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CONTACT

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HIGH FLIGHT

*Pilot Officer John G. Magee, Jr. **
412 Squadron
Royal Canadian Air Force

Oh! I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed, and joined the tumbling mirth
 Of sun-split clouds — and done a hundred things
 You have not dreamed of — wheeled and soared and swung
 High in the sunlit silence, hov'ring there
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
 I've topped the windswept heights with easy grace
 Where never lark, nor even eagle flew —
 And, while with silent lifting mind I've trod
 The high untrespassed sanctity of space
 Put out my hand and touched the face of God.

* PILOT OFFICER JOHN GILLESPIE MAGEE, JR., an American citizen, was born of missionary parents in Shanghai and educated in Britain's famed Rugby School. He came to the United States in 1939, and, at the age of 18 years, won a scholarship to Yale. But he felt he must aid the cause of freedom and instead, enlisted in the Royal Canadian Air Force in September 1940. He served overseas with an R.C.A.F. Spitfire Squadron until his death on active service on December 11, 1941. His sonnet, composed in September 1941, as the exultant freedom of soaring 30,000 feet made a word-pattern in his mind, was scribbled on the back of a letter to his mother in Washington, shortly after he returned to earth.



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As the fourth decade of Trenton's association with military aviation in Canada draws to a close, all personnel can be justly proud of the results that have been attained over the past 40 years.

While it is appropriate for me to offer my congratulations and thanks to those now serving here, I would be remiss if I did not pay a tribute to the many who have played their part throughout the history of the Base.

Since its birth, Trenton has been home to tens of thousands of airmen and women. Their record of achievements has always been superb and their spirits high. In years of war and peace, under nearly thirty Commanding Officers, Trenton has been able to serve the aims of the Canadian Government with the highest degree of efficiency. This record could not have been achieved without the exceptional dedication and outstanding skills of the many personnel who have served at this Base over the years.

Not all these have been Air Force, or even Canadian, for, during the war years, the aircrew of many countries and services have been based at Trenton. Their's too has been a welcome contribution.

And, certainly, one cannot forget the forty years of friendship that has been shown by all the fine people of the surrounding communities. Without the co-operation and support of the civilian population, no military base can hope to function efficiently. In this regard, Trenton has been more fortunate than most.

The years have brought many changes to Trenton, some have been easy to accept, some more difficult. All however, have been carried out in a truly professional military manner.

This is indicative of the spirit of CFB Trenton and the extraordinary personal efforts of many. From year to year the job has been done, the mission carried out. Although the going has not always been easy, it has always been worthwhile.

Our challenge for the future is to equal or surpass the past record of achievement, thereby ensuring that our successors are able to celebrate the 50th Anniversary with the same pride that we today commemorate the 40th year of this great air base.

Col W.G. Paisley, Base Commander

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TRENTON MEMORIES

by

General F.R. Sharp, DFC, CD.
CHIEF of DEFENCE STAFF

.....
General Frederic R Sharp, Chief of the Defence Staff for the Canadian Armed Forces became acquainted with RCAF Station Trenton early in his career.

He joined the RCAF in 1938 upon graduation from the Royal Military College. Part of his pilot training was at Trenton.

After the war, during which he had become squadron commander of 408 Bomber Squadron, and won the Distinguished Flying Cross, Gen Sharp returned to Trenton. For 2 years he was officer commanding the Central Flying School and, for a period, Commanding Officer of RCAF Station Trenton.

.....

"I began my military service in Trenton, and one tends to look upon the first base as being more significant than others.

The year was 1938, I was a student pilot, and the aircraft of the day were Fleets, Tiger Moths and the Wapiti the latter being used as an advanced trainer.

LOWEST OF THE LOW

We student pilots were Pilot Officers (Provisional); and we were the lowest of the low. At that time the lowest rank in the Air Force was Aircraftman Second Class, but the P/O (P) was held in less esteem than even the Acey Duecy. I recall that the tennis courts that still exist behind the officers mess were constructed by conscripted labour hard-working P/O (P)s under the command of Sqn Ldr Mawdesley.

The beauty of the Quinte countryside made quite an impression upon me we used to practice forced landings using local farm fields. I'm not sure what the area farmers thought of all this, but the training was quite necessary.

As the engines in our aircraft weren't as reliable as they are today, it was imperative that a pilot be proficient in forced landings the idea was to bring the powerless aircraft in with as little damage as possible rather than resort to use of the parachute.

Some kids used to delight in positioning themselves in the centre of a field while the student pilot practiced his forced landing approach which ended just short of touching down. I'm sure the farm lads wouldn't have done it if they knew how unreliable some of those old aircraft were. I remember that one field we used



had a big tree in the centre and one of our gang managed to hit it. Similarly, it was not an offence in fact it was encouraged, that we shoot up beaches and lakes in the local area.

THE TECHNICIANS

When I speak of unreliable aircraft I do not mean to imply that the old biplanes were poorly maintained. The airframe, aero-engine, instrument and armament technicians did an excellent job, and because the aircraft were so uncomplicated it was common for an airman of one trade to tackle the jobs of other technicians as well. Our modern technicians need a far greater depth of skill to service today's more sophisticated aircraft. Measured against requirements our technicians have maintained an enviably high professional standard over the years.

MESS LIFE

In many ways mess life was similar to what it is today. There were either beribboned World War I vets or fairly young officers in the mess. There was a pronounced generation gap in a chronological sense, particularly as there was practically no recruiting between the end of the Great War and 1936.

And like today, I suppose, the senior officers with wartime experience created the same problems for the junior officers when they insisted on attendance at a dining-in night when the younger mess members would prefer to have a beer party on the beach. I'm sure that the young officers will disagree when I say that the senior officers today are not as old and set in their ways as the senior officers were when I was young.

Our weekend preoccupation while we were under training was to spend a weekend at the Royal York in Toronto, even though we were paid a nominal rate with a substantial part of our pay held back until graduation.

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THE SOUND IDEA PEOPLE

I recall that on graduation, with the payment of the "Provisional" backpay of one thousand dollars 23 new cars, most convertibles, appeared on base. Graduation also meant that we no longer wore airmen's uniforms and had to outfit ourselves with mess kit, dinner jacket and officer uniforms.

My first year at Trenton ended in the Spring of 1939, and after a year at Camp Borden I returned to Trenton as an instructor with Central Flying School. Our main job was to try and make flying instructors of American pilots who came north to join the RCAF on the outbreak of war. Many of the Americans had only a few hours in the air when they arrived, but none were turned down for falsification of documents which indicated far more flying experience than they actually had: I guess we were a varied group at Central Flying School adventuresome Americans, relatively young and inexperienced Canadian pilots like myself, and a wild bunch of RAF pilots who were very experienced and longed to be back in Britain where the action was. But it all turned out extremely well, this diverse group made up of fliers, none of whom wanted to be flying instructors.

During those early war years everybody moved up quickly with the establishment of flying training schools and operational squadrons. I recall that I was a flight commander after one year. Unfortunately we can't provide the same challenge during the more stable environment that exists now.

POST-WAR AT TRENTON

My first tour at Central Flying School lasted only six months, but I returned after the war about the time that the policy respecting the regular force was pretty well settled, and I had been selected along with other officers to serve in the post-war Air Force.

It was my good fortune to be posted to Central Flying School in 1947 for two years to train instructors. The school's task was to train flying instructors and set the standard for flying training and flying throughout the Air Force. To do the job, CFS had to have on establishment every aircraft used in the service. To a pilot like myself this meant a great deal one had the opportunity to fly a great variety of aircraft. Because of man and money restrictions we cannot have the same type of organization today. Don't misunderstand my remarks Training Command is doing an

excellent job, but the pure flying of aircraft and the chance to learn how best to fly ALL aircraft then in service was a most happy time in my career.

SENATOR FRASER

As officer commanding Central Flying School I was sometimes asked to serve as acting Commanding Officer for the Station. On one occasion I served as the station commander for two or three months. During this period the base was visited by C.D. Howe, former wartime Minister of Munitions and Supply and at the time Minister of Reconstruction and Trade and Commerce. Word had come down to me that Mr. Howe would be met as he stepped from his aircraft by Senator W.A. Fraser from Trenton. This local dignitary had done much in pre-war years to bring the airbase to Trenton, and succeeding commanding officers had learned to welcome Mr. Fraser anytime he visited the station on official business. On my way across the highway to meet Mr. Howe's aircraft I stopped at the guardhouse to alert the guard and advise him that the senator would be motoring in from town for the Ottawa Minister's arrival.

Mr. Howe's aircraft landed and I met him and welcomed him to Station Trenton. He enquired about Senator Fraser who had not arrived as yet, and at the first opportunity I started checking.

My worst fears were realized when I learned that the senator was behind bars in the station guardhouse. Evidently there had been a misunderstanding between our burly 6'4" guard and the short, but peppery senator who often travelled without personal identification documents.

Mr. Howe thought it was a great joke; but the senator, naturally enough, was furious. He threatened to have me sacked.

Fortunately, I wasn't.

On that happy note, I'd like to turn from recollections of my service in Trenton to wish all well who now serve on the base during the 40th anniversary celebrations.

Although the physical appearance of the base and the AMDU has changed little over the years, my frequent visits to the area remind me of the great change in flying activity that have taken place since my service there.

Happy Anniversary.



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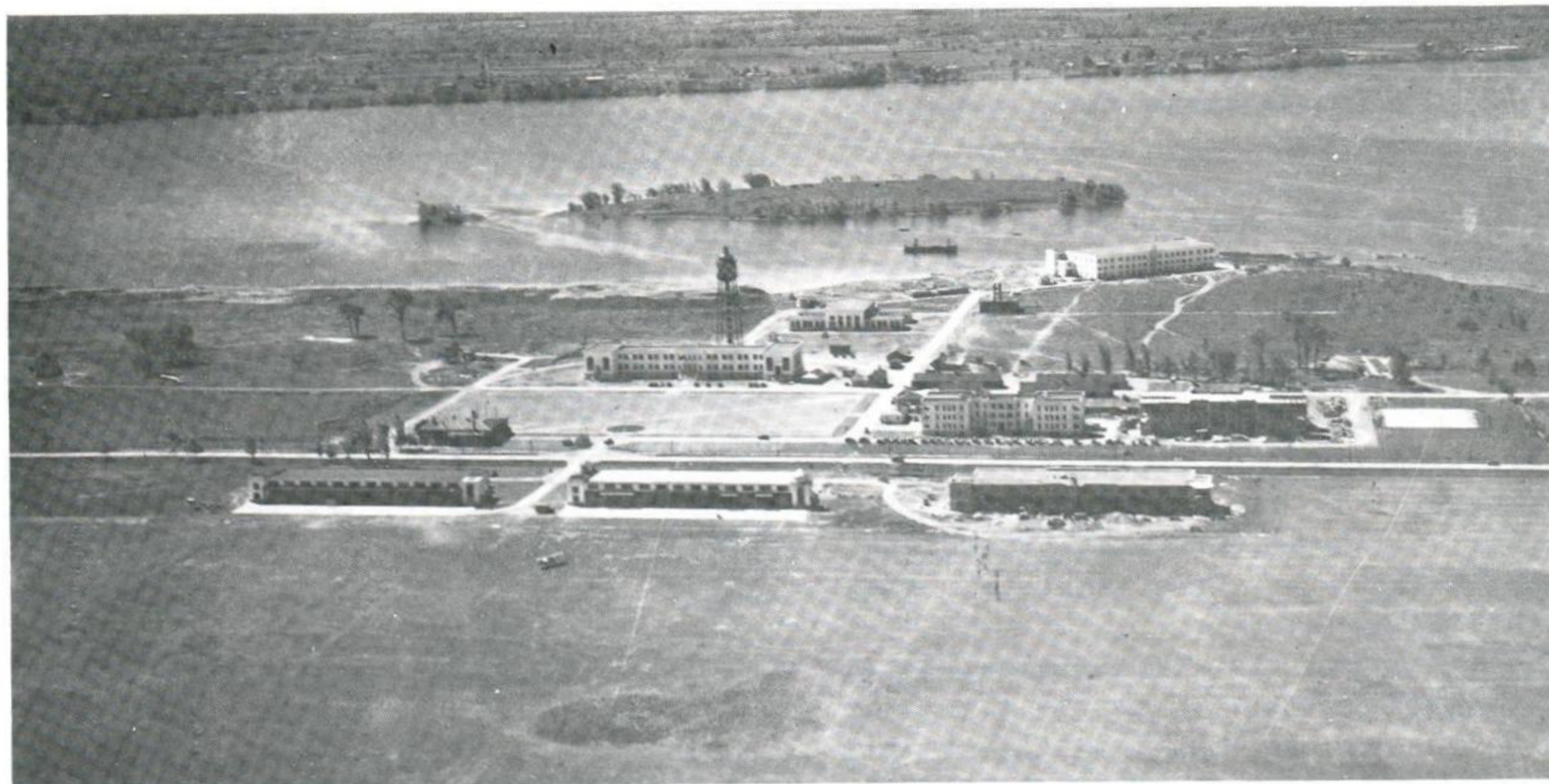
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PER ARDUA AD REM

THE STORY OF TRENTON



Born on the eve of the Great Depression, RCAF Station Trenton was destined to grow from the original few hundred acres of farmland to the present modernly equipped air centre. On the way to its present prosperity, Trenton has passed through the traditional thick and thin.

The station came into being when the Air Force, numbering less than a thousand men, was in its infant stage, scraping by on a budget of one and three quarter million dollars, and not able to afford the luxury of a base as grand as Camp Borden. Several new locations were considered, and finally 968 acres of relatively flat farmland near Trenton were chosen.

The selection of this particular area was the result of a careful search for a site which would suit the particular needs of 1929. The area was picked "due to its natural advantages as a landplane and seaplane station, moderate climate, and its proximity to the industrial and populous centres of Canada". This was because the new base would inherit not only the landplane and technical training being given at Camp Borden, but also seaplane training from Jericho Beach (Vancouver) and Rockcliffe. This was probably one of the earliest military attempts at unification.

And so, Trenton, conceived by an order in council in 1929, was officially opened in August, 1931. The commemorative cornerstone was laid in 1934 by Lord Bessborough, then Canada's Governor General. Into the enduring granite were cut the words: "Per Ardua ad Rem", or "Through Adversity to the Goal" Prophetic past the dreams of the men who devised it, that motto was long the unspoken watchword of Trenton's airmen.

FIRST AIRCRAFT ARRIVE

The first two units to move into Trenton were No. 1

Fighter and No. 3 Army Co-operation flights, flying Siskin Fighters and Tiger Moths. The first Commanding Officer was F/L J.T. O'Brien-Saint, who later became adjutant. The personnel were to start an almost thirty year run of training airmen for Canada.

The pre-war airmen who inhabited Trenton would be hardly recognizable these days. Decked out in busbies, and carrying swords on dress occasions, their normal dress included high collar tunics, breeches and puttees. Flat-topped hats were worn, later to be replaced by the in-again, out-again wedge hat. Barracks too, were vastly different, with dozens of men to a room, unlike present single accommodations. An early form of heating, for instance, was a locomotive borrowed from local railroad officials which supplied steam heat to the one and only hangar for that first winter.

Following the shattering economic slump of 1928, the uncertainties of the 30's resulted in reductions of government spending and the military was the first to feel the pinch. In a way, Trenton was to benefit, as the structures built by relief labour still stand, and form the facade of one of the most impressive military bases in the world.

TRAINING BEGINS

In 1936, The School of Army Co-operation was moved to Trenton, and the Air Navigation and Seaplane Schools followed, to be housed in the great seaplane hangar. In the same year, the Technical Training School set up shop in the basement of the newly constructed main administration building. Station Trenton saw some of the earliest wireless and gunnery training during this period, as many trades came into being.

1937 brought an Equipment Training School, and

later in the year the Flying Training School and the Armament School moved from Camp Borden.

Ground and training units, however, were not the only tenants at Trenton, as various operational units and squadrons took up residence. No. 2 Army Co-op Sqn. and No. 3 Bomber Sqn. were formed in 1935, and were expansions of the original squadrons of Trenton. No. 1 Fighter Sqn. reformed in 1937, and in 1938 No. 2 Army Co-op Sqn. returned to Trenton. During these years No. 6 Torpedo Bomber Squadron began to take shape and later moved to Vancouver.

A list of the aircraft that used the air over Trenton prior to the war varied indeed, their names recalling the whistle of wind through streets and wires. Siskins and Atlases, Tiger Moths and Fleet Finches bounced their way across the turf runways, as Vancouvers, Sharks and Vedettes cut wakes in the Bay of Quinte.

BCATP

The years of gradual growth for the new service were soon to come to an end however, and the year 1939 saw the beginning of two decades of intensive training programs. In that year the British Commonwealth Air Training Plan was launched, and was to bring servicemen from dozens of countries to become pilots, gunners and technicians. To meet the new need, a Flying Instructors School was set up, whose job it was to instill in pilots the ability and desire to teach their new found skills to others. This was no mean task as the ambition of every pilot was to get overseas and win the war.

FIS in 1940, became Central Flying School and be-

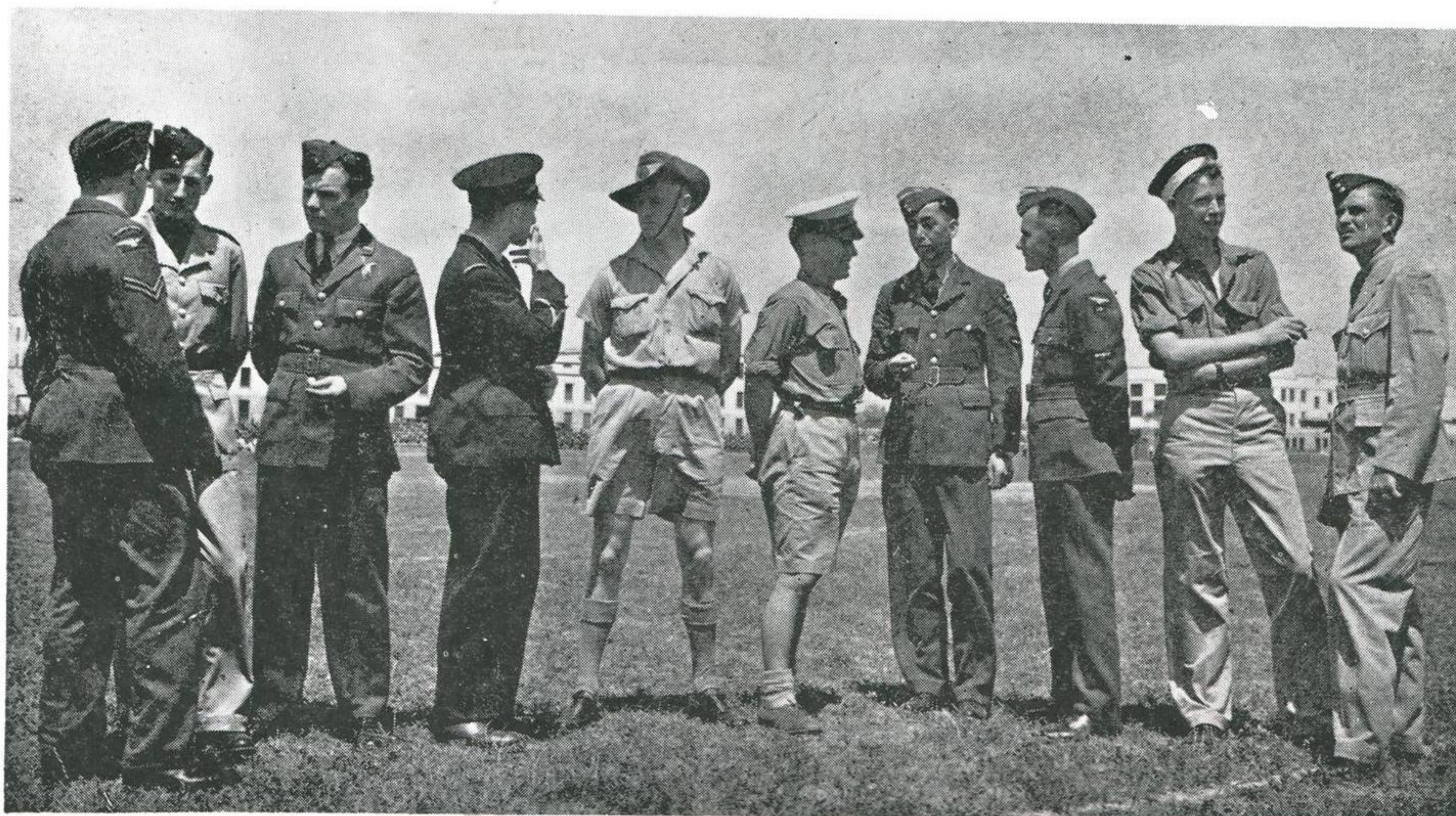
came not only the main instructors school, but the home of the four visiting flights, whose duty was to examine and re-categorize the instructors at flying schools across Canada.

1940 also saw the beginning of No. 6 Repair Depot, reported to have had its beginning in a disused aircraft crate on the north side of the base. 6 RD of course, felt the pinch of the new training program and as training increased, repair work ballooned.

Flying, of course, was not the only function of Station Trenton. To operate on the massive scale of the early 40's, a tremendous number of technicians were required in many varied trades. The main unit involved in this task was the Composite Training School, or "KTS". The initial reason for forming KTS, was the amalgamation of several ground courses which had been operating at Manning Depots in other areas, into one school that could feed the BCATP's voracious appetite for skilled tradesmen. From the arrival of a few officers and airmen in early 1941, KTS went on to produce service policemen, firemen, motor boat crewmen, clerks and equipment assistants, to name just a few.

An aspect of KTS that brought fear to the hearts of airmen, was the Reselection Centre. A saying of the day went: "The Nazis will get you if you don't wash out; KTS will get you if you do". For here it was that "washed out" aircrew were sent to be screened for other aircrew trades, or remustered to a ground job.

At times, during the war years, the Reselection Centre contained the most downhearted group in the service. Owing, however, to the diligence and interest of the staff, the greatest proportion of grounded aircrews were salvaged to still be of some value to the



THE INTERNATIONAL TOUCH — The formation of Reselection Centre brought virtually representatives from every Allied Air Force to the Station where "ceased training" aircrew were remustered to more suitable air trades. Nine different branches of Allied Air Power are represented in this shot taken in 1942. From left to right they are Czechoslovakian, Free French, Polish, Australian, Royal Marine Fleet Air Arm, R.N.Z.A.F., Royal Air Force, R.N.Z. Fleet Air Arm, and an R.C.A.F. member from the United States.

massive war effort. The centre was the prime example of the international nature of the BCATP at Trenton, as it was a common sight to see the uniforms of the RAF, of Australia and New Zealand, Czechoslovakia and Poland, as well as the shoulder patches of the USA.

NEW CONSTRUCTION

To accommodate the thousands of airmen under training, several new barracks were built. These were noticeably different from the pre war buildings as the new ones were constructed of wood, far cheaper than the masonry once used. In addition, four additional hangars were built, to house the many new types of aircraft in use.

September, 1942 saw a remarkable change in the department of Trenton personnel. Even drill sergeants tempered their strong language, and legend has it that one grizzled NCO even addressed his charges as "dears". The occasion was the arrival of nearly 200 airwomen, the first of many girls who would take over technical trades, releasing men for the war in Europe. Soon the girls were packing parachutes and repairing aircraft, as well as doing normal office duties.

The new arrivals of course, did much to boost morale as well as improve the scenery at Trenton. Although the country was at war, life retained some traces of normalcy. This was mainly through the efforts of the talented men and women who gave their time to provide live entertainment. They were the stars, amateur and professional, of many a gala show in the old Sta-



"Keep 'em Flying" was the watch word as the new airwomen released many airmen for jobs in action overseas.

tion Theatre and the Rec Centre.

Morale, in those days, was of great importance, as conditions were not always the very best. Discipline was firm, and defaulters often found themselves "in the digger". Quarters were rather cramped, with many airmen bunked twelve or more to a room. Long line-ups did nothing to brighten spirits, and queues formed at pay parade, at the mail room and even at the telephones. Nothing however could deter the spirit of Trenton's servicemen, and they bent themselves to the urgent task until the war had been won, and the allies emerged victorious.

POST WAR ADJUSTMENT

Having passed the test of the war years, Trenton joined the rest of the RCAF in returning to peacetime



It was important for an airman arriving at a base as large as Trenton to get his bearings right away.



Kate Smith was one of the professional morale boosters that visited Trenton in 1942.

strength. For many weeks, the base was filled with airmen waiting to return to civilian life until finally those who were to remain began to formulate the new peacetime force. No. 1 Air Command remained, as well as Central Flying School and No. 6 Repair Depot. They were joined in the spring of 1947 by the Air Armament School and Composite Training School, which moved from Mountain View. In 1949 Central Air Command became known as Training Command.

The increase in the base population was quite beneficial, as far as married airmen were concerned, as it prompted the building of nearly 700 permanent married quarters in Middleton Park. In addition the Senior and Junior Breadner schools were begun. The first family moved in during December 1948, and the project was completed in 1952.

In the early 1950's participation in the Korean War sparked further expansion, which was to include No. 9 Hangar, a new Airmens Mess, new Officers quarters and a building for Mobile support. The airfield, as well, was enlarged, with a new main runway, seven thousand feet in length. Also, new taxiways were completed in 1956. In conjunction with, and partly because of this expansion two new units began flying at Trenton. No. 129 Acceptance and Ferry Flight was formed at 6 RD, and No. 4 Operational Training Unit arrived from Dorval.

As always, people remained the important aspect of Station Trenton, and during the 1950's a skating rink and a curling rink were built adjacent to Middleton Park and two outdoor swimming pools were in use. Plans began for an eighteen hole golf course, a course which was to become one of the finest in the area.

CHANGE OF COMMAND

In September of 1959, a major change occurred when Training Command Headquarters departed for its new centre in Winnipeg. The new tenant at Trenton was Air Transport Command, which had moved from Lachine, Quebec.

North Stars were the new aircraft, and when it was found they would not fit the hangars in Trenton an interesting solution was found. Tracks were laid, and the aircraft were 'railroaded', sideways into the hangars.

This problem was to be overcome in 1960, when, in preparation for the arrival of the Yukon, a huge cantilever hangar was built. Covering 600 acres, this was to be the largest hangar in the entire country. Different in the extreme from existing hangars, it was built on the cantilever principal, with the supporting frame outside, and could easily hold six Yukon aircraft.

In addition, the taxiways were rebuilt to withstand the weight of the new aircraft. An interesting sidelight in this case was the construction of a causeway to Bakers Island, built with the fill removed in the taxiway construction. This facilitated the construction of buildings for a Yacht Club on the island.

The arrival of the North Stars, and the impending arrival of Yukons brought increasing passenger traffic to Trenton. To accommodate this greater flow, facilities were enlarged for No. 2 AMU. The new passenger

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terminal, the largest in the RCAF, included Canada Customs, as well as all the other amenities required by servicemen returning from Europe with their families.

Having made its first flight in 1960, the Yukon arrived in Trenton in early 1961. 437 (Transport) Sqn. was formed to fly the new aircraft, and began a decade of enviable service. The first year was taken up in training and researching new routes, which differed greatly from those of the North Star. Before the year was out, a Yukon from Trenton had set an RCAF distance record.

One of the effects of Trenton's participation in Air Transport Command has been a great participation in United Nations commitments and Relief Missions. The early 60's saw aircraft from Trenton carrying out scheduled and special flights to such places as Egypt, the Congo, Chile and Peru. Thousands of tons of supplies, and thousands of Canadian servicemen have been rushed to trouble spots, often getting into the air within two or three hours of the first call.

And, as always, new tenants continued to set up shop in Trenton. In November 1962 the Golden Hawks, the RCAF's crack aerobatic team, moved in from Chatham. Because of Trenton's geographical position their coverage was greatly increased, and also the Sabres had the benefit of the maintenance facilities at No. 6 Repair Depot.

The Canadian Home Postal Depot also relocated here from Montreal. Their task was to provide mail service to Canadian servicemen overseas, and Trenton was where the action was. After three trips to Trenton

to look things over, the Postal Depot closed one office in Montreal on Friday afternoon, and opened up in Belleville and Trenton on Monday morning. They would obviously fit right in with the way of doing things at Trenton.

CHANGES CONTINUE

Change has always been the norm at Trenton, although things have not always happened as quickly as they did in the early forties. The sixties saw much reorganization in the Canadian Military, as we moved toward unification. The RCAF we had known for more than forty years was to undergo massive alteration.

One of the earliest things to go was the familiar and beloved RCAF Ensign. Born during the early days of the war to replace the RAF ensign, the "light blue" was lowered for the final time at Trenton on the fifteenth of February 1965. It had flown over the parade square for 25 years, and now was put away in favour of a more national flag.

Later that year, another familiar sight disappeared from Trenton's air. In a touching ceremony, the venerable North Star was retired. Many an engineer and pilot watched through slightly dimmed eyes as she went to storage after eighteen years of yeoman service.

Change came to some of the larger units as well. The most senior one, No.6 Repair Depot underwent a vital change, as it became the Aircraft Maintenance and Development Unit. Formed during the war, 6 RD had been in continuous operation for twenty-seven years.

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It had, during that time, been involved in ferry flights, aircraft repair and maintenance, and would now become a sophisticated member of the new Armed Forces.

102 Composite Unit, in the summer of 1968 attained squadron status, and was re-designated 424 Transport and Rescue Squadron. The 424 Standard was re-activated at a handing over ceremony in Hamilton, and a Trooping of the Standard Parade followed at Trenton.

UNIFICATION

On the first of February, 1968, Trenton saw perhaps its greatest change, as the RCAF passed into an honored niche in Canadian Aviation History. Again, progress was the name of the game, and we shared our tears with the other services as we all became the Canadian Armed Forces. The eagle took its place, with sword and anchor, on the new common badge, and Trenton's aircraft sported the new name.

THE IMPOSSIBLE DREAM

Plans for a memorial were announced later in 1968. It was to be a grand reminder of the many roles the RCAF had played so well. That Trenton had been chosen as its site, was more than suitable, since it had by this time become the hub of military aviation in Canada. Aircraft of every type had passed and continued to pass through Trenton, and thousands of

passengers transit through the AMU each month.

Although a good plan, it was perhaps a bit too ambitious, and, as a result of insufficient funding, had to be suspended after almost three years work. Not yet announced, the new plan will be somewhat less extensive, and unfortunately, will probably be located elsewhere.

BILINGUALISM

Bilingualism made its mark in 1971, as Trenton began to feel the results of the two-language policy. Signs at 2AMU were the first to become bilingual, as did the service flight announcements. Middleton Park became "Le Parc Middleton".

Plans have even been made for French classes for servicemen, on a voluntary basis to be held during working hours. A school for Francophone dependents was also to be set up in the fall of 1971.

Major changes in the last two years have been in the types of aircraft used. Buffalo have moved to 424 Sqn. from Montreal, to be used in Searches and light transport. The Twin Otter has replaced the aged Dakota. Finally the Yukon has been replaced, after a decade of service, by the CC137.

No. 4 Operational Training Unit, and No. 4 Field Technical Training Unit have also, though more recently, been redesignated as a Squadron. Taking the name of the North Star Squadron that arrived from Montreal in the late fifties, 4 OTU and 4 FTTU have amalgamated to become 426 (Transport) Training Squadron.

The latest resident at Trenton, though no newcomer to Transport Command, is 436 Squadron. Famous already for its Hercules operations around the world, 436 has moveo to Trenton to be closer to the cargo centre of 2 AMU, since it is now the main overseas terminal. 436 Sqn. means a marked increase in Trenton's aircraft inventory, and is a welcome addition to the growing family of Transport Squadrons here.

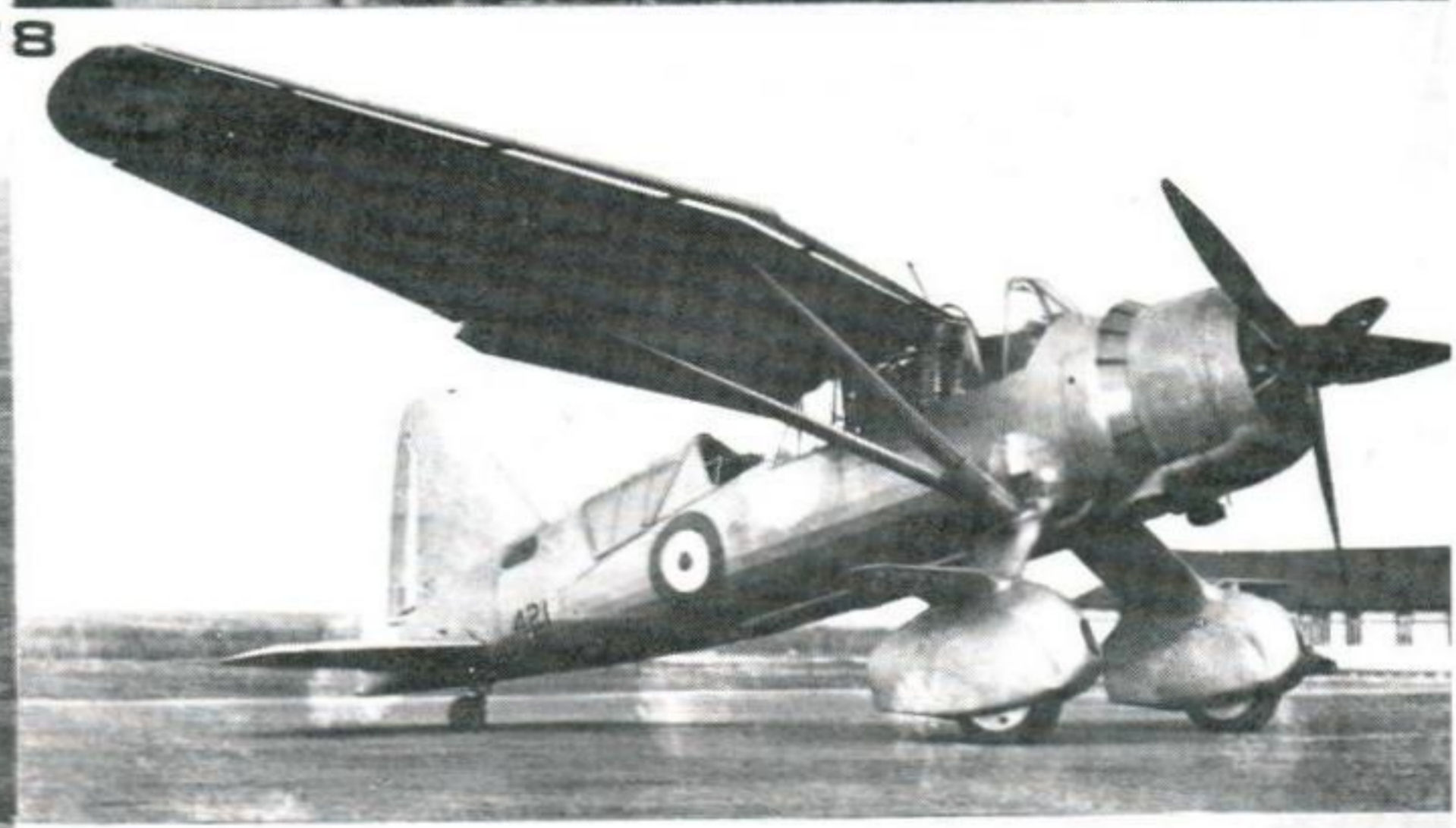
To say that these few events make a history, or that these few units are the complete catalogue of personnel who have been at Trenton would be inaccurate. The list of units that have served here is endless, and even at present totals almost twenty. They have come and gone. They have been renamed, disbanded and reformed. As targets change, so do methods; at Trenton, progress has always been what its all about.

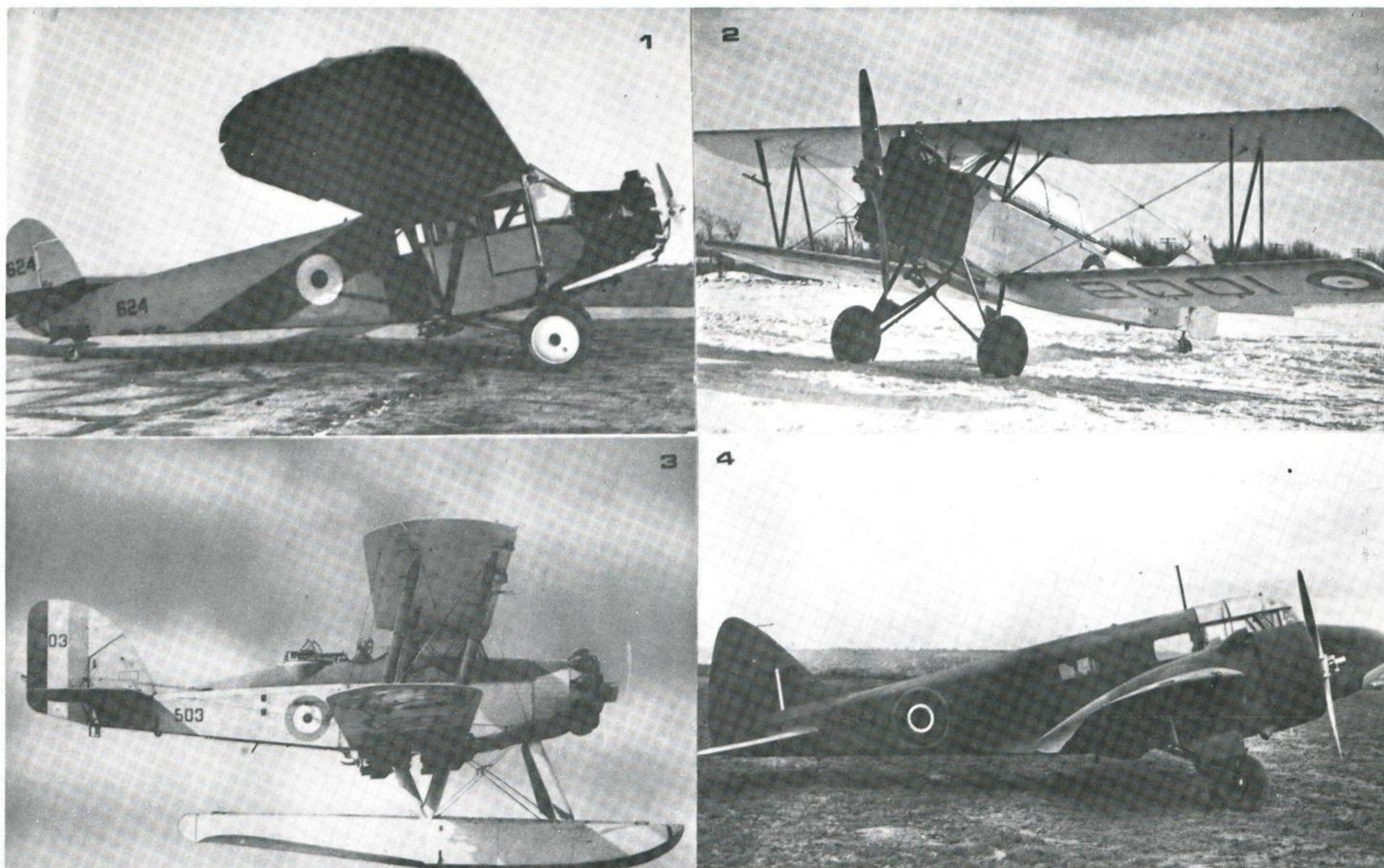
The people of Trenton, however, remain much the same. Throughout the forty years, people have made Trenton work. Arduous though the path has been, those stationed here have paced toward the goal. From infancy, through adolescence, dedicated airmen have brought Trenton to its present sophisticated maturity. Today, CFB Trenton stands as a vibrant memorial to the thousands of Canadian airmen and women who have been its heartbeat.

BASE COMMANDERS OF RCAF STN AND CFB TRENTON

F/L JT O'Brien-Saint	Sep 31 — Oct 31
S/L HW Hewson	Oct 31 — Apr 32
W/C LS Breadner, DSC	Apr 32 — Dec 34
W/C GO Johnson, MC	Dec 34 — Dec 36
W/C AE Godfrey, MC, AFC	Dec 36 — Oct 38
W/C AAL Cuffe	Oct 38 — Dec 38
W/C CM McEwen, MC, DFC	Dec 38 — Dec 39
W/C JA Sully, AFC, ADC	Dec 39 — Feb 40
G/C CM McEwen, MC, DFC	Feb 40 — Feb 40
W/C JA Sully, AFC, ADC	Feb 40 — Nov 40
G/C TA Lawrance	Nov 40 — Apr 42
G/C FS McGill	Apr 42 — Jan 43
G/C RE McBurney	Jan 43 — Nov 43
G/C AD Bell-Irving, MC	Nov 43 — Sep 45
G/C EG Fullerton, AFC	Oct 45 — Feb 46
G/C HHC Rutledge, OBE	Feb 46 — Oct 47
G/C DAR Bradshaw, DFC	Oct 47 — Dec 48
G/C A Lewis, AFC	Dec 48 — Jul 49
W/C FR Sharp, DFC (Acting)	Jul 49 — Aug 49
G/C GP Dunlop, AFC, CD	Aug 49 — Apr 52
W/C GA McKenna, DFC, CD	May 52 — Aug 52
G/C JB Millward, DFC, CD	Aug 52 — Aug 54
G/C GG Diamond, AFC	Aug 54 — Jul 57
G/C RM Cox, DFC, AFC, CD	Jul 57 — Jul 59
G/C DJ Williams, DSO, DFC, CD	Jul 59 — Jul 63
W/C JO Maitland, CD	Jul 63 — Aug 63
G/C EM Butcher, CD	Aug 63 — Aug 66
G/C DR Adamson, CD	Aug 66 — May 68
Col HA Carswell, CD	May 68 — Jul 70
Col WG Paisley, CD	Jul 70 —







DATES SHOWN ARE FOR AIRCRAFT STATIONING AT TRENTON

Left Side

1 Tiger Moth	1931-36	2 Siskin Fighter	1931
3 Atlas	1931	4 Vedette	1935
5 Fairchild Super 71	1938	6 Vancouver	1938
7 Norseman	1938	8 Lysander	1939
9 Hurricane	1939	10 Battle	1939

Not Shown

Fairchild 51	1937	Hawker Tom Tit	1931
Fairchild 71	1938	Reid Rambler	1931
Shark	1937	Lockheed Electra	1940
Fleet Fawn	1941	Lockheed Lodestar	1946
Fleet Freighter	1943		

Above

1 Fairchild FC2 W2	1931	2 Fleet Finch	1931
3 Wapiti	1937	4 Oxford	1939

NOTE:

Trenton Aircraft pictures Not Shown or indicated as such are to be found in the different Squadron Histories.

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THE TIGER'S LAIR

THE STORY OF 424 SQUADRON



424 Squadron was formed at Topcliffe, Yorkshire, England on the 15th day of October, 1942 under Wing Commander (Air Vice Marshal) Henry M. Carscallen, DFC, of Hamilton. The squadron was adopted by the Chamber of Commerce of the City of Hamilton.

424 Squadron began its life as a unit flying Wellington III aircraft in No 4 Group of Bomber Command, transferring to No 6 (RCAF) Group in January 1943 when the all-Canadian group came into being.

After an intensive training period, the Squadron took part in their first operational sortie against the German submarine base at Lorient. The target was successfully bombed and the reflection of the flames could be seen for 80 miles. This auspicious beginning, including an engagement with two enemy fighters, was followed by raids on several German industrial centres and submarine bases, such as Hamburg, Essen, Frankfurt and Mannheim.

Following the raid on the armament centre of Mannheim, 424 Squadron ceased for a time its raids over Germany and awaited transport to No 331 Wing in Tunisia, North Africa.

The men, aircrew and groundcrew alike, were billeted on the stone floor in an evacuated school, or in tents with some choosing to stay in their aircraft. Coping with the problems of accommodation, food, and a sea of mud, the squadron prepared for work. Their first raid was carried out on the night of June 27, 1943 against San Giovanni on the Italian mainland.

During the next few months, the squadron was actively employed in the all-out bombing campaign which softened the Axis defences in Sicily and Italy preparatory to the Allied invasions. Raids were carried out almost every night on air fields, railroad centres and lines of communication. On September 8th, 1943, the squadron heard of Italy's surrender and a month later was advised that it was returning to England.

424 Squadron, now well known as the "Tiger" Squadron, was stationed at Skipton-on-Swale and began conversion training on Halifax III aircraft.

Rejoining No 6 Group, the Squadron resumed its bombing role on German industrial cities. Their initial raid with this 4-engined Halifax bomber was carried out on the German capital, Berlin, on the night of February 15th, 1944.

After "D Day" targets included railway facilities serving the

German army in France as well as enemy troop concentrations and V-1 rocket launching sites.

In February, 1945, the Squadron was re-equipped with Lancaster aircraft and continued to pound German targets until it took part in its last bombing raid on enemy coastal defences on April 25th, 1945. For a time the Squadron made a number of flights carrying liberated prisoners of war to England, and disposing of its surplus of bombs. The Squadron was stood down on October 15, 1945, three years to the day after it was organized.

The final entry of the Tiger war diary reads, "we are most proud, not of the squadron's exploits, many and noteworthy as they were, but of the spirit that has always supported it. No matter what the task or how heavy the losses a cheery comradeship had prevailed and doubtless will prevail in the future. A final word of acknowledgement to our sponsors, the Chamber of Commerce, City of Hamilton. They have always had an understanding of our needs and have been both quick and generous in satisfying them. Thank you, City of Hamilton."

Over the years, the Squadron was engaged in a wide variety of activities and exercises, taking part in search operations, providing mock attacks in civil defence exercises, and performing in air displays.

Under Air Defence Command, 424 Squadron took part in extensive training programs in Ground Controlled Interception and rocket firing. An important "first" for the Squadron was winning the MacBrien Trophy Shoot at Trenton in 1953. Another exercise saw Hamilton's pilots score more than double the strikes of their nearest competitors in practise interception of overflying United States Air Force Bombers.

On October 28th, 1954, the squadron received their first T-33, "Silver Star" jet aircraft, and continued in a jet fighter role until 1956 when they were transferred to Training Command flying the twin-engined Expeditor aircraft.

In 1958, 424 Squadron was transferred to Air Transport Command where they flew both Expeditor and Otter aircraft in a light transport role.

The Squadron continued operations in support of light transport duties and search and rescue until disbandment in 1964. The last 424 (auxiliary) Commanding Officer was Wing Commander G.W. Johnston, DFC and BAR, serving from 15 Feb 62 until disbandment. The squadron was to remain in mothballs until the 8th of July, 1968 when 102 KU (Composite Unit) was re-designated 424 Communications and Rescue Squadron. LCol F.M. Murphy (CD) became the new 424 Squadron Commander at that time.

102 Composite Unit had already been in existence since 1947. It had been formed primarily as a Search & Rescue Squadron, a role 424 Sqn continues to carry out, providing coverage in an area from Thundre Bay to the Quebec border and north to the Arctic. In the past 13 years 102 KU has located and rescued 293 survivors or air and boat accidents. Para Rescue personnel of 424 have had to parachute into 16 of these crash sites since, due to the location and terrain, no other means would provide immediate lifesaving aid.

102 and 424 have also flown numerous Medical Evacuations to bring badly injured and seriously ill persons from remote areas to the more extensive facilities of the larger cities. In the past 13 years 153 of these flights have been flown transporting 159 people.

A note from a squadron member's diary, although perhaps not typical, will give an indication of the performance expected from 424 Squadron Search and Rescue personnel.

"The trip involved an H21 single engine helicopter and a crew of five. The flight started out on Tuesday morning, when we were ordered to Sault St. Marie to take part in a reactivated search for civil aircraft that had gone missing earlier in the summer. The search was expected to take four days. We arrived in

Sudbury shortly before noon for refueling and were requested by Sudbury radio to contact the Rescue Coordination Centre (RCC) in Trenton. We were told by RCC to divert to Moosonee and pick up a doctor and proceed to an Indian village near Winisk to airlift a seriously ill child to the Moose Factory hospital. On arrival at Moosonee we were informed that the child had died. We decided to stay overnight at Moosonee and leave for the "Soo" the next morning. That evening RCC phoned again and requested a mercy flight for two Indians from Fort Albany to Moose Factory. The next morning the flight was carried out in conjunction with a hospital staff change and again we remained overnight at Moosonee. The next day we finally arrived at the "Soo" to assist in the search.

As the search was nearly over the searchmaster had only a couple of high probability areas for us to check over. We had completed the assigned areas when a call was received by the search master requesting assistance in retrieving three hunters who had been flown to a lake and were now stranded because the lake had just frozen the night before and no float aircraft could land to pick them up. Three relieved hunters climbed aboard the helicopter. It would have been a long hike in rugged terrain to reach civilization.

The search was terminated the next day and all aircraft were to return to Trenton, but bad weather held us up for a couple of days before we could start for home. Arriving at Sudbury for a refueling stop another message awaited us from RCC. Proceed to Attawapiskat located 130 miles north of Moosonee. Two seriously ill Indians required the services of a doctor. Off to Moosonee we went to pick up a doctor but we couldn't make Fort Albany before darkness closed in. As Attawapiskat is a small Indian village with no lighting and none of us had been there before we decided it was too risky to attempt a safe landing in the dark. We were airborne at first light and had the doctor at the nursing station an hour later. The operations were a success but one stretcher case went with us for further hospitalization. We arrived at Moosonee later that afternoon.

Another overnight at Moosonee and we thought we might get home the next day. That was not to be the case, that evening another call from RCC requesting us to proceed to the Belcher Islands, some ninety miles west of Great Whale on Hudson Bay, for a mercy flight to Moosonee. We made out a flight log, ordered extra fuel, for it is an eight hundred mile round trip, alerted the airevac nurse, and requested a Caribou with extra dinghies to cover us on the overwater flight.

The next morning we were airborne at sunrise making our way up the east coast of James Bay. We arrived at Great Whale by early afternoon, refuelled, and checked weather. The outlook wasn't too hopeful, high winds, and heavy snow showers



Caribou aircraft from 424 Sqn flew many sorties during the Peruvian relief in 1970, bringing out homeless and injured refugees from high in the Andes mountains.



The Twin Otter is the newest aircraft to appear on 424's inventory.

throughout the area. Our escort aircraft arrived shortly behind us and in view of the weather we decided to wait until the next morning. Again we were airborne at sunrise and heading out towards the open water, which although calm looked very uninviting as it was just in the process of freezing. Some seventy-five minutes later we arrived at the Eskimo camp.

As our escort circled overhead we topped up with fuel and loaded our patients, two T.B. cases and one who had a nail lodged in his stomach. Back we went over the water to Great Whale. We bid our escort a fond farewell as we reached the shoreline and we were on our own again. After refueling both helicopter and personnel we were on our way to Moosonee, arriving at the hospital at dusk. Thankful to have the patients off our hands we secured the helicopter for the night and decided it was time for some relaxation.

The next day came and we wondered if we would make it home this time. We departed Moosonee at mid morning heading south, approaching Timmins we asked for enroute weather, North Bay and Trenton didn't look too promising so we decided on an overnight stop at Timmins. For four days we sat there waiting for the fog to lift before we could proceed.

Fifteen days and forty-five hundred miles later we finally ended our original four day journey."

The helicopter section of 424 Sqn had an enviable past indeed, but regrettably, due to age the last H21 was retired in 1970.

1970 also saw the removal of 424's schedule of service flights, as the number of Dakota aircraft was reduced to three. The remaining "Gooney Birds", which had been scheduled to retire as early as 1968 would remain until 1971.

In numerous roles, 102 KU and 424 Sqn have operated a variety of aircraft. The DeHavilland Caribou joined the RCAF in 1960, and served as UN Support aircraft in Egypt, Yemen, Cyprus and India - Pakistan. The Caribou has also been used by 424 to make a film of Canada for Expo 70, fly the Governor General in a tour of the Arctic and carry out relief operations in earthquake stricken Peru.

In 1970 the acquisition of the Buffalo by 424 Sqn occurred as 429 Squadron moved from St. Hubert in a merger that was to greatly increase the strength of 424. The Buffalo, used in light transport as well as search and rescue work, is another Canadian built aircraft.

In July 1971, the first of another fleet of DeHavilland aircraft reached 424 Sqn. The Twin Otter, destined to take the place of the venerable Dakota, began service, not only in a search and rescue role, but also as a member of the United Nations Truce Team in Kashmir.

Their arrival followed the departure of six Caribou for Tanzania. In moving ceremonies, 424 Sqn bid good-bye to the aircraft which had served the RCAF and CAF for 10 years.

The change of aircraft marks a new era for 424 Sqn. With two new, Canadian built, aircraft the Tigers will continue to carry out their light transport and search and rescue operation as part of Air Transport Command.

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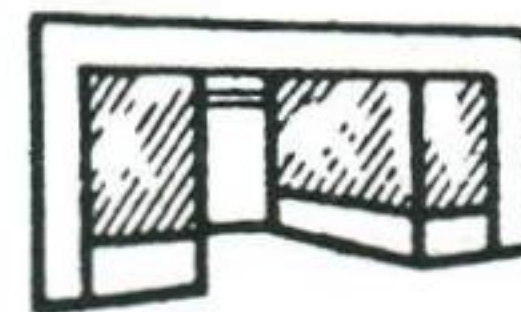
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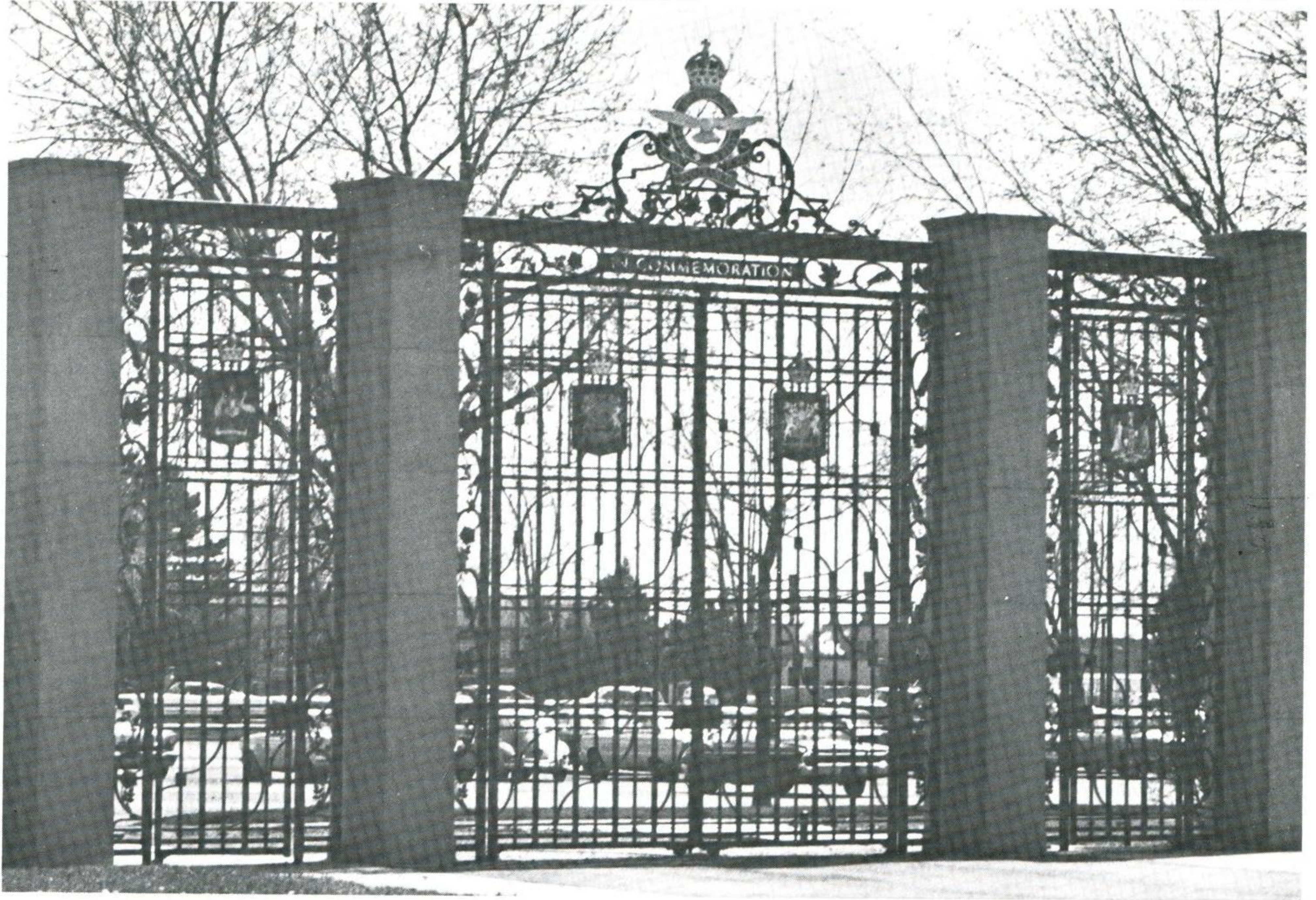
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THE MEMORIAL GATES

The British Commonwealth Air Training Plan brought many things to many people, and one of Trenton's lasting results can be seen today on the main parade square. The handsome, wrought-iron gates, topped by the badge of the Royal Canadian Air Force, commemorate our part in that massive World War II training plan.

Between October 1940 and March 1945, over 131,000 British subjects were trained as aircrew in Canada, many of them at RCAF Station Trenton. These men had come from Canada, Britain, New Zealand and Australia, and, when the battle had been won, the other three countries sought to honor the effort made by Canada.

Initially, the plan was for the three countries to provide a memorial avenue of mixed Australian, British and New Zealand trees at Camp Borden. It was soon realized, however, that no trees indigenous to Australia and New Zealand could withstand the Canadian winter. The proposal was reframed as an avenue of English oaks, with pavilions of native timbers from the other Dominions. At this point, the Department of Agriculture advised that Camp Borden was too exposed for such a venture, and suggested Trenton as an alternate. The final plan included a row of oak trees on either side of the highway, and the imposing gates, in lieu of the two pavilions.

The first of the trees were planted in April, 1945, by Miss Virginia Bell-Irving who was the daughter of the Commanding

Officer. In all, 130 trees line the highway, and these are all the best of English oaks from the Dayham Abbey Estate, of the Marquis Camden, near Tunbridge Wells.

The gates are of wrought-iron, set in concrete and bear a border of leaves representative of the four countries. On each of the four portals is the coat of arms of one country, and, above all, stands the RCAF badge. On each side in English and French is the inscription:

"These gates have been given to the Royal Canadian Air Force by the governments of the United Kingdom, Australia and New Zealand to commemorate their partnership with Canada in the British Commonwealth Air Training Plan and the service of the airmen who helped bring victory to the allied cause in the Second World War."

1939

—

1945

The gates, first opened on September 30, 1949, when the gates were presented to Canada by representatives of Britain, Australia and New Zealand. They are now kept closed, except for ceremonial occasions and remain a prominent tribute to the men of the RCAF, who made possible the British Commonwealth Air Training Plan.

THE FLYING ELEPHANT

THE STORY OF 436 SQUADRON



The summer of 1944 saw the Allied armies on the offensive in many theatres of war in which were included the invasion of Normandy and — 6,000 miles away — the hard fought campaign in India and Burma to drive back the Japanese invaders. In this latter theatre the Royal Canadian Air Force's number 436 Squadron was born.

The problem in India and Burma was one of transportation and logistics — a need to supply the Allied 14th army at the front lines in Burma across a 2,000 mile supply line from depots in India and Pakistan. The trip, by primitive railroad and foot-path was taking two months in some instances.

Air power held the answer and with the formation of a major scale air transportation service in south-east Asia, two new Canadian Squadrons were created; No. 435 "Chinthe" and her sister squadron No. 436 "Elephant". It was on 7 September, 1944, to be exact, that 436 squadron was authorized to form, but not until 9 October did the body corporate gather at Gujrat, a fighter base high in the Punjab of India near the Kashmir border.

With the arrival of ground personnel on 21 October the embryo unit became a squadron in fact as well as in name. On 31 October the first CO, Wing Commander R.A. Gordon, arrived and hard on his heels were the flight commanders; Squadron Leaders R.L. Denison and J.K. Herriot. The original member of the squadron was its adjutant, Flight Lieutenant R.S. McCartney.

Equipped with Dakota Mk3 and 4 aircraft, the squadron trained for its role of air transportation in direct support of units of the 14th Army. Belonging to 229 group, it was part of an RAF-USAAF-RCAF military airline known as "Combat Cargo Task Force". By the first week of December they had carried out their first assignment of moving No. 117 (RAF) Squadron from Bikram to Hathazari, both in East Pakistan. Their first task at the front lines of war involved an air-drop of supplies at Shwebo, Burma in support of the ground drive to Mandalay on the 15th January 1945.

From that auspicious start to the end of the war, 436 continued to set new records for pounds of cargo and number of passengers flown. In a one month period, during the dreaded monsoon season the squadron flew 1238 sorties and carried almost 8,000,000 pounds of freight as well as 1130 passengers and 204 casualties. This was all done in spite of the enemy and the living conditions — but most of all, perhaps, in spite of the weather.

In fact, the weather was so bad that during the month of

June, 1945 while based in Ramtree, Burma they were subjected to 45" of rain. Unfortunately, this downpour had forced the cancellation of many sorties and other flights that had managed to get airborne had been diverted to other airfields because Ramtree had become a sea of mud. To make matters worse, the USAF had closed up its meteorological service and it had not yet been replaced by the RAF. Unable to combat the monsoon on the ground, the squadron chose to fight it in the air by inventing a substitute weather system of their own. So was born "Watchbird", the brainchild of the CO, W/C Gordon, which was to ultimately win him the DSO.

Watchbird was a simple but surprisingly effective system of airborne weather surveillance that involved an aircraft taking off early in the day and devoting itself to watching and reporting the weather over a designated area. The aircraft would be relieved during the day so that continuous watch was maintained. Word of the system spread throughout the air group and beyond. Soon many other squadrons and units were monitoring Watchbird's broadcasts and making operational use of them.

Exploits of derring-do on the squadron are too numerous to mention. Even though 436 was not formed until the last year of the war one Distinguished Service Order and 18 Distinguished Flying Crosses were awarded its men. The squadron logged 32,000 hours of flying over more than 4,000,000 air miles. They had airlifted 29,000 tons of food, military necessities, and "treats and comforts" among other things to sustain soldiers and civilians alike at the front lines of war. In addition they had transported more than 15,000 troops, casualties and passengers.

Having no protective armour other than sidearms, the aircrew were wide open to enemy ground fire and aerial attack. They faced the constant threat of forced landing or bailout over impenetrable jungle inhabited by wild animals, unpredictable natives and a merciless enemy. On one-half of their flights they were assailed by the most formidable foe of all — the tropical monsoon with its towering thunderstorms, torrential rains, low cloud and reduced visibility. They had no respite, until the 31st August, 1945 when for them and their sister unit, 435 squadron the war ended.

The squadron then moved to Down Ampney in Gloucestershire, England under its new Commanding Officer W/C R.L. Denison. Infused with new blood, the squadron regrouped and reorganized and before long had started a second career in Europe carrying troops, casualties, mail and supplies in a sphere of operations that expanded to embrace virtually every key air terminal in Europe. But these activities were to be short lived. One month after winning an award for the most ton-miles flown without accident in the Air Transport Group, the squadron flew home to Canada to be disbanded. The flight that began on the 22nd of June 1946 was the Squadron's last in the World War II era.

But there was to be a third herd of Elephants! ! !

In the early 1950's, attendant upon the RCAF's increased responsibilities resulting from Canada's membership in the United Nations and the North Atlantic Treaty Organization there arose a requirement for greater air transport capabilities. Accordingly, 436 was authorized to reform at Dorval, P.Q. effective 1 April, 1953. To discharge its duties the squadron was given the C-119 Boxcar to replace the venerable Dakota as the official workhorse. Never was an aircraft better named. With a fifty percent increase in range and a twenty-five percent increase in cruising speed, the Boxcar could do the work of several Dakas.

Given their first assignment only twelve days after being reformed, the Elephants were soon active in all specific phases of their role. Ration runs and seasonal resupply operations, army co-operation exercises and airlifts, mercy missions, training and test flights, air shows, a Coronation flypast are all indicators of the variety, if not the number, of the Squadron's activities in

the 1950's. Trips across the Atlantic soon became regular occurrences with the establishment and maintenance of NATO formations in Europe.

The squadron was once again fated to move, this time because of a fire in one of the hangars at Dorval that destroyed an aircraft. On 1 July 1956, 436 moved to RCAF Station Downsview becoming the City of Toronto's first regular service flying squadron.

Early in November of that year hostilities broke out between Israel and Egypt. Canada was to assist the United Nations Emergency force sent to police the conflict by providing an air transport squadron. Four of the Flying Boxcars were soon flying out of a new home base at Capodichino, Italy on a thrice weekly, 1,300-mile shuttle flight to Abu Suweir, Egypt with troops, equipment and supplies. Ironically, when the UNEF was withdrawn 10 years later, it was 436 aircraft that helped do the job.

The years from 1957 to 1960 saw the Elephants maintain an increasingly heavy schedule in the transport-support role. A prime responsibility was the resupply of remote Arctic and sub-Arctic bases, including the spring and autumn resupply operations at Isachsen, Mould Bay, Eureka and the world's northernmost habitation at Alert. These occasioned some of the most intensive flying of the post war period for the squadron. On the resupply of one of these bases a detachment of some 100 personnel was stationed in northern Greenland for nearly three months to fly in some 2,000 tons of supplies including 5,200 barrels of fuel.

Perhaps the most appreciated supply drops were the Christmas para-drops to DEW line stations and other snow bound outposts throughout the Arctic archipelago.

Another top priority commitment was the fulfillment of army airborne requirements. In para-drop and other purely tactical exercises the Elephants worked in close co-operation with army regiments, particularly the Royal 22nd and the RCR's; so much so that in June 1959, in recognition of their long association, the "Van Doos" granted all officers of the squadron honorary lifetime memberships in their mess.

While airlifts in support of surveys and scientific expeditions had taken the Elephants north to the Polar regions, in September 1961 the Squadron's operations were extended to the very heart of the Dark Continent as a detachment of two aircrews and a ground crew party with two C119's was despatched to Leopoldville to assist in the internal-transport phase of the Congo airlift.

In August of 1964 the squadron moved from Downsview to Canadian Forces Base Uplands near Ottawa. Within a year the "Boxcars" were replaced by C-130E Hercules aircraft and almost immediately the role of 436 squadron changed from primarily domestic air transport to global air transport.

The Hercules enables 436 Squadron to airlift large payloads over long distances and into airfields that are unusable by most other large aircraft. (In fact the acquisition of the Hercules represented an increase of 98 % in load carrying capacity and 83 % in airspeed over the Boxcar). With these aircraft came a variety of new tasks for the squadron and intercontinental experience for its aircrew. Now, instead of exercises like "Rapid Step" in 1956 between Calgary and Halifax, 436 Squadron began airlifting airborne regiments in exercises such as "Polar Express" between Victoria and Norway or "Praetorium Pans" between Trenton and Puerto Rico.

In the present day, "flexibility" is the key word on the Squadron's role. During the past few years under the United Nations flag, 436 Squadron Hercules have transported peace keeping troops and their supplies to Pakistan and Cyprus; oil into Zambia and food to Biafra. They have carried school supplies to the Caribbean and aid to the earthquake victims of Peru.

The Canadian Hercules have become a common sight at airports such as Nairobi, Santiago, Darwin, Singapore, Las Palmas and Hong Kong as almost monthly flights of the "500" series have carried out resupply of Canadian missions abroad. Last year one of these flights carrying Red Cross supplies was one of the first aircraft to arrive at Manila which was recovering from a tropical hurricane.

The regularly scheduled flights of 436 are just as varied. Usually there are two per week from Trenton or Ottawa to

Lahr, West Germany taking supplies to Canadian Nato forces in Europe. The Squadron is responsible for weekly flights to Goose Bay. It also operates one of the Worlds most unusual scheduled flights. Regular as clockwork, once per week, Service Flight 85/86 travels to Thule Greenland and then to Alert NWT, just 450 miles from the North Pole. It returns southward via Resolute Bay on the historic Northwest Passage.

The crews of 436 are still well known in the Arctic. Besides the weekly flight the Squadron is responsible for the yearly resupply of Alert. Called "Exercise Box top", this operation sees aircraft and crews detached to Thule, Greenland where they take supplies coming off ship and shuttle them northward to Alert where the sea is never open to navigation. 436 crews are also involved in "Exercise New Viking" taking land force personnel on Arctic training. In addition, the Squadron maintains a crew on 24 hour call in case of a search and rescue mission in the north.

436 is also a "Tactical" squadron. The Hercules is capable of delivering heavy loads or troops by parachute and all crew are trained in paradrop procedures. Much of this activity is centred around Edmonton where the Canadian airborne regiment is located; however, once per month at least two aircraft are detached to Fredericton in support of the combat group there. In one exercise last year 436 took part in a totally Canadian, twelve-plane formation drop. It also participated in joint RAF and USAF para drop exercises.

Behind this flexibility there must be a strenuous continuation training program. Almost daily local "trainers" can be seen in the "circuit". Each pilot and flight engineer must also spend time in the flight simulator, a sophisticated piece of ground equipment which flies almost identically to the real aircraft, and in which every conceivable emergency procedure is practised. And of course like all servicemen, the crew members are never free from those unending ground exams.

At present 436 (T) Squadron has 12 aircraft with 150 aircrew officers and men. Additionally, some 500 men carry out the daily aircraft maintenance. During 1970 alone the squadron flew over 17,263 hours and five million miles, transporting tons of freight, passengers, fuel and mail.

On August 11, 1971 436 Squadron ended its association with the nation's capital and moved to Canadian Forces Base Trenton where no matter what the cargo is or where it's going the Elephant will do the job and live up to its motto of "ONUS PORTAMUS" - We carry the load.



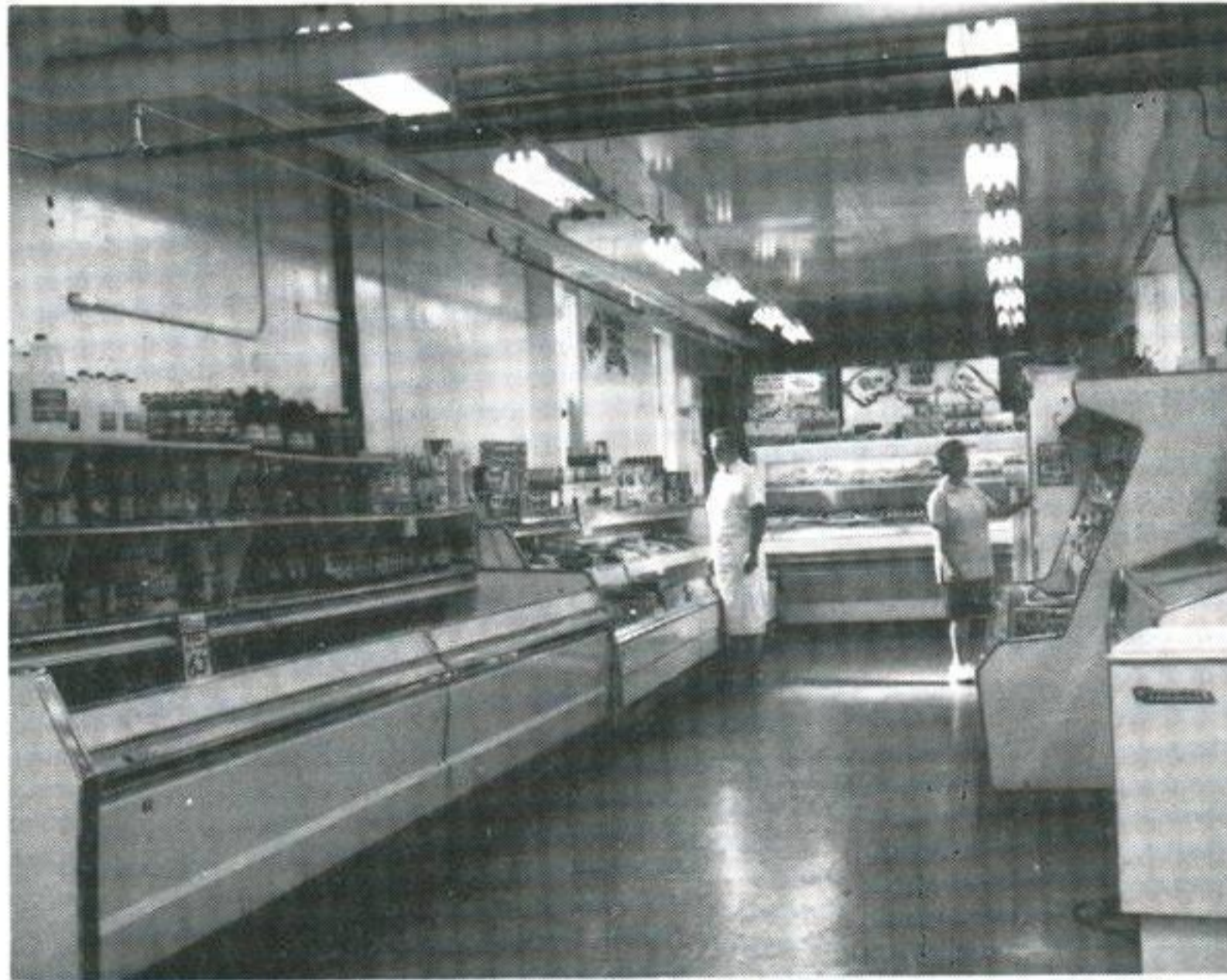
The C119 'Flying Boxcar' carried 436 Sqn's emblem far and wide during the fifties and early sixties.

Au service de la
Communauté Militaire



Serving the
Military Community

CANADIAN FOR



Part of the story surrounding CFB Trenton during the last decade has been the existence of Non-Public Fund resale activities and their involvement in providing services to the military community. Let's turn back the calendar ten years to see how these activities have changed with the passage of time.

In 1960 the NPF resale outlets were small, cramped and barely adequate to provide the amenities considered essential by today's Serviceman. The Central Warehouse, situated in the present south side Corporal's Club and under the operating control of WO2 Wilf Doyle and Corporal Jim Grady, provided goods to messes, sub-canteens, the Hobby Shop, the Airmen's Wet Canteen and Lounge and, in appropriate season, the Air Cadet Camp canteen and the Christmas Gift Shop. The Tee Pee shop, located in the same building and supplied through the Central Warehouse, was little more than a Canteen selling toiletries, stationary, souvenirs and confections. A small grocery outlet occupied the rear portion of the lower floor of the H-hut adjacent to Yukon Lodge. Two small gas bars, one on 6 RD road pumping one brand of gasoline and one on the South Side pumping a different brand, operated only three hours daily using part-time help.

The entire operation fell within the purview of F/L G.J. Robertson, the Station Services Officer (the present manager of the groceteria) and S/L W.G. Scott, the Senior Accounts Officer (the present manager of the Bank of Montreal on the Base). Other military personnel employed in NPF outlets between 1960 and 1965 included Sgt. W. Lawson, Cpl. P. Baltzer, Cpl. W. Patterson, Cpl. J. Singer (deceased), Lac Y. Blanchard and Lac J.H. Carter.

In 1961 the Central Warehouse and Tee Pee Shop were moved into larger premises in No. 2 Admin. Building. The year 1962 marked a large step in expansion of NPF activities. During that year the Tee Pee shop was enlarged to accommodate a greater variety of merchandise being offered to military personnel. Under a contract with the British American Oil Company (since re-named Gulf) a new, modern service station was built on 6 RD road in August 1962 with a second service station being built on the South Side location in November of the same year, both erected to replace the inadequate gas bars. These new service stations were initially managed by F/O (ret'd) Archie Bennett and WO2 (ret'd) Sam Martin respectively.

Enlargement of the groceteria, however, had to await the year 1965. In that year this outlet was expanded to occupy all of the lower floor of the H-hut. A second expansion, in 1966, saw the erection of an addition to the groceteria which nearly doubled its size. This, then, is the present facility. Mr. G.J. Robertson had assumed the duties of groceteria manager upon retirement in 1964.

— C F B

FORCES EXCHANGE

Au service de la
Communauté Militaire



Serving the
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In October 1968, all NPF resale activities of the former individual Services in Canada and Europe were amalgamated to form the Canadian Armed Forces Exchange System. The objective of the Exchange System was to provide for resale to servicemen and their dependents, goods and services at the lowest practicable cost and to generate sufficient funds to allow Base and Station Commanders to conduct adequate recreational and amenity programs.

At Trenton the former separate NPF outlets were combined under a single manager, the Base Exchange Officer, to become the Base Exchange CFB Trenton. In the Base organization the Base Exchange Officer became part of the Administration Branch under the Base Personnel Services Officer.

During 1968-69 Captain L.E. (Lou) Stewart, the first Base Exchange Officer at Trenton and Captain "Ozzie" Amesbury, his successor, were faced with the task of re-organizing the NPF resale outlets in accordance with CFHQ Directives. A large measure of assistance in implementing these policies fell to the senior steward and 2 i/c, CWO A.E. (Red) Carter. The transition period was a traumatic experience but through diligence and perseverance the task was accomplished relatively successfully and without major problems.

In recent months Base Exchange facilities have undergone extensive changes, the Groceteria and the Exchange renovations and new equipment installations were completed in the spring of 1971. An additional outlet for outdoor and sporting equipment, named The Four Season's Shop and occupying the former Chuckwagon adjacent to the south side Rec. Centre, was opened in April 1971. This area also housed the 1970 Toyland and will continue to be so used for the immediate future.

The Base Exchange is staffed by forty-eight civilian employees and nine military personnel including Captain R.E. Goodwin, BXO; MWO R.I. Thompson; WO A.H. Simpson; Sgt. M.R. Cassidy; Cpl. J.H. Carter; Cpl R.A. McIntyre; Cpl G. Whitman; Cpl. W.W. Mathews; Pte. J.A. Brunet.

Reflecting back over the past decade it is of interest to note that during 1960 the sales volume through Central Warehouse was in excess of \$600,000. In 1970, this sales volume had expanded to a point in excess of \$1.8 million.

Looking ahead to the next decade, continued expansion and growth of the Base Exchange is anticipated. Enlarged, modernized Exchange facilities and extensive activity in the field of automated vending services are some of programs on the drawing board for the coming years. The Base Exchange outlets should prove to be beneficial to all Servicemen and their dependents and increased patronage will result in extensive recreational facilities at CFB Trenton by 1981.



TRENTON

" ON WINGS OF FIRE "

THE STORY OF 426 (THUNDERBIRD) SQUADRON



The story of No. 426 (Thunderbird) Squadron of the Royal Canadian Air Force began on 15 October 1942 when it was formed at Dishforth, Yorkshire, as the seventh Canadian Bomber squadron overseas. It commenced operations with No. 6 (RCAF) Group of Bomber Command on 14 January 1943 and for 28 months the Thunderbird Wellingtons, Lancasters and Halifaxes played their part in crushing the defences of Hitler's European fortress. When the war in Europe ended the squadron assumed a new role as a transport unit, flying Liberators on the "trooping run" from Britain to India.

Disbanded in the United Kingdom on 31 December 1945, No. 426 was reformed at Dartmouth, Nova Scotia, on 1 August 1946 as a unit in No. 9 (Transport) Group of the RCAF. In the succeeding sixteen years its Dakotas and North Stars have transported men and supplies throughout Canada and the world. With the introduction of turbo-prop strategic transport, the Yukon, the North Stars were finally put out of service and the Squadron officially disbanded on 9 September 1962. The Squadron was re-activated on 3 May 1971 as an amalgam of 4 Field Technical and 4 (Transport) Operational Training Units.

When the Thunderbirds began operations in January 1943, Bomber Command was assisting in the Battle of the Atlantic by pounding at the bases from which the U-boats operated. No. 426's first target was Lorient, an important base on the Bay of Biscay; eight times within a period of five weeks the squadron's Wellingtons struck at the U-boat pens in the port. Then the weight of attack shifted to targets in Germany and the bomber crews got their first taste of the flak defence guarding Happy Valley (the Ruhr). In addition to Duisburg, Essen, Buchen and other munitions centres in the Valley, the squadron also bombed Nazi ports and industrial cities in the Rhineland. Interspersed with the bombing raids were numerous mine-laying operations to disrupt German sea-borne traffic through the Frisian Island waterways and to other focal points such as Brest, Heligoland, Kiel and Karmony (in Norway).

W/C S.S. Blanchard, the Thunderbirds' first CO, was lost in a raid on Cologne in February 1943. He was succeeded by W/C L. Crooks, DFC (AF), who won the DSO two months later on a sortie to Duisburg.

Operations on Wellingtons continued until June when conversion to Lancasters began, and at the same time No. 426 moved to Linton-on-Ouse, where it remained until the end of

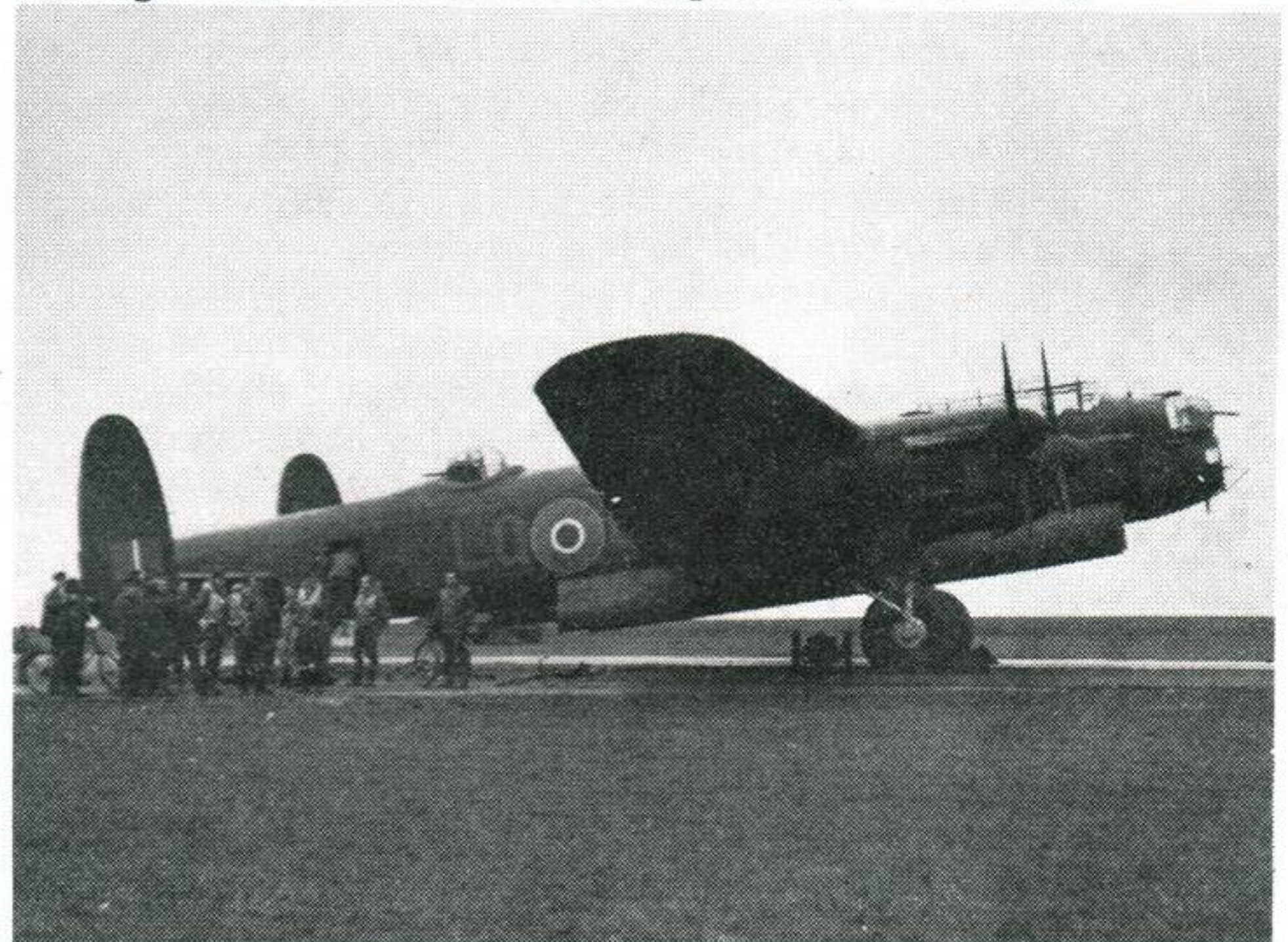
the campaign in Europe. In five months on Wimpies the squadron made 447 sorties on 36 bombing and 18 mining operations; 20 aircraft were lost (11 of them over the Ruhr), with personnel casualties of 94 killed or presumed dead and 10 prisoners or "safe".

After a period of training on the new 4-engine heavy bombers the Thunderbirds returned to the battle on 17 August 1943. The target was Peenemunde, the Nazi rocket and jet experimental station on the Baltic coast, and Bomber Command's assault that night dealt a serious blow to the enemy's projected V-1 campaign against Britain. But No. 426 Squadron lost two of its nine crews, including one led by W/C Crooks. Command of the Thunderbirds passed to W/C W.H. Swetman, DFC who had already completed one tour with No. 405 (RCAF) Squadron.

The "Big City" (Berlin) came into the Thunderbirds' bomb sights for the first time on 23 August, and in the next few weeks other new targets — Nuremberg, Munich, Hanover, Leipzig, etc., were added to the list. In November the squadron entered the Battle of Berlin which raged for the next three months. In that period No. 426's Lancasters made 14 attacks on the Nazi capital sending out 174 bombers, of which 14 were lost.

As winter passed, preparations for the invasion of Normandy increased in tempo. In March 1944 Bomber Command began an offensive against the enemy's lines of communication in Western Europe, and attacks on rail targets in France were interspersed with longer-range strategic blows at the Reich. In April and May tactical targets, such as junctions, freight yards, and rocket sites, predominated, as the aerial preparation for the assault reached its peak. In the midst of this busy period the squadron shifted from Lancasters to Halifaxes, making the change virtually without breaking stride. During the 9 1/2 months No. 426 operated on Lancasters, it made 605 sorties on 57 bombing raids and 1 mine-laying expedition; 32 aircraft were lost with 173 officers and airmen killed or presumed dead, and 41 prisoners of war or "safe". W/C Swetman left the Thunderbirds at this time, on completion of his second tour, and was decorated with the DSO in tribute to "the fine fighting spirit" he had instilled in his squadron. He was succeeded by W/C E.C. Hamber.

On the night before D-Day the Thunderbirds silenced a heavy coastal battery at Howgate on the eastern flank of the invasion area. For the next four months they continued their attacks on tactical targets in support of the Allied forces in Normandy: bridges, rail junctions and yards, and many V-1 installations were bombed, as well as enemy defences around Caen, Le Havre, Boulogne and Calais. Allied air superiority over Europe made it



426 Sqn helped make the Lancaster famous, after being one of the first RCAF Squadron's to receive them.

possible for the bombers to operate in broad daylight with negligible losses. In August the offensive rose to a climax, unequalled in the history of 6 Group if not of the whole of Bomber Command. No. 426 made 258 sorties on 18 attacks (of which 11 were made by day); there were no losses.

W/C Hamber left the squadron early in July on completion of a most successful tour which won him the DFC. He was succeeded as commanding officer by W/C C.W. Burgess who likewise was decorated for his brilliant leadership of the Thunderbirds.

As summer waned and the tide of battle flowed eastward, there was less need for tactical support from the heavy bombers and the Command returned to the all-out strategic campaign against the crumbling economic structure of Hitler's empire. Through the autumn and winter the Thunderbirds helped to complete the destruction of the Ruhr's munitions centres and attacked many other targets, especially synthetic oil refineries upon which the German Army, Air Force and Navy depended for their life-blood. When W/C Burgess was screened early in January 1945, on the completion of his tour, W/C F.C. Carling-Kelly took over command of No. 426. His tenure was unfortunately very brief. In an attack on freight yards near Stuttgart, late in January, he was shot down by a night-fighter and captured with several of his crew. W/C C.M. Black replaced him in command and led the Thunderbirds until the end of the European Campaign.

Winter weather naturally caused a decrease in the scale of operations through November, December and January, but in February the pace quickened as Bomber Command again poured the full weight of its destruction upon the diminishing enemy targets. The Thunderbirds made 12 attacks upon oil refineries and industrial centres, chiefly in the Ruhr, and went out twice in close support of Army operations along the lower Rhine. In the last fortnight of the month the heavy bombers resumed daylight sorties over the Reich; only 12 of the last 31 raids carried out by No. 426 Squadron were made under cover of darkness.

In March the long bomber offensive rose to a peak. The Thunderbirds recorded over 1409 flying hours, a total unequalled in their career as a bomber unit, while the number of sorties (231) was exceeded only by that for August 1944. March's operations were highlighted by the last blows at the ruins of the Ruhr (soon to be occupied by Allied forces), and by several attacks in preparation for and support of the airborne crossing of the Rhine at Wesel.

Targets were now becoming fewer as the American, British,

Canadian and Russian forces drove ever deeper into the Reich. In April the squadron made only eight attacks, one of which was wholly abortive due to unfavourable weather. On the 18th the Thunderbirds shared in a very successful raid on Dunc, close by Heligoland, during which the island and its airfield were smothered under a torrent of explosives. A week later No. 426 made its last bombing attack in the war when coastal defences on Wangerooge Island were covered by a pall of dust and smoke.

Since converting to Halifaxes a year previously the squadron had made 149 bombing attacks for a total of 2161 sorties; 36 aircraft were lost, with 158 of the crews reported killed, presumed dead or missing, and 82 prisoners or safe. In all, between 14 January 1943 and 25 April 1945, the squadron sent out 3233 aircraft on 242 bomb raids, 19 sea-mining operations and 7 sea searches. Losses totalled 88 aircraft, including 70 missing over enemy territory and 18 crashed in England. In personnel the Thunderbirds lost on operations 425 killed, presumed dead or missing, and 133 prisoners or safe; non-operational losses totalled 4 officers and airmen killed or died. The squadron won over 176 decorations and honours.

Late in May, when most of the squadrons in 6 Group were flying back to Canada to prepare for operations in the Pacific theatre, No. 426 was transferred to Transport Command and moved to Driffield for a short time before going to Tempsford in Bedfordshire. W/C Black, who had been awarded the DFC for his fine example of leadership and courage, returned to Canada with many of the bomber crews, and new personnel were posted in to build up the new transport squadron. Liberators replaced the Halifaxes and on 30 September the Thunderbirds, now under the command of W/C D.R. Miller, AFC, began "trooping to India". From bases in the United Kingdom and Belgium troops were picked up and flown to Egypt and India; on the return trip repatriated soldiers were flown home.

In three months on this work the squadron made 120 round trips, carrying over 5500 passengers and flying 987,240 transport miles without injury to one passenger or accident more serious than a collapsed nose-wheel. This brilliant achievement, unequalled in Transport Command, won the Canadian air and ground crews congratulations from the Air Officer Commanding in Chief of the Command. On 31 December 1945 No. 426 Squadron was disbanded at Tempsford.

Seven months later the squadron was reformed at Dartmouth N.S., under W/C C.A. Willis, DFC, as one of the units in No. 9 (T) Group (presently Air Transport Command) of the RCAF. Equipped with Dakotas, No. 426 became the supplier of Goose Bay. On 15 March 1947 the advance party commenced re-organization at Dorval Airport, Montreal. Domestic accommodation to support the Squadron was acquired in nearby Lachine. On the same day W/C C.G.W. Chapman DSO, succeeded W/C Willis as Commanding Officer. On 22 March the last "milk-run" to Goose Bay from Dartmouth departed. Two days later operations began from Dorval Airport. Still equipped with the venerable Dakota, the squadron was anxiously awaiting delivery of a "modern" global transport. The first North Star arrived from Canadair on 12 September and training commenced in early November 1947.

A new chapter in the annals of the Thunderbirds was about to be written with the introduction of the "North Star". In February 1949 W/C C.H. Mussells, DSO, DFC, succeeded W/C Chapman who was posted to RAF Staff College. Following Prime Minister St. Laurent's statement on 19 July 1950, the Chief of the Air Staff issued on 20 July, a directive to take immediate action to integrate the operations of the "Thunderbird Squadron" with those of the U.S. Military Air Transport Service for airlifting personnel and material from the United States to Japan.

In the late afternoon of 25 July 1950, six North Star aircraft left Dorval enroute to McChord Air Force Base, Tacoma Washington, where they arrived the following day. On 27 July, thirty-six hours after arriving at McChord, the first three aircraft departed for Haneda Airport, Tokyo. The round-trip distance of about 10,000 miles was flown within an elapsed time of 80 hours of which 50 hours comprised actual flight duration. An average of 34 fully-equipped troops were carried per flight. Initially the squadron used six North Stars; the number was



The North Star began operations in 1947 and for nearly 2 decades helped make 426 Sqn well-known around the world.



eventually increased to full establishment of twelve. At peak operation the unit was making approximately one trip per day. Most of the flights were over the northern route via Alaska and the Aleutians. A southern route via San Francisco and Hawaii was used to a much lesser extent due to greater leg distance.

The records set by the Thunderbirds greatly impressed their USAF cohorts who flew the C-54 Transports.

At the end of the first year of operations (27 July 1951) the squadron had flown almost 250 round trips, 2,750,000 miles, over 6,600 personnel and 1,700,000 pounds of freight and mail.

On 1 June 1951 W/C Mussells, who had been in command of No. 426 since the beginning of the airlift, became Senior Personnel Staff Officer at Air Transport Command Headquarters, Lachine, PQ. His successor was a young Nova Scotian bomber pilot, W/C J.K.F. MacDonald. It was during his tenure that the Thunderbirds' transport image of hard work reached its zenith. On behalf of the Canadians he was presented with the United Nations pennant by the MATS commander. The Thunderbirds' achievements; aircrew, groundcrew and their North Star aircraft became legendary throughout Military Air Transport Service. Ground crews were working twelve to fourteen hour shifts; aircrews flying one hundred and fifty hours per month, and the monthly flying rate had been notched up to 1800 hours for the squadron.

On 23 June 1951, No. 426 Squadron was relocated at Dorval. This shift was done for two reasons. The expansion program of the USAF at McChord required more space, and it was decided that with the critical supply period in Korea over, 426 could better handle its other duties, additional to its airlift tasks, if based once again at Dorval. The movement back to its base was made without disruption of its airlift commitments, and since then, in addition to fly the airlift at the reduced rate of 15 trips per month, the squadron was air supplying northern Canadian bases as well as newly established RCAF Fighter Wing in the United Kingdom.

In June 1952, shortly before the squadron's second anniversary of the beginning of the airlift, W/C H.W. Lupton of Regina took over as CO, being the third CO to head the Thun-

derbirds since it began the Korean Airlift. W/C MacDonald took over duties with the RCAF Air Division as it moved to the Continent from the United Kingdom.

The history of the Thunderbirds becomes quite inexact during the next six years, as all squadron records including aircraft logs and an aircraft were destroyed when a hangar burnt down at Lachine. However, No. 426 was involved in "trooping" the Indo-China Truce Commission to Saigon between August 1954 to October 1955. The airlift in the commencement of operations first circled the globe. Later a route from Montreal to Saigon via Gander, Lajes, Gibraltar, Malta, Cyprus, Iraq, Karachi and Calcutta was used to carry the truce teams. On the average, each North Star carried twenty-five to twenty-seven members and their baggage for their year's work on the commission. In 1956, in reply for United Nations Emergency Force action, 426 Squadron was used to take Canadian Troops and supplies to the Gaza Strip. September 1959 saw the squadron moved to Trenton due to the deactivation of RCAF Station Lachine. Throughout 1961 the squadron, along with the two 119 squadrons, was heavily committed to strategic airlift in support of United Nations action in the Belgian Congo. Throughout the UNEF actions the Thunderbirds maintained three flights per week to Marville, France in support of 1 Air Division as well as the re-supply to the Joint Arctic Weather Stations.

426 Squadron moved from RCAF Station Trenton to St. Hubert under the command of W/C A.J. Mackie during January 1962. The Thunderbird Squadron was disbanded on 9 September 1962. On 19 October 1962, the last North Star, No. 17511, was flown away by 129 Acceptance and Ferry Flight for disposal.

Today the squadron is officially known as 426 (Transport) Training Squadron. It is responsible for training both groundcrew and aircrew for Air Transport Command. Ironically, in direct opposition to the squadron motto "ON WINGS OF FIRE", No. 426 is completely wingless, without even a Piper cub on its inventory. The new squadron, an amalgam of the former 4 Field Technical Training, and 4 Operational Training Units held its squadron re-inauguration and change of command ceremonies in July 1971, as LCol D. Kuhn, a former Thunderbird Squadron member, succeeded LCol F.M. Murphy, now Base Operations Officer at CFB Trenton.

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WE SURVIVED- BUT WHY ?

I first got posted to Trenton in 1970 but I'd been here before. Adding up the courses and TD totals almost a year. Sure has been a great place.

They used to train ROTP Flight Cadet pilots here when it was Training Command. FIS did us in the summer instead of a normal instructor course. Some of the guys hated Harvards so much they got sick in the flight room. Just seeing anything yellow made them honk. But most of us thought Harvards were the greatest. Crazy man — as we used to say then. Like WOW! We had instructors and a syllabus which went together. When there were none of the former about we modified the latter, like don't let the training get in the way of your education man. The guys that hated Harvards went over by Picton and flew straight and level instead of practicing aeros. The guys that liked them usually practiced but sometimes we'd rendezvous and air fight. Not tight, scissors type airfighting, but lots of guys blacked out pulling out of unexpected nose-down situations. Disregard of the syllabus was expensive sometimes. Murray Roland found a lake full of fishermen who were extremely frightened by Harvards — especially low ones. He and Ray Sawchuk went up one day and scared hell out of a fisherman who was a Wing Commander by day. It cost them a hundred dollars each — just under a month's pay.

Schiller and Wills were the organizers of a lot of good trips so we called B Flight the Schills & Willer Air Force. One night we had an eight plane bombing raid on the Belleville Hospital Nurses residence. We used coded call signs, run in lines, times on target — the whole bit. We dropped a lot of toilet paper and all returned safely. The Commandant of RMC complained of a Harvard screwing up his TV reception one night so a few nights later we sent 8 over. Just good clean fun.

One day Ed Hare crashed. Not really crashed — ground looped. But the airplane was completely written off. He said if he didn't get CT'd he was going to keep pranging them like that until they were all gone because he didn't like them much. He finally did get CT'd.

The first year we weren't allowed to go in the officer's mess because we were as yet untrained in such matters and were therefore uncouth. We had a Mess Dinner one night in our Mess in the basement of the barracks across from the NCO mess. It was an uncouth place. Anyway we invited all the instructors and the CO and other Senior Officers. The before dinner drinks were so strong that the instructors also became uncouth and started throwing buns even before Grace. We'd had some pretty good parties back home but this was really wild. The next day the senior officers were extremely annoyed. — So were those instructors who were hauled up for making impolite comments during the CAS speech. We were all pleased to see that officers could adapt to their surroundings. The second summer there weren't so many of us left so we stayed in the officers mess and were reasonably well behaved.

Of course some of us graduated and became pilots and then came back from time to time.

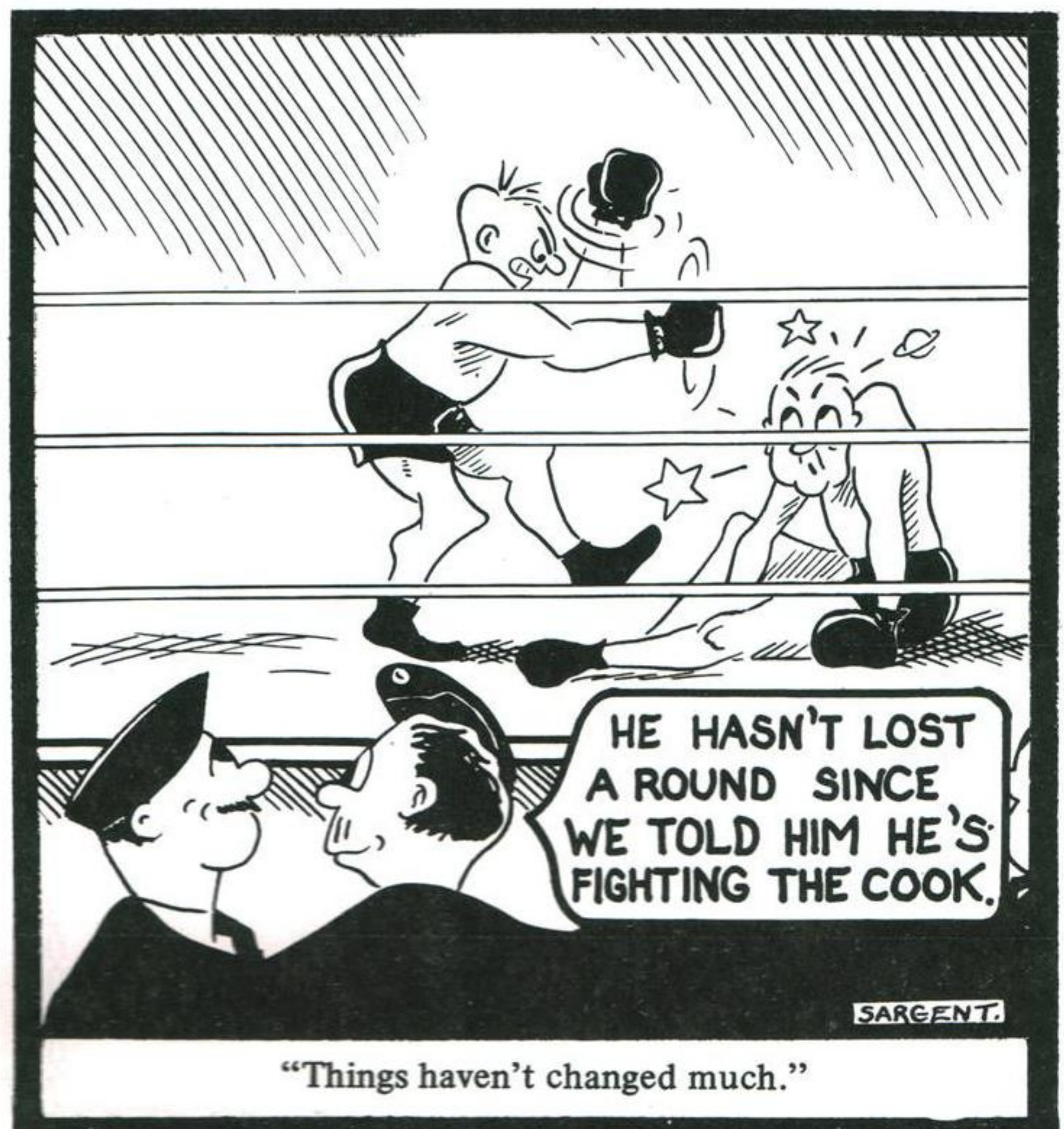
We used to come down from Portage and Gimli with

50 some T-birds and then fly over the CNE or the Ottawa airshow spelling out RCAF. For awhile we stayed in the Dutch Mill when we came but then we weren't allowed to anymore. The guys used to stay up late some nights talking over the show and things like that. One night some of the guys were swimming in the pool and the police came to see why they were splashing so much. Well they dove underwater so the police would see only an empty pool and thus go away. You know how white it is where your bathing suit normally covers? Well that part of these guys showed up real well in spotlight beams because it remained above the surface. It was really funny — except to the police, the manager, one poorly proportioned old lady who was staying in between two of our rooms, and to the Base Commander. The Dutch Mill didn't even have topless entertainment by then so it just wasn't ready for bottomless. So from then on there was always room made available for us on the Base.

The flying was pretty exciting too. One guy flamed out right over the CNE grandstand. What a show! He sure was excited for a second or two until he turned on a tank that had gas in it and got re-lit. One day the C and the A merged. Some days you just can't have a mid-air because that day we didn't. Had a lot of hyperventilating though. Anyway it sure was a nice break from flying with students.

I was here for the Caribou course some years later and only remember being annoyed about the rules regarding flying suits. We could only wear them within 50 feet of the aircraft or something like that. Age sure does cut into your funning. Thank goodness for all the super memories!

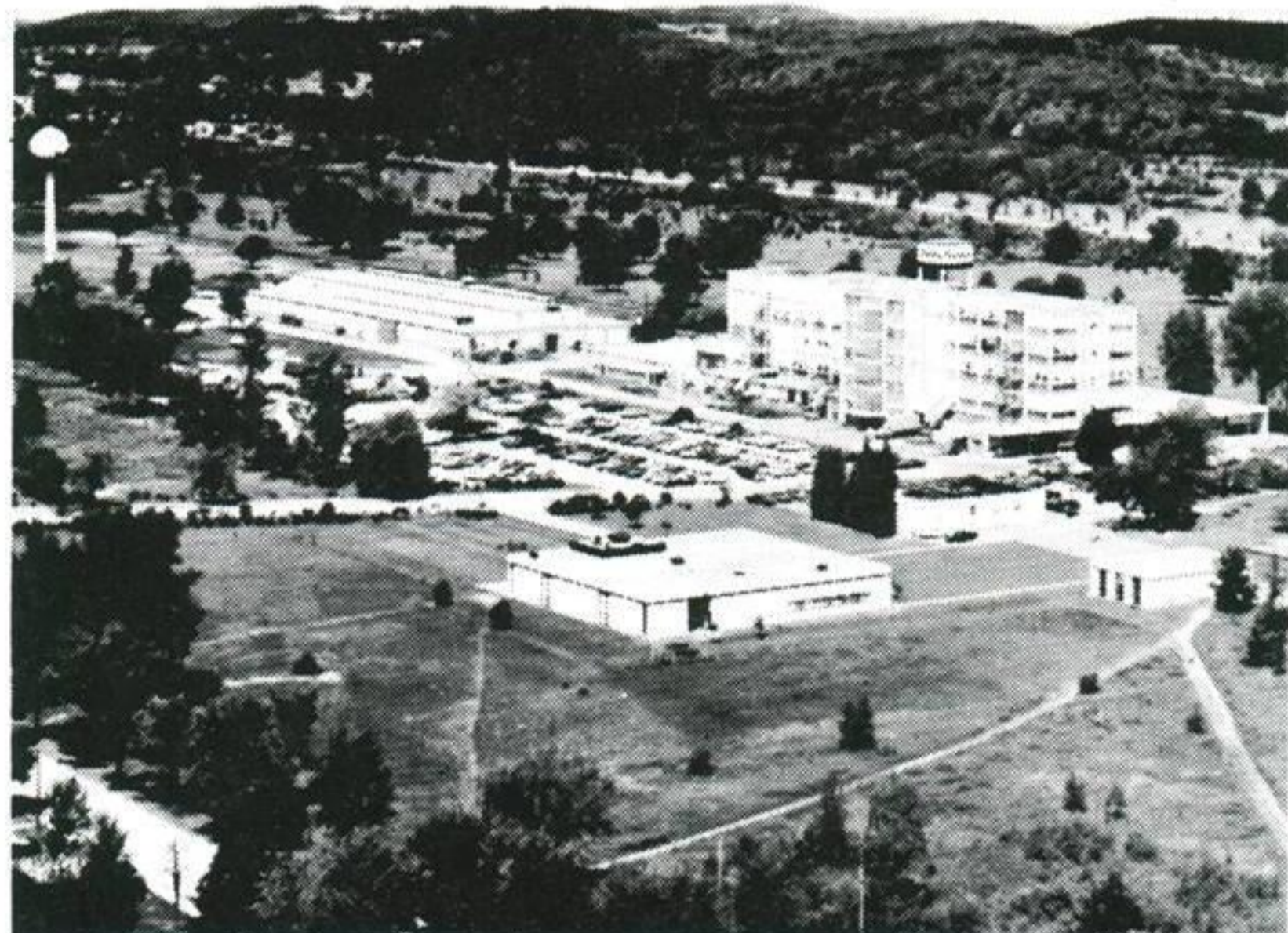
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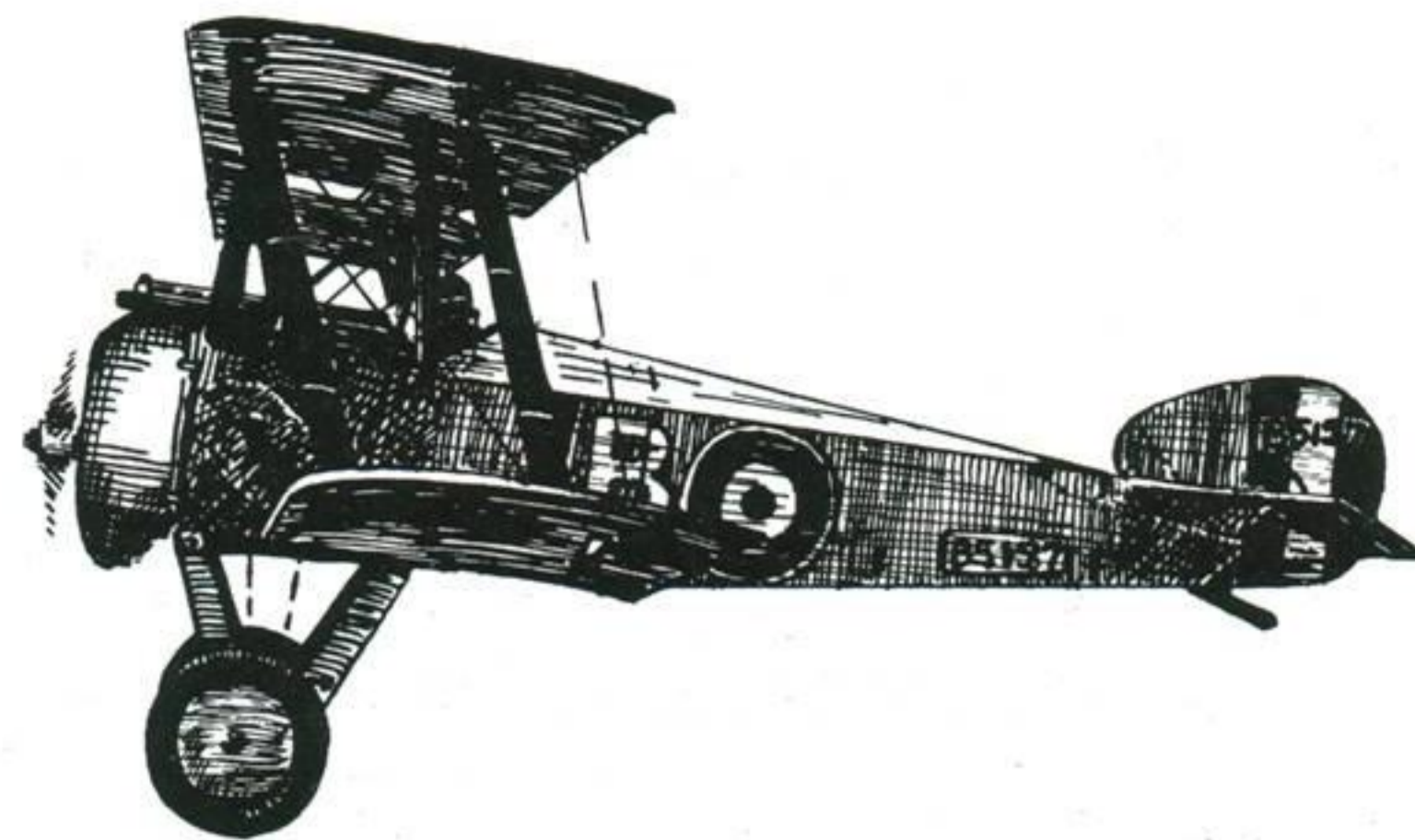
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"SHE'S HEART OF HAIR TRAIN PLAN"

Dis CFS I'm write about, she's heart of Hair Train Plan,
She's start wit half-a-dozen guy, has train two t'ousand man.
On Borden Field, before dis war, dose handful start to teach
Dey fly instruct dose PPO's, by night — Wasage Beach!
An' wen dis war she's started, R.C.A.F. get push,
First biggest class break record, wit' dose pilot from de bush.
In couple mont' dose tough guy get wings and pass de tes',
At party on dere pass-out night, dey wreck de Borden mess.

Soon many class jam up de place, wit' Borden plenty small,
Two-decker bed sleep mos' de guys, some get no sleep at all.
So Ottawa, she's plan big move, just after New Year Day,
Norm Peterson, he's bring his squad to Trenton for to stay.
From dat day 1940, wit' staff of twenty-five,
Dose boys who make dis possible, we wish were all alive.
But Norm he's do his duty, in action overseas,
He's give his life for country, for King, and you and me.

W'en firs' dey start dis flying school, she's call by F.I.S.
But two, t'ree mont' she's pass on by and change to C.F.S.
So many kind of plane fly here, all day and into night,
Wit' Harvard, Oxford, Battle, Fleet, two hangars pack full tight.
But w'en dat Hampshire Hair Train Plan, she's get be big okay,
Dey start to t'row more hangar up, men work by night and day.
An' before dat year she's finish at Central Flying School,
Dere's not one minute for relax or let dos engine cool.

Mos' men dat's fly instructor in Hampshire Hair Train Plan,
Mus' catch de category, or else he's got de can.
Dis CFS, she's classy place, wit' mess for flying guy,
Your pants, he's press de day and night, always you wear de tie.
I'm pass myself upon dat place, turn back from oversea,
CFI boss, he's tell our class, "Lot's work you do for me,
An' if you lay him down on job, dere's always bombing school,
For you dat's place mos' terrible, don't play de crazy fool".

Big shot all over Hair Train Plan, dey pass from Trenton place,
Dis CFS, she's turn dem out, wit' smile upon dere face.
So many course get meal an' board, it's pack mos' all de time,
You're lucky for a bed by night, but Scotch, she's jus' a dime.
You slip in town to spark dat girl an' go to movie show,
An' w'en you hit de hay for sleep, dat goddam horn, she's blow.
It's dark outside, lac inside cat, but DRO, she's say,
Lac bugle call, "Get move on, guy, you start anodder day".

Since dat firs' class in 39, dere's fifty more pass by,
All school in Hampshire Hair Train Plan, CFS, she's teach to fly.
Mos' time poor fly instructor wish different kin' of job,
But figure in his log book, help choke dat crockdile sob.
Big Boss has promise chance for all, fly Hudson 'cross de pond,
But time, she's fly on pass de door — we buy dose War Save Bond.

Flying Officer C.W. McLeod

Contact, January 1942 No. 8

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THE HUSKY SQUADRON

THE STORY OF 437 SQUADRON



The history of 437 Transport Squadron extends back to early September, 1944 when it was formed at Blakehill Farm, near Swindon in England. It was the RCAF's first overseas transport unit, and equipped with Dakota aircraft, the husky squadron soon had a variety of operations to fulfill.

The first Commanding Officer was W/C JA Sproule, DFC, a Canadian in the Royal Air Force who later transferred to the Royal Canadian Air Force. The motto "Omnia Passim", (anything, anywhere) was adopted, and the Squadron went to war.

On September 17th, when the invasion of Holland began fourteen Dakotas of the Husky Squadron, led by W/C Sproule took off on the squadron's first operational flights. They towed twelve Horsa III gliders containing elements of the first British Airborne division along with their motorcycles, jeeps, blitz buggies, etc. to the Arnhem area. On succeeding days, they hauled more gliders and supplies to maintain the troops at Arnhem.

As a result of the Arnhem operation, 437 Squadron lost six aircraft, and won two DFC's awarded to F/L AC Blythe and F/O Hagerman and a DFM awarded to F/S A McHugh.

It was a severe baptism of fire, but fortunately much of the squadron's subsequent operations were less hazardous. Normal transport operations were carried out, which involved the transport of much needed equipment, ammunition, fuel and personnel.

On March 21st, the husky squadron sent 26 crews to Birch in preparation for another great airborne operation, the crossing of the Rhine at Wesel on the 24th. W/C Sproule again led his squadron off, and 24 Horsa Gliders, bearing 230 officers and men of the first Ulster Rifles and their equipment, were successfully landed at the drop zone. The operation was successful, and the high road into Germany was finally opened.

W/C Sproule, who led his squadron on both airborne operations, was awarded the Bronze Lion from the Queen of the Netherlands.

Unlike other squadrons with an offensive role, the huskies did not cease operations with the fall of Germany. On May 7th, 1945, the squadron moved from Blakehill Farm to Nivelles,

Belgium. Along with the normal transport operations, they also transferred French, Russian, American and other allied ex-prisoners of War, and displaced personnel.

Another move was made early in June, this time to Melsbrock. There was no appreciable change in the nature of the work, except that the load became heavier, 450 sorties being undertaken in one month. The squadron set up a detachment in Oslo, Norway on the 17th and a regular schedule of flights between that city and Stavanger and Bardufoss was maintained for some months. Then on August 1st another detachment was established at Odiham, in Hampshire, to operate between Odiham and various places in Europe.

In September, W/C JA Sproule, DFC, was replaced by W/C AR Holmes, and the squadron moved from Melsbrock to nearby Evere, where it remained until the middle of November. The Huskies then returned to Odiham, England, the Oslo detachment rejoining about this time. Through the winter and on into the spring of 1946 the work continued, some Dakotas maintaining a regular passenger service to Naples and Athens, while others shuttled between airfields in North-Western Europe, carrying mail, freight and personnel.

Operations ceased at the end of May, 1946. Two weeks later, fifteen Husky Dakotas left Odiham to fly back to Canada. With their departure, in June 1946, No. 437 Squadron was disbanded.

RE-FORMATION

437 Squadron was re-formed on 1 Oct 1961 as the Royal Canadian Air Force's long range heavy transport squadron. It was re-activated at RCAF Station Trenton, under the Command of W/C JO Maitland, and charged with the main role of providing personnel and logistics support of the Canadian Forces in Europe.

The aircraft assigned to the Husky Squadron was the newly acquired Yukon, pride of the Royal Canadian Air Force, and one of the largest passenger/cargo aircraft then in use. The Yukon was capable of carrying up to 62,000 pounds of freight, or 125 passengers over trans-Atlantic routes at speeds of approximately 400 MPH. The squadron received 10 Yukon aircraft.

The latter part of 1961 was spent in training crews and carrying out operational suitability trials. During this period, specifically on December 8th, 1961 a 437 Yukon commanded by S/L Howie Russel flew non-stop from Tokyo to Trenton. This 6750 statute mile journey, in just over 17 hours broke the previous RCAF record set by a Maritime Command Argus.

On January 1st, 1962, the first Yukon Service flight left Trenton bound for No. 1 RCAF (F) Wing at Marville, France. Before long there were six trips per week to Marville, four freighter and two passenger runs, averaging 25,000 pounds of freight or 120 passengers per trip. A domestic run was also set up and once a week a Yukon flew to Comox and back stopping at Winnipeg, Edmonton and Vancouver along the way.

During the next ten years the Yukon proved itself literally hundreds of times over and 437 Squadron matured into a truly professional, global air transport service. Re-supply and training missions around the world familiarized the Yukon crews with airports, custom procedures, passenger and cargo handling, ground transportation, feeding, housing and the myriad of details that have to be known when large aircraft are operated globally without the luxury of "company" services at each stop. Flights carrying Staff College, National Defence College, or VIPs were flown to cities throughout the world. Some of these trips lasted in excess of a month and were masterpieces of organization and planning (mainly by squadron personnel).

The Yukon became a familiar sight wherever United Nations operations were carried out. The job of supplying the UN for-

ces in the Congo, begun by the "NORTH STARS" of 426 Squadron was carried through to completion of that operation on June 2nd, 1964. Supply and rotation of troops in Cyprus was a continuous commitment which lasted throughout the Yukon's career. In addition many emergency flights, carrying food and supplies were carried out into areas of major disasters; to Brazil in 1964 for forest fire victims, to Turkey in 1966 for earthquake victims, and in the last couple of years to Peru for earthquake victims and Pakistan for flood victims and later civil war refugees.

Military operations in which 437 Yukons took part were varied and plentiful. The names of these operations will be remembered by crews for life. Names like "QUI VIVE", "SNOW GOOSE", "POLAR STRIKE", "WHITE CARIBOU", "WINTER EXPRESS", "FRONTIER ASSAULT", "PRAETORIUM PANS" (Would you believe?) and "POLAR EXPRESS" are some, but not all of games military people play, in which 437 took a major part and further displayed its diversified capability. "SNOW GOOSE" – the annual rotation of troops – was a sizable undertaking and the yearly operation involved an average of over 700 passengers and well over half a million pounds of baggage and freight. The Dusseldorf rotations, however were carried out on a larger scale and involved an average of 5500 passengers and 1 1/2 million pounds of baggage and freight. These operations tend to prove that the Husky was a most appropriate symbol to have on the Squadron Crest. In fact, for those that like figures it is estimated (very conservatively) that, during the 9 1/2 years of the Yukon tenure, approximately 65 million miles were flown, and when figured into loads carried, the figures are 1 1/2 BILLION passenger miles and 360 MILLION cargo ton miles. (Both figures approximate) Many members of 437 aircrew surpassed 5000 hours on the Yukon and were suitably awarded with pins and plaques to record the event.

Four different Commanding Officers controlled 437 Squadron through the Yukon years. The first, W/C Maitland, commanded through the first formative years from 1961 until May 1964 when W/C DR Adamson took command. Then on July 28th, 1966 W/C RG Husch assumed control of the squadron, a post he held until August 1969. At this time LCol JG Wynn was appointed Commanding Officer of 437 Squadron. Under LCol Wynn the squadron was to undergo a sort of re-birth and further development in its already impressive history.

During the first part of 1970, it was announced in Ottawa that four Boeing 707's (the Canadian designation would be CC-137) were to be purchased as replacements for the Yukon. Once the decision was announced events began to move rapidly. In March, 16 pilots and 16 Flight engineers reported to the Boeing plant in Seattle, to be followed by Navigators, Cabin Crew, servicing, maintenance and technical personnel where all underwent training for conversion to the new aircraft. It must be noted that while the training in Seattle was going on, the workload at home did not diminish, and if anything increased.



Largest aircraft in the Canadian Armed Forces, the CC137 has increased the capability of 437 Squadron greatly.

Consequently the Yukon crews, with vastly reduced personnel flew their maximum allowable hours, and then some to cope with squadron commitments. The Boeing arrived on schedule in April and while most of the crews were still training the first major operation on the new bird was flown. This was an extended trip carrying Prime Minister Trudeau to the South Pacific and to Expo 70. LCol Wynn commanded the operation which was completely successful and established the 707 as a perfect vehicle for squadron operations.

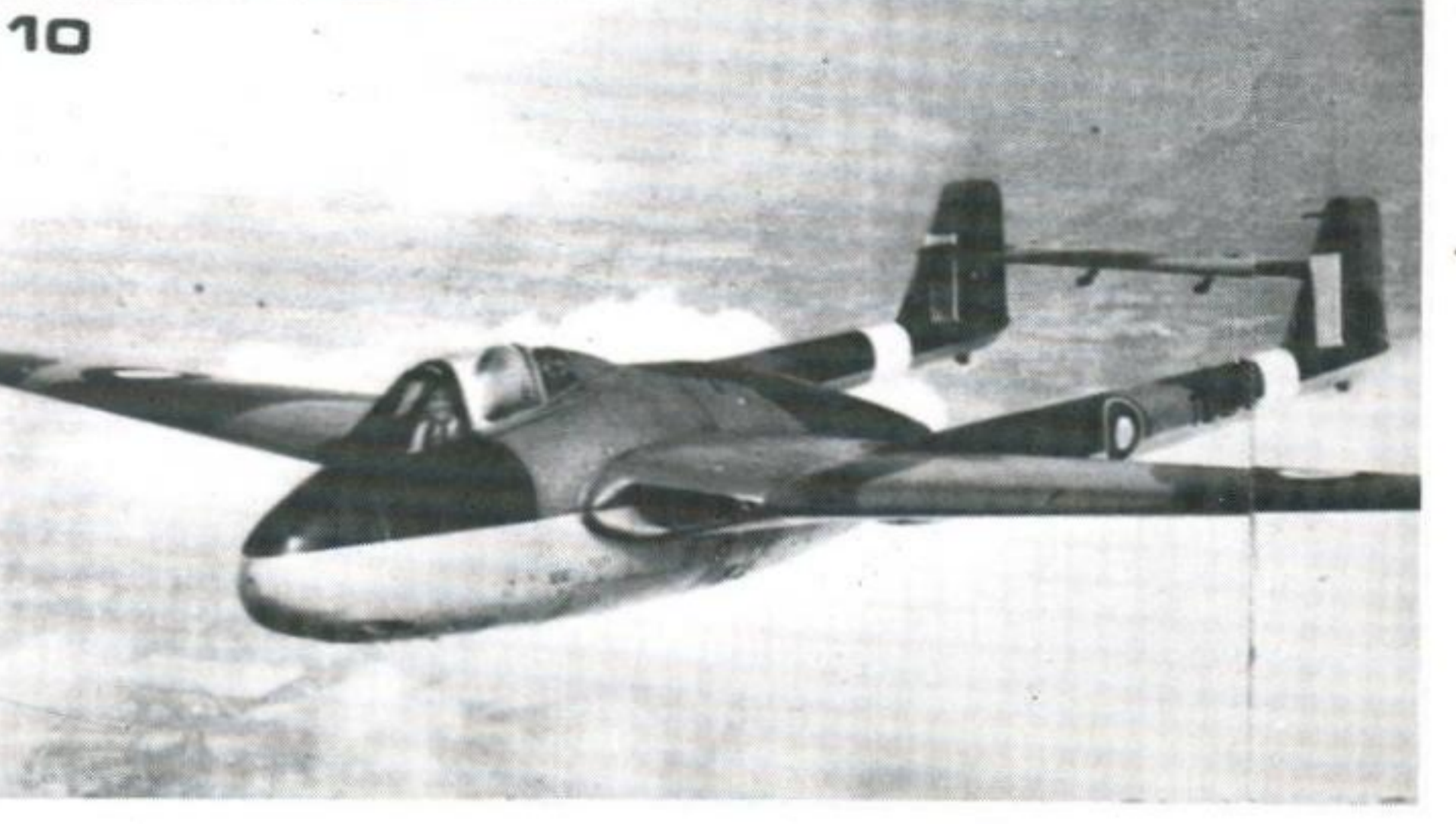
As the 707 began to take over more and more of the squadron's tasks, the venerable Yukons were slowly reduced in number and on April 1st, 1971, the last Yukon operational flight returned to Trenton signalling the end of what many would regard as one of 437 Squadron's best eras.

The 707 has now fully established itself as a reliable and enjoyable workhorse for 437 Squadron. The present scheduled flights include three domestic runs across Canada per week, three passenger runs to Europe, and a weekly freight run to Europe and Cyprus per week. Three global flights have been carried out and another extended trip to Asia with the Prime Minister was carried out in January. In addition, flights carrying life-saving materials to war-torn Pakistan have carried on the humanitarian aspects of the Yukon era.

A fifth 707 arrived in May and there is no doubt that 437 Squadron will do more and more in the future to enhance its already respected, world-wide reputation. Now as never before the "Husky" Squadron is capable of getting "ANYTHING-ANYWHERE"



The Yukon was well known around the world and made 437 a truly "Global" Air Transport service.





DATES SHOWN ARE FOR AIRCRAFT STATIONING AT TRENTON

Left Side

Above

Not Shown

1 Harvard 1939	2 Hudson MK 2 1941	1 Bolingbroke 1945	2 Anson MK 2 1941	T 33 1955	H 34 1958
3 Cornell 1944	4 Cessna Crane 1944	3 Anson MK 5 1945	4 Ventura 1945	CH 113 1964	Buffalo 1970
5 Mitchell 1945	6 Expeditor 1945	5 H 21 1954	6 Mustang 1947	C 130 1064	Falcon 1967
7 Dakota 1946	8 Auster 1948	7 Saber 1954	8 Caribou 1959		
9 S 51 1947	10 Vampire 1948	9 Albatross 1960	10 Cosmo 1960		

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FACTORY TO LABORATORY

THE STORY OF AMDU



This AVRO504K, one of three built in 1967 (two to flying capability) was 'modified' before entering it in the Grey Cup Parade. The float won a Special Category Award.

In a feature story appearing in a 1966 issue of the *Trentonian*, the headline depicted 6 Repair Depot as a factory. In a 1970 issue of the same paper, Aircraft Maintenance Development Unit was referred to as "A Laboratory for the Armed Forces." As much as anything, those two references indicate the change that has taken place at the unit — and the reason for the name-change in 1967.

Sixardee — a wartime nickname that was still in some use into the mid-fifties — began life when a group of technicians moved from Ottawa's No. 1RD to scrounged space at Stn Trenton in 1939. 6RD's first buildings, like some homes built in Trenton during the same period, were constructed from the lumber used to crate Fairey Battles shipped over from England. The first set of proper buildings are currently labelled 166A, 166B, 166C and 166D and house components of Workshop Support Branch and Aircraft Projects Branch. This quadrangle was followed by hangars 11 through 17 and some ancillary buildings, plus the 'glass house' — so named because of the number of windows in it.

At least one of the original group sent down from Ottawa, Mr Joe Hamilton, is still working on the unit, in 14 hangar. Others currently working at AMDU that go back to wartime days include CWO WH Gilchrist, WO F. Hewing, and civilians "Doc" Vance and Vic Eachus. There are probably others, but these were specifically mentioned by my sources, along with some retired types and Jimmy Wright of the Queen's Printer.

OPENED IN MARCH

6 Repair Depot officially opened for business March 18, 1940 with G/C FL Trethewey as the first CO. It was completely operational by 1942. Change has been the name of the game at this unit since the day it was born. Military and political requirements have reflected in these changes over the past thirty-

two years.

During World War II 6RD, an integral part of the British Commonwealth Air Training Plan, did assembly, repair and overhaul work on practically every type of aircraft used. Fairey Battles, Kittyhawks, Hurricanes, Hampdens, Harvards, Ansons, Cranes, Bollingbokes, Yales, Norsemen, Hudsons — these are some of the names associated with 6RD.

It was originally assumed the unit would have a life-span of roughly five years and even the permanent buildings were of a temporary construction. But, like Expo, it has gone on to outlive its original purpose. At one point during the war, tents were used to house personnel. (Shades of those summertime cadets.)

While fixing and salvaging aircraft, 6RD was busy training technicians. As soon as a technician became fully trained he became 'trade bait' and found himself being posted to other RD's or overseas. This resulted in a large turn-over in personnel. For example, the Workshop section alone employed just under 400 between 1940 and 1945.

Fairey Battles were assembled inside Hangar 14 in those early days. And it was 6RD that converted this aircraft into a bomber-gunnery trainer in 1942 by modifying the fuselage and fitting the aircraft with a turret.

Show an old timer a picture of a Fairey Battle and he looks for the gun turret. Show him a picture of hangar 17 and he looks for funnels of the air conditioning unit added during 1942 or 1943. Aircraft Refinishing moved to 17 when the air conditioning was added. It is still there. Which cannot be said about many of the other fifty-odd buildings. Nearly every building has had many tenants over the years.

LITTLE CHANGE IN BUILDINGS

A wartime photograph of a street of barracks indicates how little the buildings have changed in exterior configuration over



The barrack blocks haven't changed that much since this picture was taken in the early forties.

the years. Except for the application of asbestos shingles to the insul brick siding in the 1950's, there have been few changes. The asbestos shingles were probably put on after the 1952 fire that razed the space between hangars 18 and 20, now occupied by two Butler buildings.

Internal changes and modifications have been going on almost continuously. Each change in use has necessitated a change in the internal set-up. One of the latest changes, for example, involved the shift of the Maintenance Systems Development Branch into space in what was the second floor of the Officers Mess in the fifties. One of the earliest was the shift of the Refinishing shop from 14 hangar to 13 hangar, then to its present location.

With the cessation of hostilities, 6RD's major role shifted to that of a storage depot for aircraft and ancillary equipment. Some of the equipment was stored on the unit proper (the fields behind 14 hangar was a favoured spot), most of it ended up at one of 6RD's satellite detachments and sites. At one time 6RD had material located in Ontario, Quebec and Prince Edward Island. Back files bear the names of Mountain View, Picton, Collins Bay, Deseronto, Fingal, Dunnville, Brantford, Pendleton and London.

From the beginning, this unit has operated with more than one role at a time. For instance, as well as administration and control of storage detachments and sites, 6RD was tasked after the war with providing a flexible, highly trained technical repair facility and a training ground where technicians could receive on-the-job training greater in scope than that available at the average unit.

BASE CONCEPT IN 1966

Until the late fifties, 6RD was completely self-contained. Around 1959, the CE section was shifted to the administrative control of Stn Trenton, followed shortly after by the ME section. With the coming into operation of the base concept in 1966, Accounts, most of Supply, Training, Medical, Padre services, and some of the Orderly Room functions shifted to base.

Along with the regular ME section, 6RD set up, in the late forties, a Mobile Equipment Repair Section (MERS) when the RCAF regained repair responsibility for its own ME. In 1963 the 6RD set-up and the one at Calgary were amalgamated into a Mobile Support Equipment Repair Section. Within a few weeks of its inception, this section was moved to Downsview but remained under 6RD control until 1965, when it became a separate unit.

Another component of 6RD that later became a separate unit was 129 Acceptance and Ferry Flight, later re-named 129 Test and Ferry Flight. 129, the flying arm of 6RD, became a separate unit in 1966 under the base concept but continued to perform whatever flying 6RD's roles required. In mid-1970, 129 was disbanded and most of the pilots and technical personnel were shifted to 448 Test Sqn, Cold Lake. One 448 pilot is seconded to AMDU on a permanent basis, others make periodic

trips to the area as the need arises.

More than fifty trades and skills were needed to permit 6RD to perform its functions. One of the best-known of these functions was the provision of Mobile Repair Parties (MRP's) anywhere in the world. CWO Gilchrist, now with AMDU's CF5 Storage served with the unit from 1942 to 1945. During that time he put together a photographic record of what the unit looked like and what it did during those early years.

He has, for instance, a picture of the original packing crate building and one of an aircraft being moved from Wolf Island on the ferry. Another of his photos, one showing a row of barrack buildings, indicated how little the unit has changed in outward appearance.

"INSTANT HISTORY"

During 1967, 6RD/AMDU became involved in the 'Instant History' business. A team headed by MWO Harry Tate assembled a Lysander in New Delhi, India. Harry was also part of the team, headed by Col AJ Pudsey, that flew a Liberator back to Ottawa from India.

The Workshop Support Branch's Museum Flight was Harry Tate's private preserve. An aircraft buff from way back, he was in his element overseeing the reconstruction of a Spitfire and a WW2 German bomber. But the prime exhibit to come out of the Museum Flight was the AVRO 504K. Three of these were put together, two of them flying capability. The 504's were a highlight of the Centennaires display team. And one of them, piloted by 'Snoopy' and trailing a downed Red Baron won a special category award in the 1967 Grey Cup parade. In the same year Sabres were mounted on concrete columns in Trenton, Belleville and a number of other centres.

A piece of wall furniture in AMDU's HQ building is a colour photo of the Grey Cup float, suitably inscribed and autographed by Charles M Schultz, creator of "Peanuts".

In 1949, 6RD made a replica of Base Trenton's Memorial Gates, complete with a set of silver keys. Since it didn't rain the day of the dedication, the replica was never used. It, and the keys made by Mr A Lamb, are on display in Ottawa's Museum of Aviation History.

In 1959, for the 50th anniversary of powered flight, 6RD put together a flyable replica of John McCurdy's Silver Dart. After its commemorative flight at Badek, NS, Mr McCurdy presented F/S Upon, head of the team involved, with a signed Certificate of Merit. As well as these major items, 6RD also produced a flying saucer, a 'modified' Harvard that didn't want to appear on television. When the CBC tried to take a picture of it in a posed take-off position, the saucer crashed into their camera truck. Another 6RD item which turned up annually for many years was Santa's sleigh.

But these productions are a small portion of the over-all work-load of the unit. The writer of a 1949 Roundel article put the unit workload at 500 projects. Currently, 400 is the magic number. The things done are so many that no listing would fit the space available. For every Mitchell that was converted to VIP status there were a hundred other projects equally important. For each of the hundreds of items produced for the ATC's Yukon fleet 6RD had another dozen items on the go.

Since the switch from 6RD to AMDU there has been a gradual increase in the number of projects being passed to the unit. BGen MT Friedl made the statement early in 1970, when he was CO of the unit, that "AMDU's objective is to contribute to more economical, and safe, maintenance of air equipment in the Canadian Armed Forces. The decision to retain AMDU as a unit in the restructured forces has been made. Roles have been assigned, first class personnel have been allocated. The unit is a going concern and proud of its new mandate."

BGen Friedl is now Director-General Maintenance, with AMDU as one of his responsibilities. Although a lodger at Base Trenton, organizationally, it is responsible to, and tasked by, the Chief of Technical Services at CFHQ.

BGen Friedl was replaced as CO by Col JW Garland, DFC, CD. Col Garland is not a talkative man, preferring to let his actions speak for him. That DFC, for instance, came as a result of his downing some five enemy aircraft. And when he found it

necessary to bail out behind enemy lines near the end of hostilities, VE day found him behind the Allied lines.

MANY CO'S

Col Garland is AMDU's fourth Commanding Officer. The list on Page 43 shows all the CO's and their tours. AMDU came into official being in October, 1967, the Organization Order came down from Ottawa in June, 1968, the Establishment in November. It is perhaps indicative of something or other that, during the first four years of its existence, 6RD also had four CO's. Since 1940 6RD/AMDU has had fifteen Commanding Officers.

Experience marks an organization, just as it marks the people who make it up. And this unit has had its share of traumatic experiences. 6RD was supposed to disappear from the Trenton landscape at the conclusion of hostilities, and it nearly did — in mid-1950. Everything was cut and dried for a move to Downsview, a move that never quite came off. Then came the late 1960's with unification, integration and the implementation of the base concept. Every unit went through those. But 6RD found itself completely changing its reasons for being at the same time.

MAJOR ROLE CHANGE IN 1967

This change in role shifted the emphasis from repair and overhaul to maintenance and development, from a factory to a laboratory operation. If anyone is interested in symbolism, they can probably make something out of the fact that AMDU rose, phoenix-like, out of the 'ashes' of 6RD. The 6RD official crest — the one written about in a 1967 issue of CONTACT as "The Battle of the Badge" — pictured that mythological bird rising out of its own ashes.

6RD was tasked with the job of repairing aircraft and aircraft equipment after the damage had been done. AMDU is tasked with the job of creating systems and techniques which make the repair and maintenance of highly complex air weapons systems effective, and efficient. 6RD was an 'after-the-fact' factory-like operation, with a small amount of preventive maintenance. AMDU is a 'before-the-fact' laboratory-like operation set up to

scientifically judge where flaws are most likely to occur and make repairs before there is an aircraft failure. The unit has retained some of its repair and overhaul capability, for use in cases that are militarily or economically unsuited for civilian industry.

In this latest role assigned to the unit, AMDU is evolving maintenance and repair techniques for aircraft like the CF5, the 707, the Buffalo, the Twin Otter, land and sea helicopters, and the Musketeer — just for openers. Today's aircraft are expensive to buy and expensive to maintain. The name of the game at AMDU is the creation of new ways of providing maintenance with custom-house quality at budget prices.

Under the direction of the Chief of Technical Services Branch of CFHQ, AMDU does evaluative, investigative and innovative work on aircraft, aircraft hardware, electronic components and develops procedures and schedules for routine aircraft maintenance. These ensure that missions can be performed, and that the requirements of flight safety are met. The unit also monitors newly introduced aircraft. With selected information gained from these aircraft, AMDU's technical personnel can forecast future maintenance requirements.

Since implementation of the Base concept, AMDU has been a lodger unit of CFB Trenton, and obtains most of its housekeeping services from that base. But because of AMDU's involvement in one-of-a-kind tasks and highly specialized military work, some housekeeping functions have been retained. When Construction Engineering shifted under base control, a carpenter facility was added to the Workshop Support Branch. When Supply moved, certain aspects, like packaging of aircraft engines, remained, and was put under the over-all control of the Programmes Management Services Division. From a look at the listings in the base telephone directory, it can be seen that a number of supply functions provided by the base are indigenous to AMDU. Most of the headquarters function also remains.

FOUR DIVISIONS

AMDU is broken down into four divisions. LCol Robert Ells is in charge of the Maintenance Engineering Technology Division. This division is sub-divided into the Aircraft Projects Branch, the Electronic Projects Branch, the Aircraft Sampling and Pro-



This is a picture of the famous flying saucer that took off after a CBC TV crew that was attempting to photograph it in "action".



6RD picked this Harvard up on Wolfe Island. They had to use the ferry to get it back to the mainland.

duction Branch and the Non-Destructive Testing Centre.

The Support and Services Division controls the Workshop Support Branch, the Calibration Centre, and the Technical Services Branch. The Programme Management Services Division administers the 400-odd projects in work at any given moment, provides a Quality Assurance facility and the supply aspects mentioned earlier. The Administrative Division provides a full Central Registry function, plus Movements and Records sections that work in conjunction with the base. The Administrative Officer, as well as handling personnel matters involving service personnel, also acts in a staff function where AMDU's civilian complement is concerned.

One of the management tools to come out of the Programme Management Services Division (PROMS) is a quarterly Project Status Report. As well as outlining things like the projects in work, their degree of completion, number of manhours expended and the like, this report, beginning with the July, 1970 issue, included narrative material on the branches within the Maintenance Engineering Technology Division.

Since these reports go to staff officers at CFHQ and Command HQ level, it was considered wise to describe the unit's main branches "to assist in understanding the organization and function of the AMDU".

ELECTRONIC PROJECTS BRANCH

The functions of the Electronic Projects Branch (EPB) are involved with both the Role A and the Role B responsibilities of the unit insofar as electronic equipment and maintenance are concerned. Role A emphasises the developmental aspect of the branch. Role B covers repair and overhaul, modifications, provision of field services and storage in support of ground and airborne telecommunications systems.

In December, 1969, EPB divided its Role A duties into two obvious parts, the Avionics Equipment Engineering Section (AEES) and the Avionics Maintenance Development Section (AvMDS). AEES is "responsible for the design and prototyping of specific items of electronic hardware and special to-type test equipment Projects accepted by (AvMDS) will be aimed at the long term improvement of the overall policies and practices affecting Avionics Maintenance in general." One of EPB's Role B functions involves manufacture of small quantities of equipment developed under Role A.

Installation of an Air Traffic Control Group at Shearwater, NS, and design and development of associated test equipment for the Air Navigation Tactical System for the Argus aircraft

was done by the EPB. And those servoed altimeters also got the treatment. Best known 'employee' of this branch is 'Sgt Electro' the mechanical man so popular at fairs and exhibitions.

AIRCRAFT PROJECTS BRANCH

EPB's sister branch, the Aircraft Projects Branch (APB) carries out similar work in the mechanical field. APB is divided into several segments involving propulsion, ground support, and maintenance and helicopter appraisal as well as aircraft engineering.

The Aircraft Engineering Section "carries out the design and prototyping of certain aircraft modifications and feasibility studies on modifications and new products." Tool Control, Safety Systems and Armament are part of AES.

Another segment of the APB is involved in "improving the cleanliness of aircraft hydraulic systems (and) appraising air transportable field workshops (as well as) the manufacture of hydraulic hoses." A third segment of this branch "consists of a propulsion shop where strip evaluations of engines and engine storage" are studied.

Like EPB, this branch has gone through a number of internal changes, losing some parts, gaining new ones. A 1971 addition is the Helicopter Appraisal Team (HAT). HAT began looking at the reliability and maintainability of Bell Aircraft's CUH-IN and COH-58A in the spring of this year.

MAINTENANCE SYSTEM DEVELOPMENT BRANCH

The Maintenance Systems Development Branch (MSDB) is involved in the development and improvement of aircraft maintenance systems. The MSDB makes a study of specific aircraft at flying units and develops a detailed analysis of aircraft defects. The data thus obtained indicates defect trends, frequency patterns and highlights specific areas and items of concern.

Out of these studies come manuals, maintenance schedules and other information used by the ground crews to keep today's aircraft operating safely and economically. During the procurement stage, the MSDB produces inspection requirements for new aircraft. One of the important bits of paper produced by this branch is what they call a Work Unit Card (WUC). A WUC translates aircraft systems into computer language, permitting the use of computerized data collecting.

"The functions of the MSDB are totally directed to the unit's Role A activity."



6RD found itself preparing many types of equipment, including equipment from the Marine Section, for shipment.

NON-DESTRUCTIVE TESTING CENTRE

The Non-Destructive Testing Branch (NDT) "works in both the A and B Roles . . . This branch and its facilities, referred to as the NDT Centre, conduct the NDT programme of the CAF air element (assisted by detachments at six flying units)." The NDTC trains technicians and managers, develops NDT inspection methods and techniques, carries out tests on aircraft and components at AMDU, provides MRP's for off-unit work and "SOAP (Spectrometric Oil Analysis Programme) laboratory facilities for eastern Canada."

The NDT technicians course is of nine weeks duration and is coupled with a period of on-the-job training. Maintenance managers are given a two and a half day course "which familiarizes them with the capabilities of NDT and enables them to exploit it and benefit from the economies that can be achieved."

The NDTC uses X-ray, Eddy Current, fluorescent penetrants and ultrasonic and magnetic particles to diagnose flaws in air-

craft and components without the need to do a strip tease. Using SOAP techniques, analysis of metallic content in selected oil samples, engine wear and tear can be monitored – again without dismantling. A corrosion engineering section (monitors and coordinates) matters concerning corrosion as well as being a centre of expertise in corrosion.

Back in 1959, the half dozen NDT specialists moved into the building vacated by the 6RD Grocery Store. As it grew and developed in size (it now has three officers) the centre took over a second building. Way back when, it was a Fire Hall, but when the NDTC moved in they found themselves sharing space with an Explosives Ordinance Disposal group of Canadian and US personnel. When the EOD group was disbanded, in the mid-sixties, the NDTC took over more of this second building. Later they found themselves having to share some of this space with the expanding Calibration Centre.

AIRCRAFT SAMPLING AND PRODUCTION BRANCH

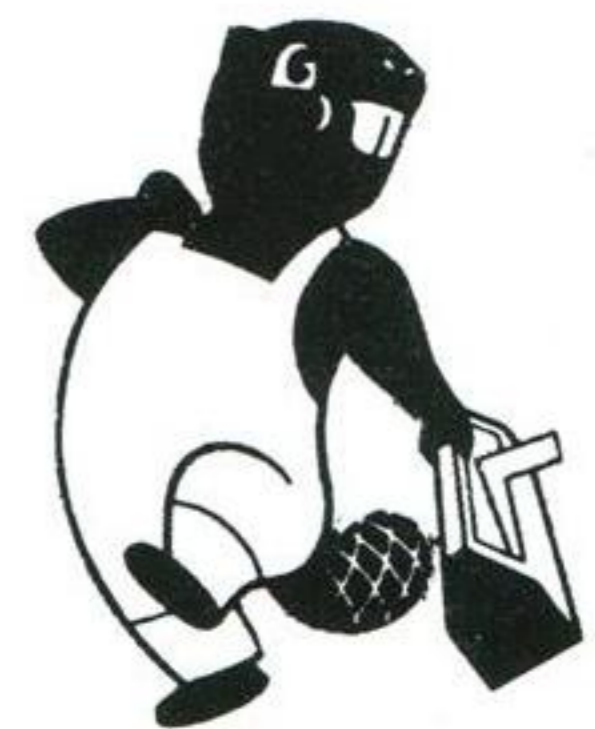
The Aircraft Sampling and Production Branch (ASPB) "constitutes the aircraft maintenance facility of AMDU. (It) undertakes the servicing, DLIR, inspection, repair/overhaul and modification of aircraft, engines and accessories." Using an Aircraft Sampling programme, ASPB "investigates . . . and makes recommendations, in conjunction with the Aircraft Engineering Section (of the APB), as to the structural integrity of the sample aircraft."

The ASPB services and repairs all AMDU Ground Support equipment and provides MRP assistance to field units. It also "appraises new methods of maintenance, including new techniques and ground support equipment, in conjunction with the Aircraft Projects Branch (and) provides representation as required on behalf of CFHQ at meetings and demonstrations which may affect maintenance policies."

Until this year, the ASPB was a component of APB. But with more than 100 in the Airframe, Engine, Instrument Electrical, Integral Systems and Communications Systems trades, it was

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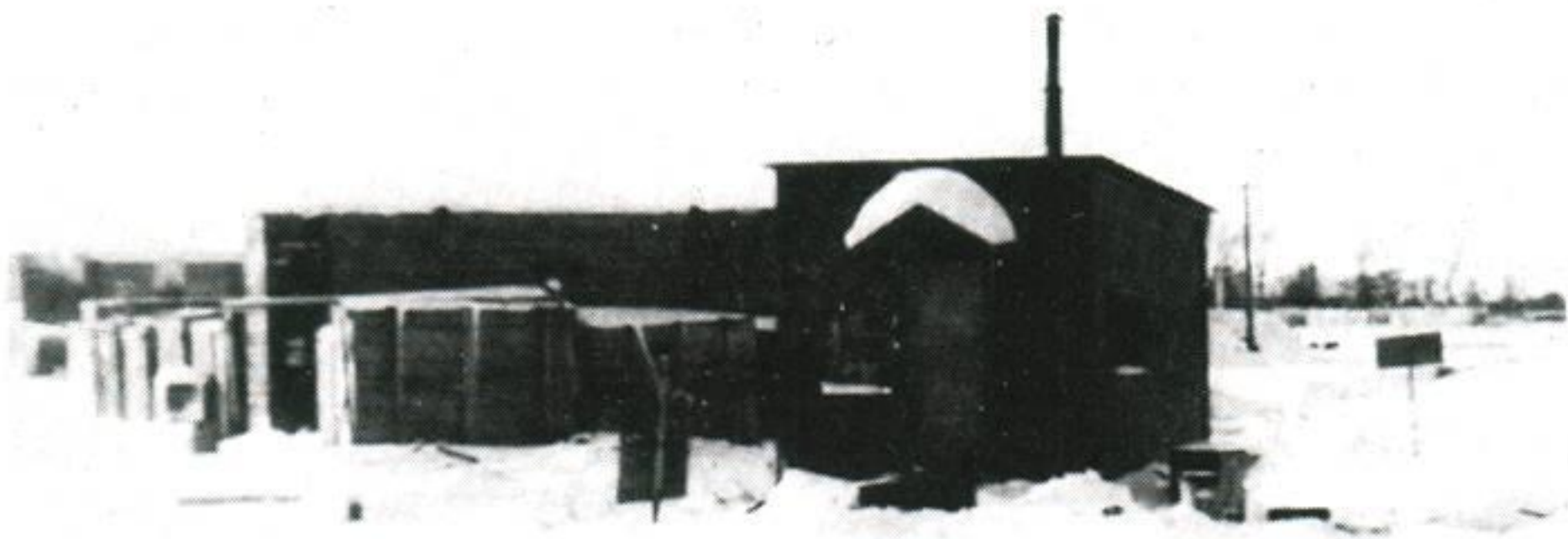
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Fairey Battle crates turned up in various guises. Pictured here is one of 6RD's first buildings, made from some of those crates.

decided to make it a separate branch.

The ASPB has evaluated RFD Pneumatic Lifting Bags, done a feasibility study on aircraft Nickel Cadmium batteries as well as preparing a prototype and drafting modifications on the battery, and a Tutor Sampling Inspection under AMDU's A Role. Under the BRole can be found things like the CF100 DLIR programme, the T33 Horizontal Situation Indicator, special checks on the Dakota, and preparation of a CF100 for shipment to Belgium's Royal Museum.

SUPPORT SERVICES DIVISION

The Support and Services Division controls the Calibration Centre, the Workshop Support Branch and the Technical Services Branch. The new building for the Cal Centre was begun in mid-1970. One of Col Garland's first ceremonial acts, on assum-

ing command of AMDU, was the turning of the sod for this structure. He used a bulldozer to do it.

The new building has clean room facilities and two air conditioned areas. Costing some \$200,000 to build, the one-floor structure will house a quarter of a million dollars worth of sophisticated test equipment. The Cal Cen calibrates 4,000 items yearly. Some of these are located on a half dozen military establishments, the balance are DND items on loan to the Ministry of Transport.

The Technical Services Branch (TSB) is the provider of services related to the technical operation of the unit. Drawing Services, Technical Writers and Graphic Artists, a Work Study group, a Master Technical Library, the Mountain View storage facility and the CF5 storage operations at AMDU and North Bay are the responsibility of the Technical Services Officer. So are things like industrial safety and fire prevention.

The Workshop Support Branch (WSB) has been referred to, in whole or in part, throughout this article. The nature of its work (refinishing, metalwork, welding, carpentry etc) is a bread-and-butter necessity of the unit. WSB skills are used by every division at one time or another, from the fabricating of a consol for an electronic component for EPB to the making of wooden display boards for PROMS. In 1970 this branch added a Research and Development capability. WSB's R&D has evaluated Field Workshops across Canada and is preparing a report on its findings and evaluations. And it is currently evaluating the need for Class A welders in the CAF.

This write-up does not pretend to be either complete or definitive. Any write-up of 6RD which neglects to mention that unit's newspaper, WINGS IN REPAIR (Ubendum-Wemendum), has to be incomplete. So has any write-up of AMDU that doesn't refer to the relationship between this unit and the Royal Air Force Central Servicing Development Establishment at Swanton, Morley, England.

6RD became one of the best-known RCAF units between 1939 and 1966. Given the same length of time, AMDU bids fair to becoming a household name in the CAF.

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 G/C EP Bridgland, CD
 G/C AJ Pudsey, CD

18 March 1940 to 1 October 1941
 1 October 1941 to 21 September 1942
 21 September 1942 to 27 June 1943
 28 June 1943 to 1 October 1945
 1 October 1945 to 15 September 1948
 15 September 1948 to 11 July 1951
 6 July 1951 to 18 August 1955
 12 August 1955 to 26 May 1961
 26 May 1961 to 27 June 1961
 27 June 1961 to 29 July 1966
 29 July 1966 to 28 April 1967
 28 April 1967 to 6 December 1968

AIRCRAFT MAINTENANCE DEVELOPMENT UNIT

Col AJ Pudsey, CD
 Col MT Friedl, CD
 LCol RF Brown, CD
 Col JW Garland, DFC, CD

28 April 1967 to 6 December 1968
 6 December 1968 to 13 July 1970
 13 July 1970 to 28 August 1970
 28 August 1970 to date

Col EP Bridgland and Col MT Friedl were promoted to Brigadier-General and transferred to positions with CFHQ. Col AJ Pudsey was CO of the unit at the time of formal integration of the forces as well as being the CO when 6 Repair Depot became Aircraft Maintenance Development Unit.

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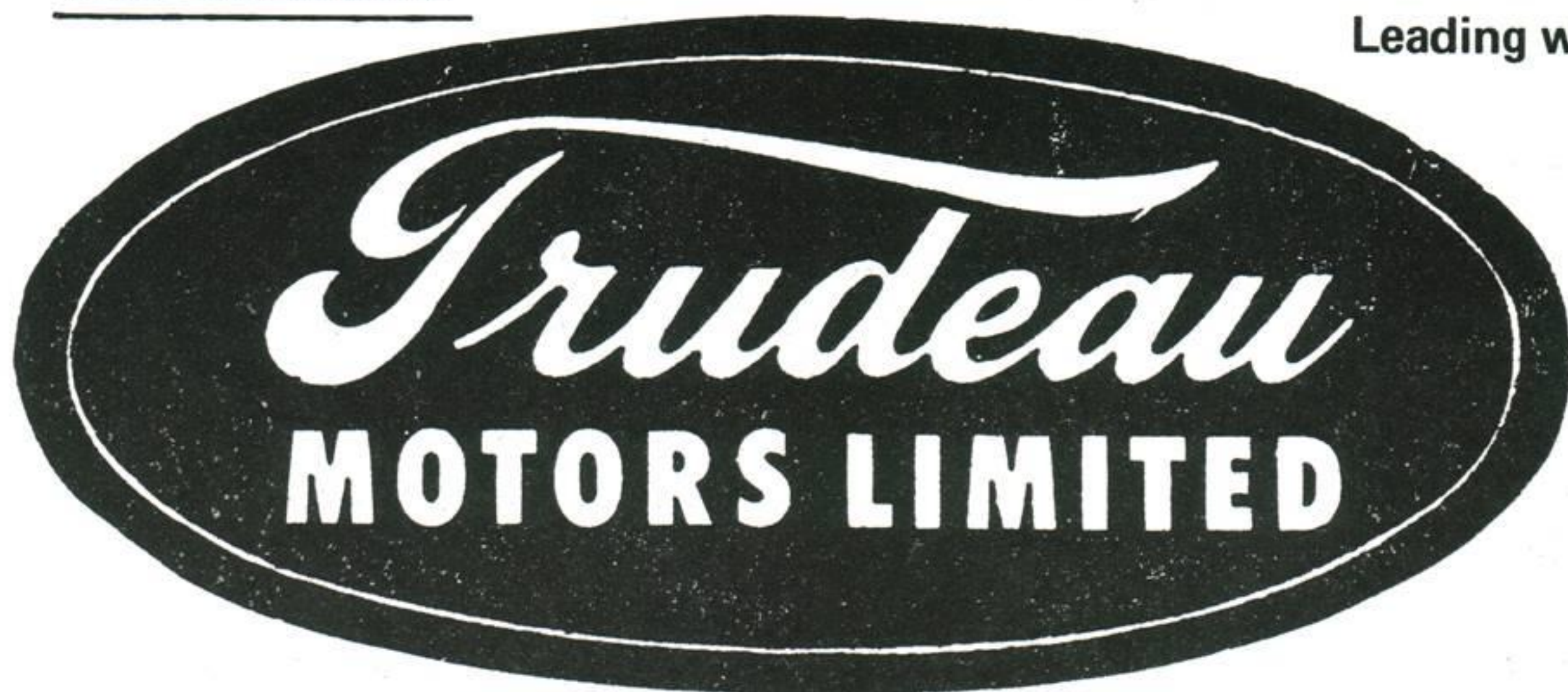
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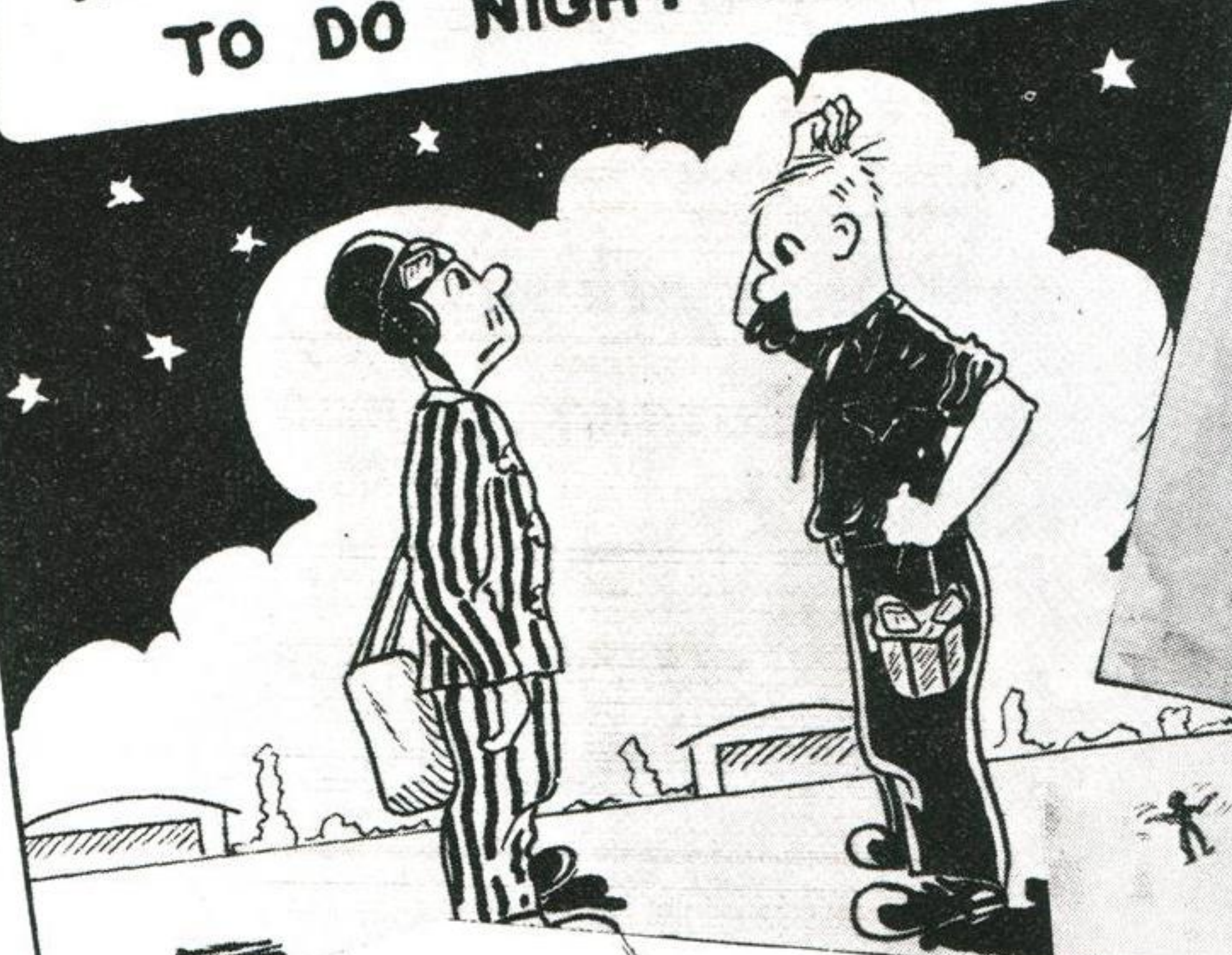
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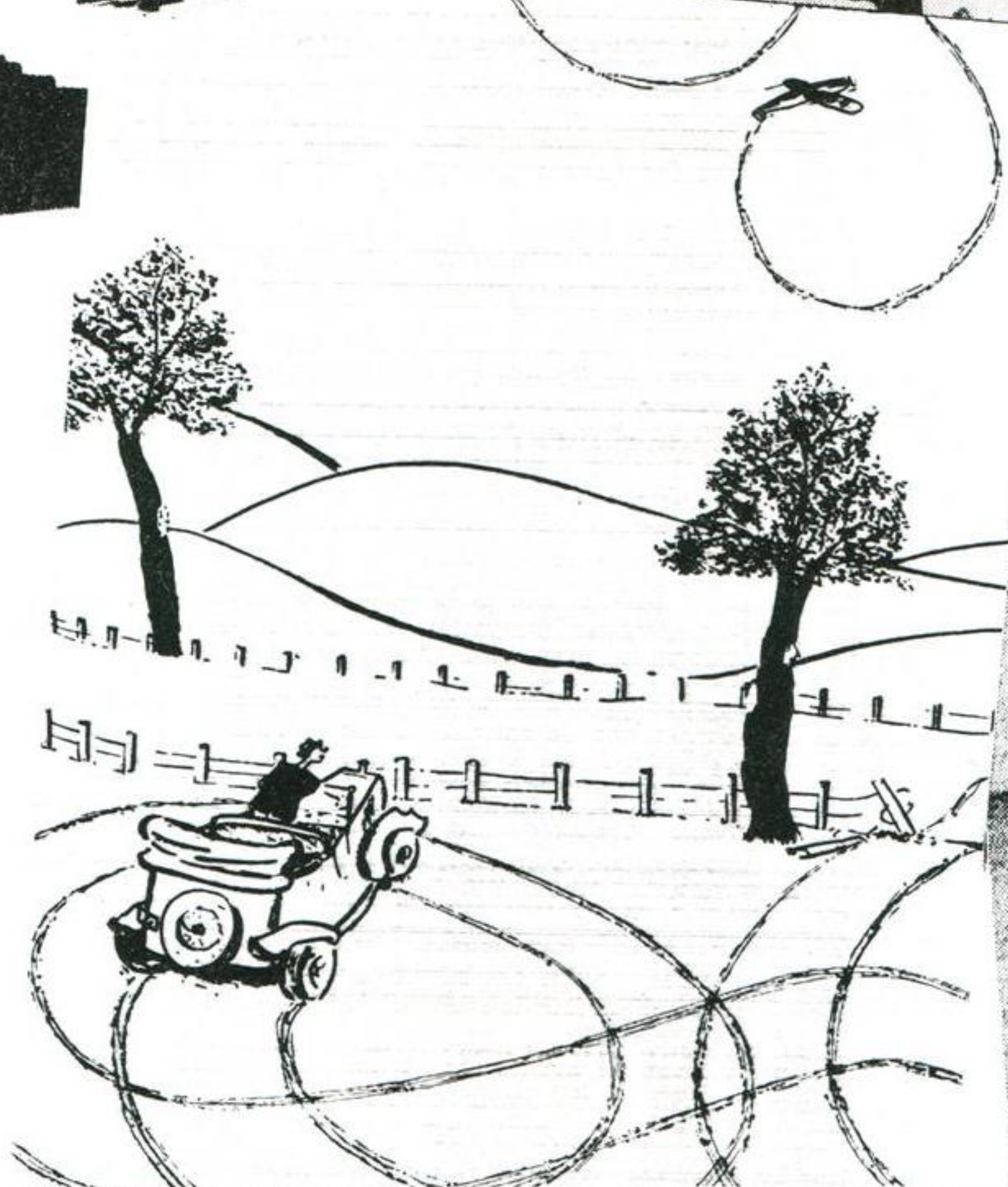
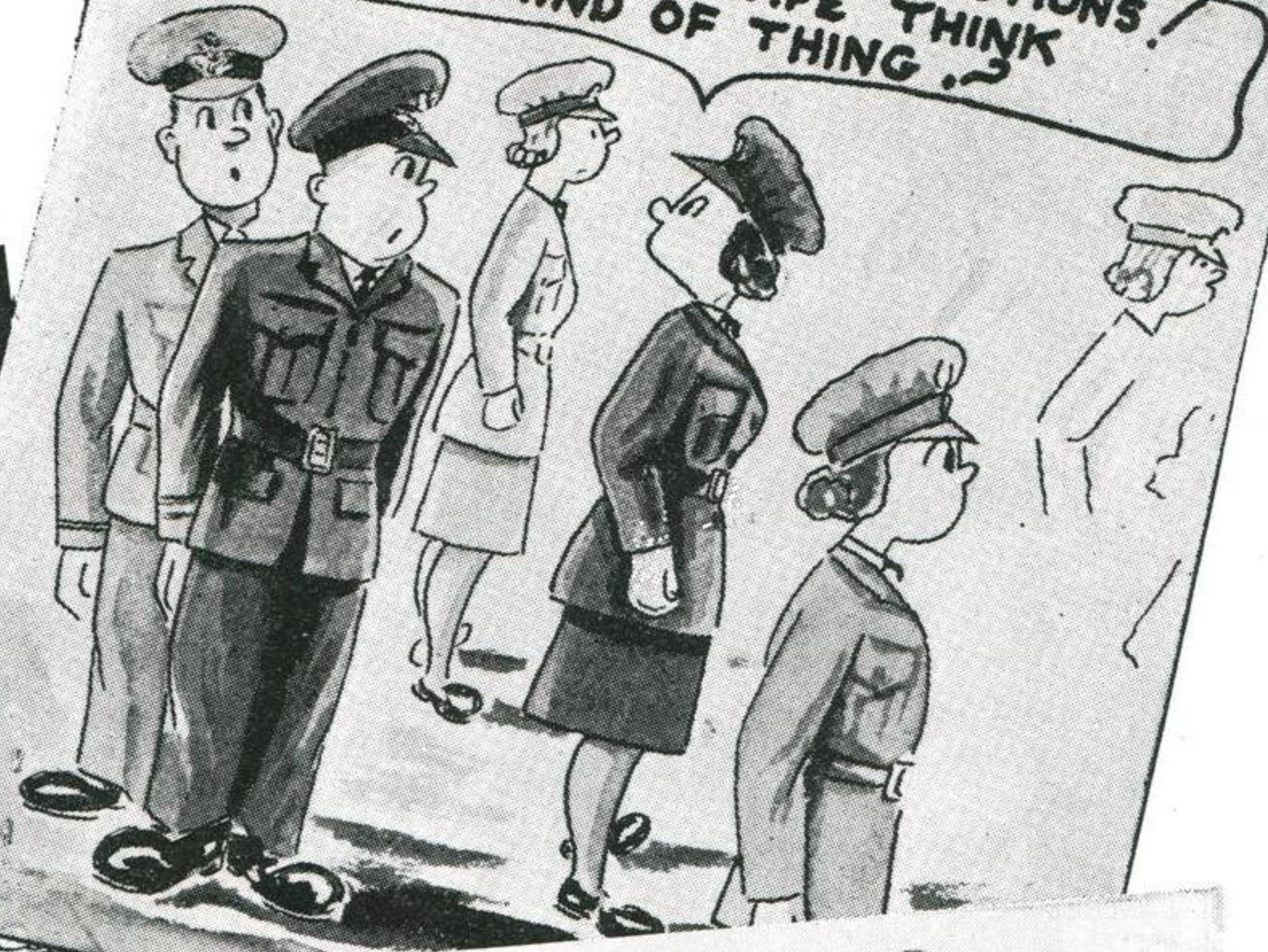
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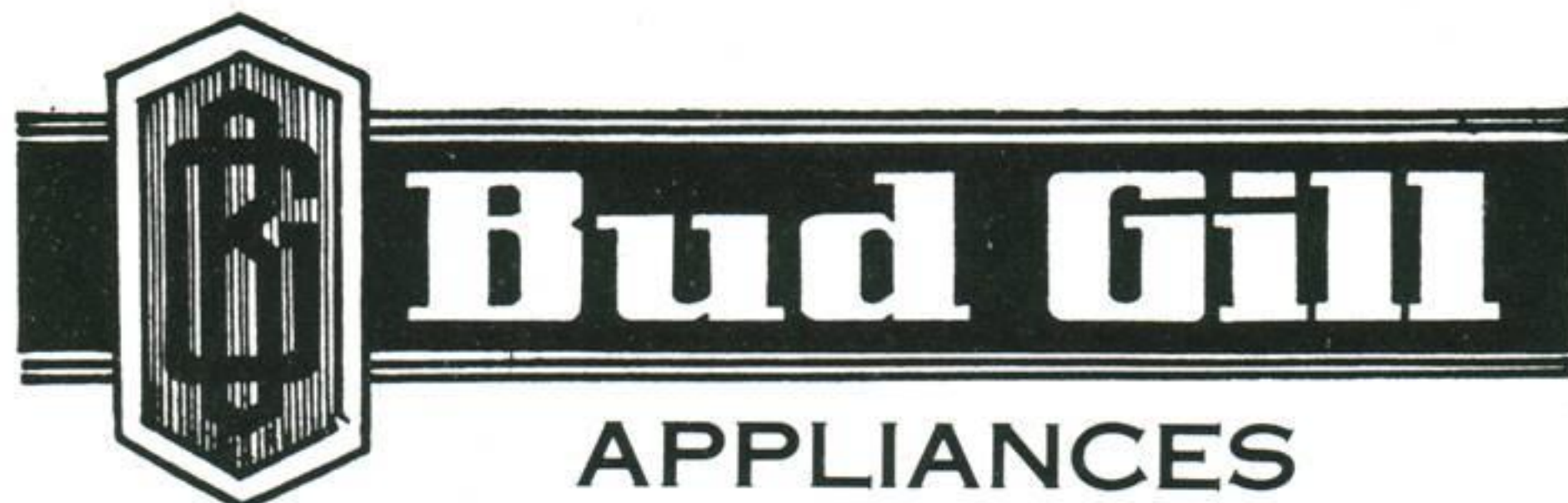
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AFTERGLOW

*After the clangor of battle
There comes a moment of rest,
And the simple hopes and the simple joys
And the simple thoughts are best.*

*After the victor's paean,
After the thunder of gun,
There comes a lull that must come to all
Before the set of the sun.*

*Then what is the happiest memory?
Is it the foe's defeat?
Is it the splendid praise of a world
That thunders by at your feet?*

*Nay, nay, to the life worn spirit
The happiest thoughts are those
That carry us back to the simple joys
And the sweetness of life's repose.*

*A simple love and a simple trust
And a simple duty done
Are truer torches to light, to death,
Than a whole world's victories won.*

Wilfred Campbell

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