "cachet." It displays the portrait of Mynarski and pictures of his crew.

The Mynarski Victoria Cross is on display at the entrance of Mynarski Hall, through the gracious generosity of the Mynarski family.

As you enter the room, on your right is the last letter that Andrew wrote prior to his death. In the next two display cases, you can see a letter that Brophy sent to Mrs Mynarski, the Memorial Cross presented to her as well as pictures covering the unveiling of the Victoria Cross in front of this room. Original copies of these letters are kept in our archives.

The next two display cases are about Andy's aircraft, Lancaster VR-A. We can see the crash site, a uniform and a cut-away view of the aircraft.

The display cases against the back wall contain newspaper articles including the posthumous award of the VC and the naming of Andrew Mynarski Junior High School and some artifacts from a Lancaster aircraft including a crash axe, flying helmet and mask and some Lancaster instruments.

A crash axe, taken from VR-A after it crashed in France and preserved since 1944, is on display just across from the William Barker exhibit.



22. Afghanistan memorial



Canada was involved in the NATO-led and United Nations sanctioned mission in Afghanistan from October, 2001 through March, 2014. The operations were sequentially named Op Apollo, ACCIUS, Athena, Altair, Argus, Archer, Saiph and Attention. More than 40,000 CAF members served in or around Afghanistan, making it the largest deployment of CAF personnel since the Second World War.

This display remembers the four members of the RCAF who lost their lives during this time, as well as highlighting some of the details of Canada's involvement in this country.

1. Captain Frank Paul

28 Field Ambulance

Newfoundland & Labrador

Feb 10, 2010

His final assignment saw him posted to Afghanistan as the adjutant for the health services support unit of Joint Task Force Afghanistan. Capt Paul died of a sudden illness at home in Ottawa on 10 February 2010 at the age of 53, two days before returning to Afghanistan.

2. Master Corporal Darrell Priede

Army News Team

3 Area Support Group

Ontario

May 30, 2007

He was killed when the helicopter in which he was a passenger went down on May 30th, 2007, near the town of Kajaki, Helmand Province, about 95 kms northwest of Kandahar City.

3. Corporal Dany Fortin

425 Tactical helicopter Squadron

Quebec

Mar. 3, 2009

He was killed along with WO Dennis Brown and Cpl Kenneth Chad O'Quinn after their armoured vehicle hit an improvised explosive device in the Arghandab District approximately 10 kilometres northwest of Kandahar City. They were returning to base after defusing another roadside bomb.

4. Master Corporal Patrice Audet

430 Tactical Helicopter Squadron

Quebec

July 6, 2009

His Griffon CH-146 helicopter crashed at a forward operating base 80 kilometres northeast of KAF as the pilot attempted to takeoff while engulfed in a swirling ball of dust.

23. Pilot Officer Wheeler – Posthumous Wings

These framed items were donated by the family of John Walter Wheeler.

Born 13 Mar 1921, Son of Arthur Frank and Elizabeth Wheeler, Of Winnipeg, Manitoba, Canada

Enrolled in the RCAF in Winnipeg, 14 Jun 1941
3 Bombing and Gunnery School, Macdonald, 22 Nov 1942
Promoted to Sergeant 19 Feb 1943
Overseas to England 27 Mar 1943
23 Operational Training Unit, Pershore, 4 May 1943
Promoted to Flight Sergeant 19 Aug 1943
434 RCAF Squadron, Tholthorpe, 19 Aug 1943
Commissioned as Pilot Officer 12 Dec 1943
Missing in Action, 15 Feb 1944
Presumed dead, 19 Jan 1945

On the night of 15 February 1944, Halifax aircraft LK971 of 434 Bluenose Squadron (In Excelsis Vincimus) took part in a raid on Berlin with a mostly Canadian crew. The aircraft did not return, and all members of the crew were lost and have no known graves.

They are commemorated on the Runnymede Memorial, United Kingdom, Panel 253.

The Crew of Halifax LK971

Pilot	Squadron Leader Frank Ernest Carter
2nd Pilot	Flying Officer William Hugh McPherson
Navigator	Pilot Officer Spurgeon Delma Jenkins
Flight Engineer	Pilot Officer Joseph Jerome Blanchard
Bomb Aimer	Pilot Officer Donald Grant Goodfellow
Air Gunner M/U	Pilot Officer Walter Everitt Rood
Air Gunner Rear	Pilot Officer John Walter Wheeler
Wireless Air Gunner	Pilot Officer Edmond Gerard Forde (RAF)

24. Public Duties



In June and July of 2018, the RCAF sent a contingent to the United Kingdom to perform Public Duties for Her Majesty, Queen Elizabeth II. This was the first non-infantry contingent from Canada to undertake such duties. The personnel, made up from the RCAF's 14 Wings at the time, were led by Maj Véronique Gagné and Master Warrant Officer Dipen Mistry.

The Queen's Guard, as they were called while performing these duties, were charged with protecting the Sovereign and the official Royal residences in the UK. Including Buckingham Palace, St James's Palace, Windsor Castle and the Tower of London.



25. Naval airpower

HMCS Bonaventure



Royal Canadian Naval Air Branch



The Royal Canadian Naval Air Services (RCNAS) was established in 1918 during the First World War, primarily in the form of defensive air patrols to combat German U-Boats off the east coast of Canada. Aircraft proved themselves to be capable of combatting this new threat in a most effective manner.

Through the Second World War, the Royal Canadian Navy still did not have its own naval airpower assets. Instead, Canadian Naval aviators served with other nations, primarily the Royal Navy. At the end of the War, Canada started operations of its first aircraft carrier, HMCS Warrior, and Canadian Naval air power came into its own. Canada operated two more aircraft carriers after that, the Magnificent and the Bonaventure. The Royal Canadian Naval Air Branch was essentially disbanded during unification in 1968 and all naval air assets came under the control of the Air Command in 1975.



26. Medals wall



Air Force Medal



The Air Force Medal (AFM) was established by King George V on his birthday, 3 June 1918. The Air Force Medal is awarded to non-commissioned officers and men for an act or acts of valour, courage or devotion to duty performed whilst flying, though not in active operations against the enemy.

Distinguished Flying Medal



The Distinguished Flying Medal is awarded to non-commissioned officers and men for an act or acts of valour, courage, or devotion to duty performed whilst flying in active operations against the enemy.

George Medal



The George Medal (GM) was founded on 24 September 1940 by King George VI. The George Medal was to be awarded primarily to civilians only for acts of great bravery. Awards to the military services were confined to actions for which purely military honours were not normally granted.

Air Force Cross



The Air Force Cross (AFC) was established by King George V on his birthday, 3 June 1918; the Cross is awarded to an officer or warrant officer for an act of acts of valour, courage or devotion to duty, whilst flying, but not while in active operations against an enemy. In addition to officers and warrant officers of the Royal Air Force (RAF), the AFC may be awarded to Naval, Military or Civil Persons who render similar service whilst flying.

The Distinguished Flying Cross



The Distinguished Flying Cross (DFC) was founded in 1918 by King George V at the formation of the Royal Air Force (RAF). The Distinguished Flying Cross was to be awarded to officers and warrant officers for an act or acts of valour, courage or devotion to duty whilst flying in active operations against the enemy. Prior to this, pilots showing similar acts of gallantry were awarded the Military Cross (MC).

Distinguished Service Order



The Distinguished Service Order (DSO) was founded by Queen Victoria in 1886. It was established for rewarding individual instances of gallantry or distinguished service in war. The military order was awarded to military officers only and was normally given for service under fire or in conditions equivalent to serving in actual combat with the enemy between 1914 and 1916. However, the DSO was awarded under circumstances which could not be considered as under fire. As a result, after 1 January 1917 commanders in the field were instructed to recommend this award to those serving under fire.

The George Cross



The George Cross (GC) was founded on 24 September 1940 by King George VI. The George Cross was awarded primarily to civilians only for acts of the greatest heroism or of the most conspicuous courage in circumstances of extreme danger. Awards to the military services were confined to actions for which purely military honours were not normally granted and awarded for actions not in the face of the enemy.



The Victoria Cross



The Victoria Cross (VC) is the Commonwealth's highest award for gallantry "in the face of the enemy." It has precedence over every other military award. The Victoria Cross was founded by Royal Warrant on January 29, 1856, to recognise the bravery of those who were then fighting the Crimean War. The Victoria Cross was available to soldiers of all ranks and "neither rank, nor long service, nor wounds, nor any other circumstance or condition whatsoever, save the merit of conspicuous bravery" could make one eligible.

Poppy Pit



27. Flight-Lieutenant D. E. Hornell, VC



David Ernest Hornell was born in Mimico, Ontario, on the 26th of January 1910. He received his early education in Mimico and later went to the Western Technical School in Toronto. He was an all-around athlete and sportsman at school, with particular prowess in track events. Despite a successful career with the Goodyear Rubber Company, the urge to enlist and serve his country proved too strong and he volunteered for the RCAF in 1941. The action contained in the citation took place 24 - 25 June 1944. Flight-Lieutenant Hornell was the second member of the RCAF to win the Victoria Cross in the Second World War.

Official Citation, Victoria Cross

Flight-Lieutenant David Ernest Hornell, R.C.A.F., 162 Squadron was captain and first pilot of a twin-engine amphibian aircraft engaged on an anti-submarine patrol in northern waters. The patrol had lasted for some hours when a fully surfaced U-boat was sighted, travelling at high speed on the port beam. Flight-Lieutenant Hornell at once turned to the attack.

The U-boat altered course. The aircraft had been seen and there could be no surprise. The U-boat opened up with anti-aircraft fire which became increasingly fierce and accurate.

At a range of 1,200 yards, the front guns of the aircraft replied; then its starboard gun jammed, leaving only one gun effective. Hits were obtained on and around the conning tower of the U-boat, but the aircraft itself was hit, two large holes appearing in the starboard wing.



Ignoring the enemy's fire, Flight-Lieutenant Hornell carefully maneuvered for the attack. Oil was pouring from his starboard engine which was, by this time, on fire, as was the starboard wing; and the petrol tanks were endangered. Meanwhile, the aircraft was hit again and again by the U-boat's guns. Holed in many places, it was vibrating violently and very difficult to control.

Nevertheless, the captain decided to press home his attack, knowing that with every moment the chances of escape for him and his gallant crew would grow more slender. He brought his aircraft down very low and released his depth charges in a perfect straddle. The bows of the U-boat were lifted out of the water; it sank and the crew were seen in the sea.

Flight-Lieutenant Hornell contrived, by superhuman efforts at the controls, to gain a little height. The fire in the starboard wing had grown more intense and the vibration had increased. Then the burning engine fell off. The plight of aircraft and crew was now desperate. With the utmost coolness, the captain took his aircraft into the wind and, despite the manifold dangers, brought it safely down on the heavy swell. Badly damaged, the aircraft rapidly settled.

After ordeal by fire, came ordeal by water. There was only one dinghy and this could not hold all the crew, so they took turns in the water, holding on to the sides. Once, the dinghy capsized in the rough seas and was righted only with great difficulty. Two of the crew succumbed from exposure.



An airborne lifeboat was dropped to them but fell some 500 yards down wind. The men struggled vainly to reach it and Flight-Lieutenant Hornell, who throughout had encouraged them by his cheerfulness and inspiring leadership, proposed to swim to it, though he was nearly exhausted. He was with difficulty restrained. The survivors were finally rescued after they had been in the water for 21 hours. By this time Flight-Lieutenant Hornell was blinded and completely exhausted. He died shortly after being picked up.

Flight-Lieutenant Hornell had completed 60 operational missions, involving 600 hours flying. He knew the danger and difficulties attending attacks on submarines. By pressing home a skillful and successful attack against fierce opposition, and by fortifying and encouraging his comrades in the subsequent ordeal, this officer displayed valour and devotion of the highest order.”

-The London Gazette 28 July 1944

Flight-Lieutenant Hornell was the first member of the RCAF to be awarded the Victoria Cross in the Second World War. Although Andrew Mynarski's action occurred two weeks prior, it was not awarded posthumously until December 1946. Flight-Lieutenant Hornell is buried in Lerwick Cemetery, Shetland Islands.

The Hornell Victoria Cross is displayed in the Atrium through the gracious generosity of the Hornell family.

28. LAM K. M. Gravell, GC and Mrs. F. Walsh, GM



Leading Airman K.M. Gravell, GC



Karl Mander Gravell was born in Norrkoping, Sweden, on 24 September 1922. He was the son and only child of Carl and Anna Lisa Gravell. He joined the RCAF on the 15th day of March in 1941, at his then hometown of Vancouver, British Columbia. After completing his manning depot training, he was posted to No. 2 Wireless School at Calgary, Alberta.

On the 10th of November 1941, during a routine training flight, the Tiger Moth in which LAC Gravell was a passenger crashed into Simons Valley and burst into flames. LAC Gravell's heroic efforts to save his pilot, Flying Officer J. Robinson, are detailed in the following citation to the George Cross.

Official Citation, George Cross

"On November 10, 1941, Moth Wireless Training No. 4833 crashed in Simon's Valley and immediately burst into flames. The Trainee Wireless Air Gunner, LAC K.M. Gravell managed to extricate himself from the wreckage and get clear. In spite of intense shock caused by the loss of one eye and severe burns, suffered at the time of the crash, LAC Gravell's first and only thought was for the welfare of his pilot so, finding that his pilot was still in the aircraft and ignoring the fact that his own clothes were ablaze, he attempted to get back to the flaming wreckage to pull his pilot clear, but had barely reached the aircraft when Mrs. F. Walsh (School Teacher) at great danger to herself, ran up and dragged him away. Mrs. Walsh rolled him on the ground to extinguish the flames which had, by this time, completely enveloped his clothing.



LAC Gravell subsequently died from his burns. Had he not considered his pilot before his own safety and had he immediately proceeded to extinguish the flames on his own clothing, he would probably have not lost his life."

-London Gazette 11 June 1942

LAC Gravell's George Cross is proudly displayed within the 1 CAD Museum through the gracious permission of his mother. The Cross is housed in a unique display case designed in the shape of the Cross itself.



Mrs Francis Gertude Walsh, GM



Francis Walsh was a school teacher at the remote Big Spring School near Calgary, Alberta. She heard the Tiger Moth from 2 Wireless School in Calgary roar past the school only to crash in a nearby gully. Mrs Walsh found one of the crew members, Gravell, trying to climb back into the burning aircraft to rescue the pilot. Mrs Walsh rushed in, dragging him away from the fire and rolling him on the ground to extinguish the flames that were engulfing him. Despite these heroic efforts, both Gravell and the pilot, Flying Officer James Robinson, died that day. Walsh suffered serious burns on her face, arms and hands. For her actions, Francis Walsh was awarded the George Medal.

29. 2nd Lieutenant A. A. McLeod, VC



Alan "Buster" McLeod grew up in the small prairie town of Stonewall, Manitoba. A natural pilot who learned fast, he enlisted on his 18th birthday and graduated as a pilot at Camp Borden only six weeks after his arrival. On posting to England, McLeod rapidly gained the respect of his Commanding Officers and fellow crewmen alike, despite his youth. One of his observers wrote in a letter: "Alan would take on anything, and I was willing to go anywhere with him. I had absolute confidence in him. He was the finest pilot I have ever flown with, and always merry and cheerful as he was determined."

Official Citation, Victoria Cross

"Whilst flying with his Observer (Lieutenant A. W. Hammond, M.C.), attacking hostile formations by bombs and machine gun fire, he was assailed at a height of 5,000 feet by eight enemy tri-planes which dived at him from all directions firing from their front guns. By skilful manoeuvring he enabled his observer to fire bursts at each machine in turn, shooting three of them down out of control.

By this time, Lieutenant McLeod had received five wounds, and whilst continuing the engagement a bullet penetrated his petrol tank and set the machine afire. He then climbed out on to the left bottom plane, controlling his machine from the side of the fuselage, and by side-slipping steeply kept the flames to one side, thus enabling the observer to continue firing until the ground was reached. The observer had been wounded six times when the machine crashed in "No man's land" and Lieutenant McLeod, notwithstanding his own wounds, dragged him away from the burning wreckage at great personal risk from heavy machine-gun fire from the enemy's lines. This very gallant pilot was again wounded by a bomb



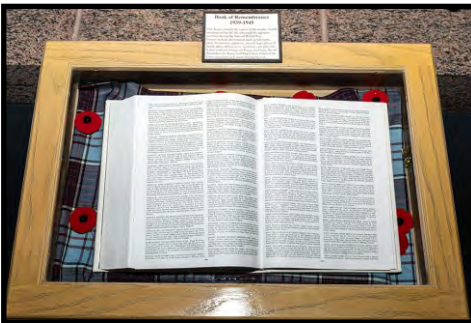
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whilst engaged in this act of rescue but he persevered until he had placed Lieutenant Hammond in comparative safety before falling himself from exhaustion and lack of blood.”

Weakened by his wounds, Alan McLeod later died of influenza on the 6th of November, 1918. He was Canada's youngest Victoria Cross winner and the youngest winner of a Victoria Cross for an air action. He was laid to rest three days later in Winnipeg's Kildonan Cemetery. On 9 January 1919, his father received a letter from the Privy Purse Office of Buckingham Palace that read: ***I am commanded by the King and Queen to express their sincere sympathy to you at the loss you have sustained by the death of your gallant son, Lieutenant A.A. McLeod, VC., who, Their Majesties regret to hear, has succumbed to the illness while in the service of his country.***

30. Book of Remembrance

***"They Shall Grow Not Old"* A Book of Remembrance**



The first display case contains the book "They Shall Grow Not Old", a book of remembrance of the Royal Canadian Air Force (RCAF) members who lost their lives during the Second World War. The book, published by the British Commonwealth Air Training Plan Museum Inc. of Brandon, Manitoba, was created to fill the

information gap for the families and the next of kin of these brave RCAF personnel. Harry Hayward and Les Allison began the book in 1984. Its completion required eight years of incredible dedication.

More than 18,000 deceased personnel are recorded in this book with a short biography on each. Occasionally, individuals wishing to join the RCAF lied about their age in order to sign up for the war; thus, sometimes the age in the narratives may be a year or two off.

31. Squadron Leader Ian W. Bazalgette, VC, DFC



Official citation, Victoria Cross

On 4th August 1944, Squadron-Leader Bazalgette was master bomber of a Pathfinder squadron detailed to mark an important target at Trossy St. Maximin for the main bomber force.

When nearing the target his Lancaster came under heavy anti-aircraft fire. Both starboard engines were put out of action and serious fires broke out in the fuselage and the starboard main-plane. The bomb aimer was badly wounded.

As the deputy master bomber had already been shot down, the success of the attack depended on Squadron-Leader Bazalgette and this he knew. Despite the appalling conditions in his burning aircraft, he pressed on gallantly to the target, marking and bombing it accurately. That the attack was successful was due to his magnificent effort.

After the bombs had been dropped the Lancaster dived, practically out of control. By expert airmanship and great exertion Squadron-Leader Bazalgette regained control. But the port inner engine then failed and the whole of the starboard main-plane became a mass of flames.

Squadron-Leader Bazalgette fought bravely to bring his aircraft and crew to safety. The mid-upper gunner was overcome by fumes. Squadron-Leader Bazalgette then ordered those of his crew who were able to leave by parachute to do so. He remained



at the controls and attempted the almost hopeless task of landing the crippled and blazing aircraft in a last effort to save the wounded bomb aimer and helpless air gunner. With superb skill and taking great care to avoid a small French village nearby, he brought the aircraft down safely. Unfortunately, it then exploded and this gallant officer and his two comrades perished.

His heroic sacrifice marked the climax of a long career of operations against the enemy. He always chose the more dangerous and exacting roles. His courage and devotion to duty were beyond praise. The London Gazette, 17th August 1945



32. Lieutenant Robert H. Gray, VC, DSC



For great bravery in leading an attack to within 50 feet of a Japanese destroyer in the face of intense anti-aircraft fire, thereby sinking the destroyer although he was hit and his own aircraft on fire and finally himself killed. He was one of the gallant company of Naval Airmen who, from December 1944, fought and beat the Japanese from Palembang to Tokyo. The actual incident took place in the Onagawa Wan on the 9th of August 1945. Gray was leader of the attack which he pressed home in the face of fire from shore batteries and at least eight warships. With his aircraft in flames, he nevertheless obtained at least one direct hit which sank its objective.

Lieut. R.H. Gray, D.S.C., R.C.N.V.R., of Nelson, B.C., flew off the Aircraft Carrier, HMS Formidable on August 9th, 1945, to lead an attack on Japanese shipping in Onagawa Wan (Bay) in the Island of Honshu, Mainland of Japan. At Onagawa Bay the fliers found below a number of Japanese ships and dived into attack. Furious fire was opened on the aircraft from army batteries on the ground and from warships in the Bay. Lieut. Gray selected for his target an enemy destroyer. He swept in oblivious of the concentrated fire and made straight for his target. His aircraft was hit and hit again, but he kept on. As he came close to the destroyer his plane caught fire but he pressed to within 50 feet of the Japanese ship and let go his bombs. He scored at least one direct hit, possibly more. The destroyer sank almost immediately. Lieutenant Gray did not return. He had given his life at the very end of his fearless bombing run.

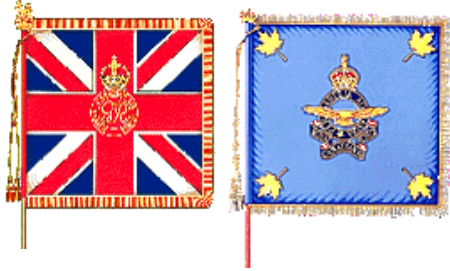




33. Colours, Pennants and Flags

Regimental Colours of the Royal Canadian Air Force

As a post-Second World War development, the creation of colours for the RCAF and standards for the RCAF Flying Squadrons were instituted. The RCAF received its first colours in 1950, which were replaced by the Air Command colours in 1982. A "stand of regimental colours" usually consists of a Sovereign's Colour and a Regimental Colour.



The Sovereign's Colour includes the Sovereign's Crown and Regimental numeral or designation in the centre. The companion Regimental Colour is a solid colour flag with the regimental badge in the centre.

Flags or Colours have been used from the earliest times to identify individuals, states, and military groups. Historically, their main purpose was to provide a rallying point for the unit on the battlefield. The name "colours" dates back to medieval times when each company had its own flag, on which was emblazoned the coat of arms of the company commander. However, as armies increased in size, all captains were not of sufficiently high birth to entitle them to a coat of arms, so it was ordered that company flags should be flown of different colours to distinguish them.. Today, they are no longer carried in action or in a theatre of war. They continue, however, as a visible symbol of pride, honour, and devotion to both the Sovereign and the country.

In the Canadian Armed Forces, colours are consecrated by the Chaplain General, either in a church or in such ceremonies as the "piling of drums." Those entrusted with the care of a Colour must revere and take pride in the ideals and traditions symbolised in the Colours. Once consecrated, Colours are closely guarded and, when uncased, are honoured by appropriate compliment.

Regulations specify that retired Colours must be laid up in a public building and that they remain the property of the Crown. Colours have traditionally been laid up in churches in Canada since the mid-eighteenth century, but more recently they may be seen in museums and legislative buildings. The British custom, which Canada has inherited, is to leave the Colours where they are first laid up "until they turn to dust."

Squadron Standards

Each Squadron in the RCAF has a Standard, which carries the crest of the Squadron and lists its Battle Honours. When a squadron is reduced to inactive status or disbanded, the standard is to be hung in public place. The 1 CAD museum holds two Squadron standards, for 421 and 422 Squadrons, deactivated in 1992 and 1980, respectively. The centre pole once held the standard of 450 Squadron, which had been deactivated in 1998, but was re-established to operate the CH-147 Chinook helicopter in 2012, and the Standard was removed and taken back into use by the Squadron.



421 Squadron



422 Squadron



450 Squadron

