



***CONTACT***

*salutes*

***AIR TRANSPORT COMMAND***

***1948 - 1973***

CONTACT



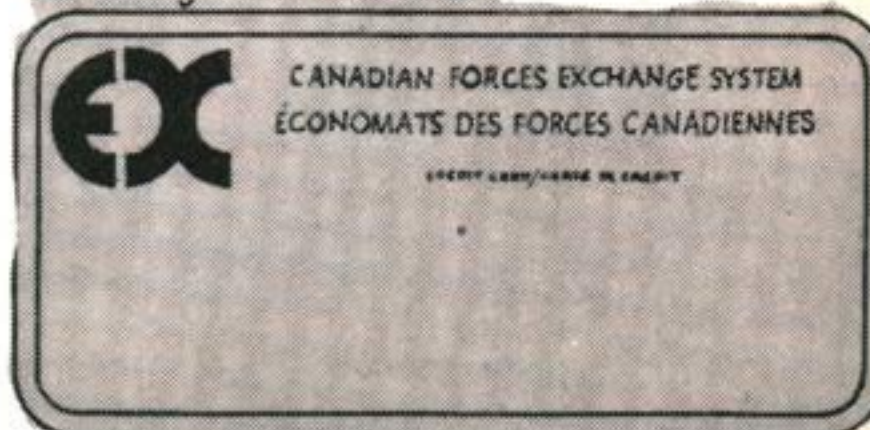
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Cover: The ATC crest, with the light blue background signifying ATC's RCAF heritage.

## CONTACT

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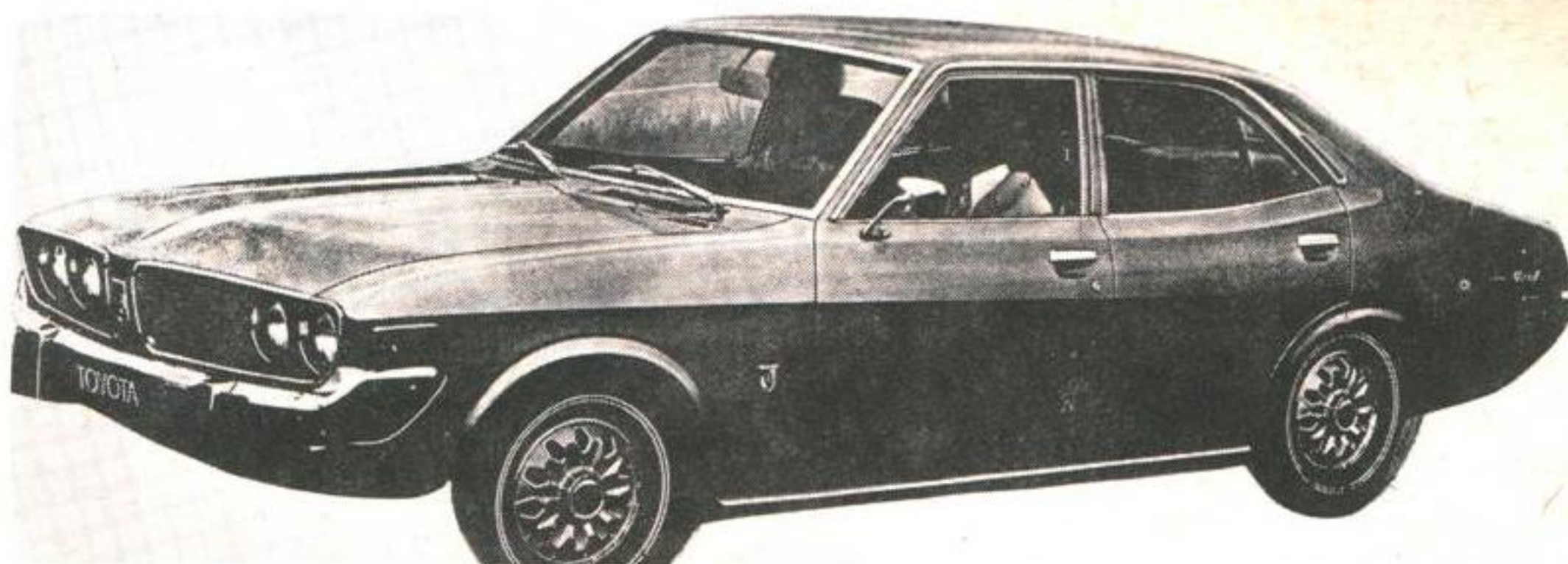


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DATE/TIME	EVENT	PLACE
21 Sept 73 2000	All Ranks' Dance	9 Hangar (west end of tarmac)
22 Sept 73 1230	Base open to public — ground displays — static aircraft	10 Hangar/or as required
1450	Arrival of His Excellency the Governor-General and Mrs Michener — Inspection of 100-man Honour Guard by Gov-Gen	Airfield
1500 (approx)	Flypast of former and current ATC aircraft	
1515-1550	Air Show	
1700	Base closes to public	

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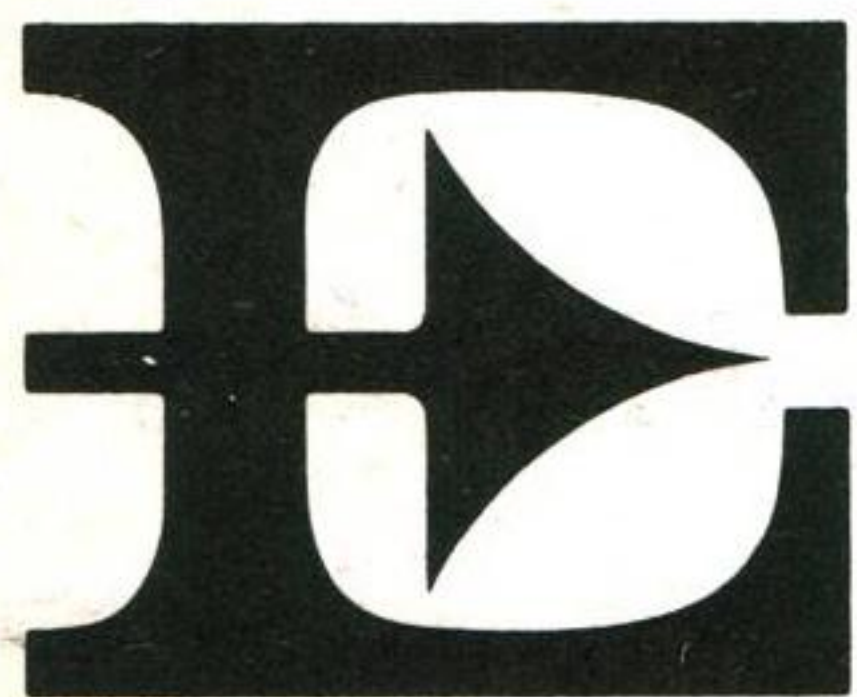
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BOL

# PROGRAM

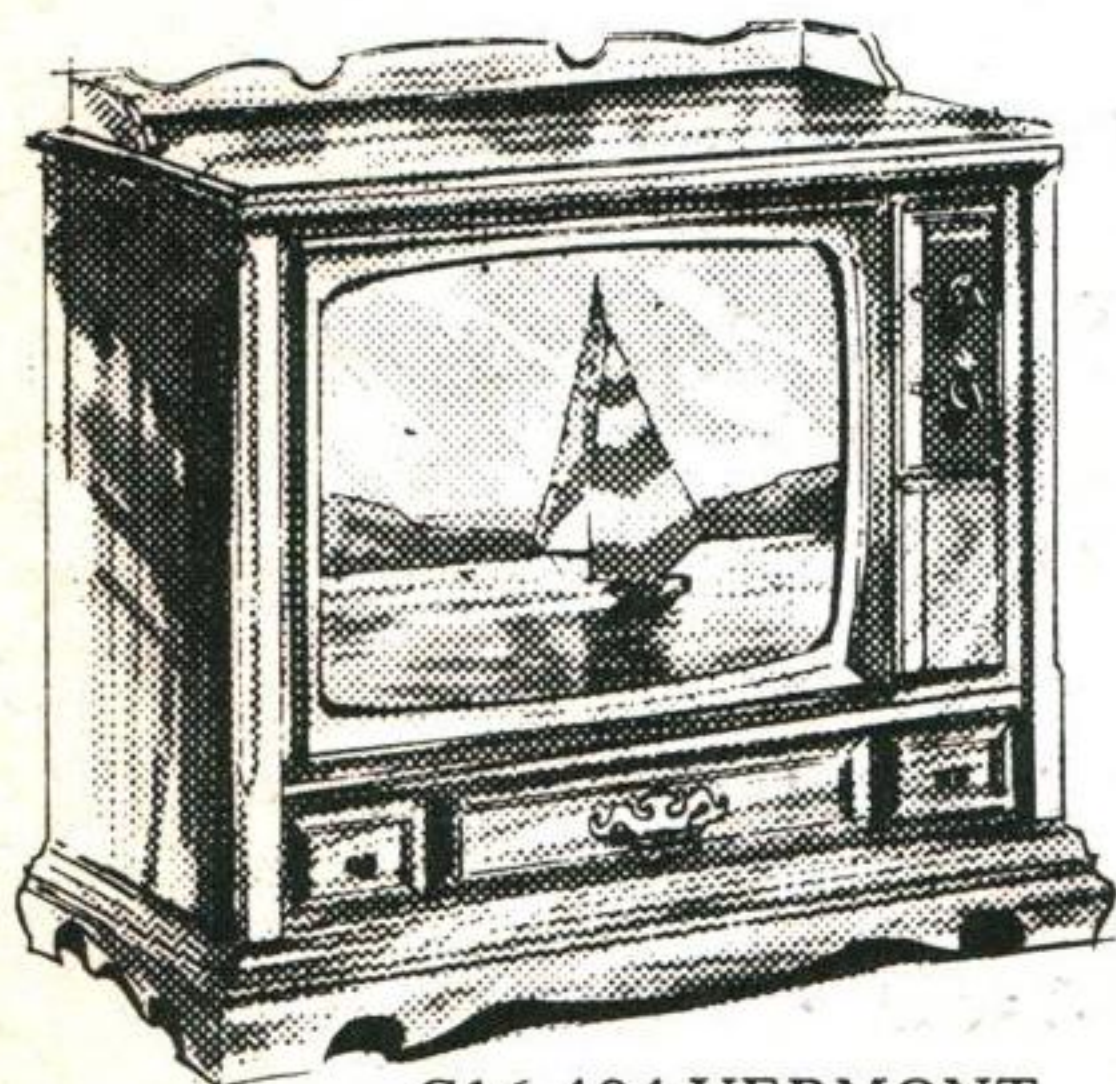
DATE/TIME	EVENT	PLACE
22 Sept 73 1915	Military Ball— Governor General in attendance	Officers' Mess
	Military Ball Governor General and party will dine in Officers' Mess between 2000 and 2200 hours and visit WOs' and Sgts' Mess between 2200 and 2400 hours.	South Side WOs' & Sgts' Mess
23 Sept 73 1000	Departure of Governor-General	Airfield
1100	Church Parade LGen Hull, VCDS will review parade — 412, 424 and 435 Sqns Colour Parties to be present — Fly Past of ATC aircraft	Parade Square



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C16-404 VERMONT

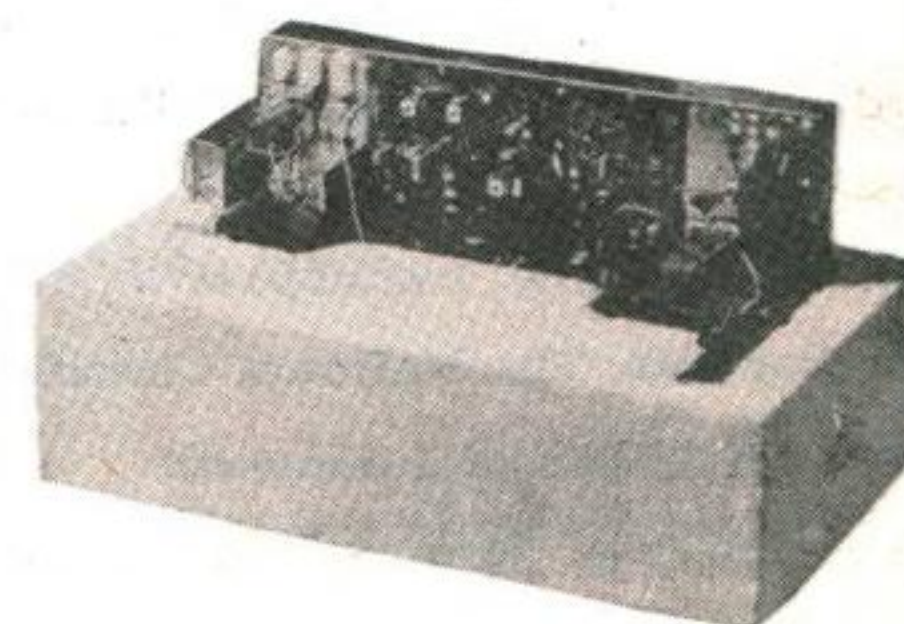
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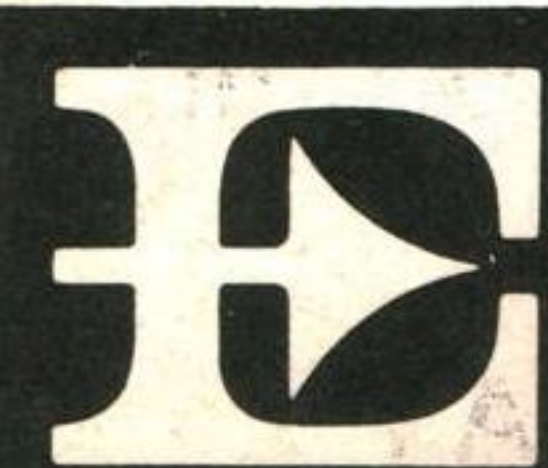
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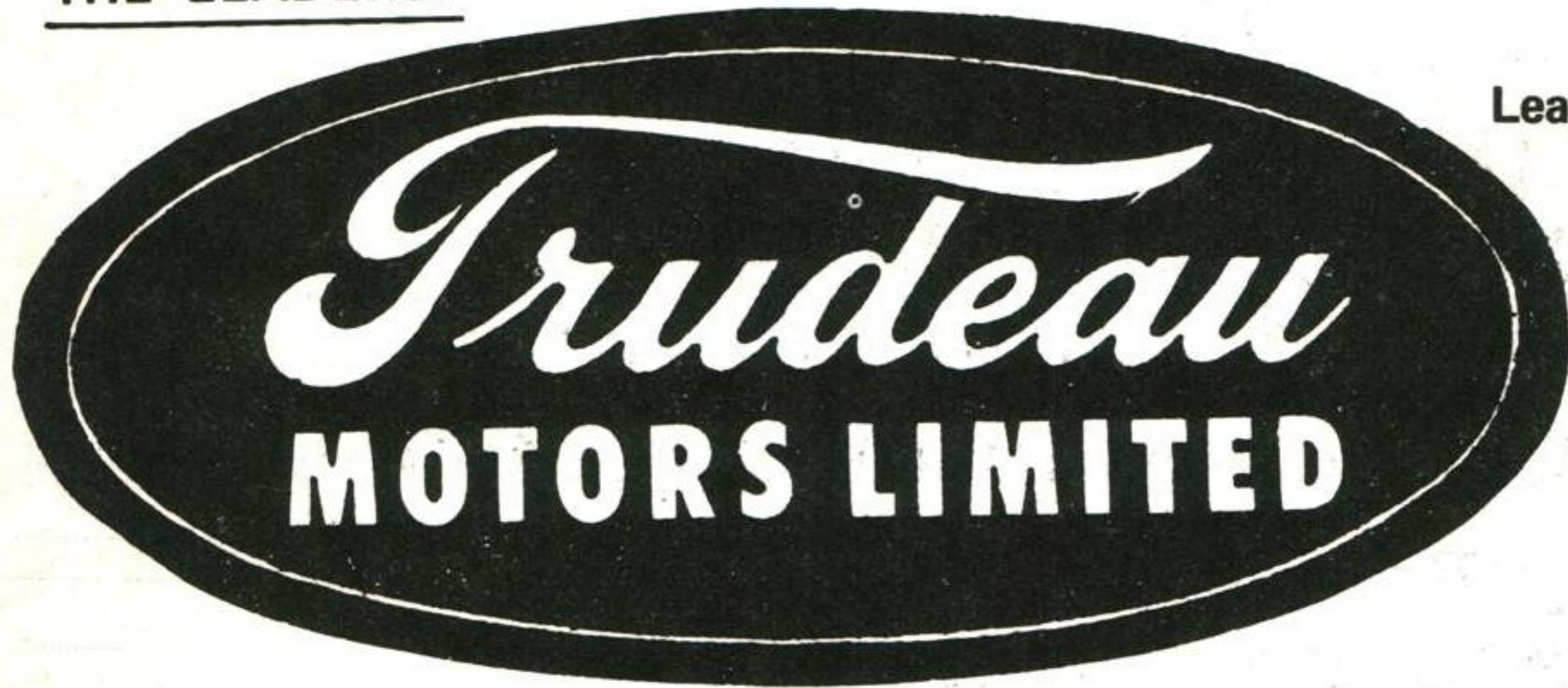
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- 1975
- 1976
- 1977
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- 1979
- 1980
- 1981
- 1982
- 1983





*In the twenty-five years since Air Transport Command was formed, you have undertaken a wide range of commitments, tasks which have not only served Canadians at home and abroad, but which have been of immeasurable help to people of other nations as well. You have been, through your examples of hard work and perseverance, most worthy representatives of Canada and the Canadian Armed Forces. I have flown with you on many occasions, in new equipment and old. I have never failed to be impressed with the skill and courtesy of your personnel.*

*While it is customary on occasions such as these to look back on past achievements, I am sure that you are not disregarding the future. Canada has need of a dependable military organization to protect her Sovereignty and to carry out a multitude of other services, especially in the North.*

*The task at times may seem thankless and the achievements minimal. However, results such as those achieved on the recent foodlift in Africa leave no doubt that your work is very worthwhile. Perhaps no more apt praise can be offered than to say that you have made Air Transport Command worthy of its motto "Versatile and Ready".*

*Roland Michener*

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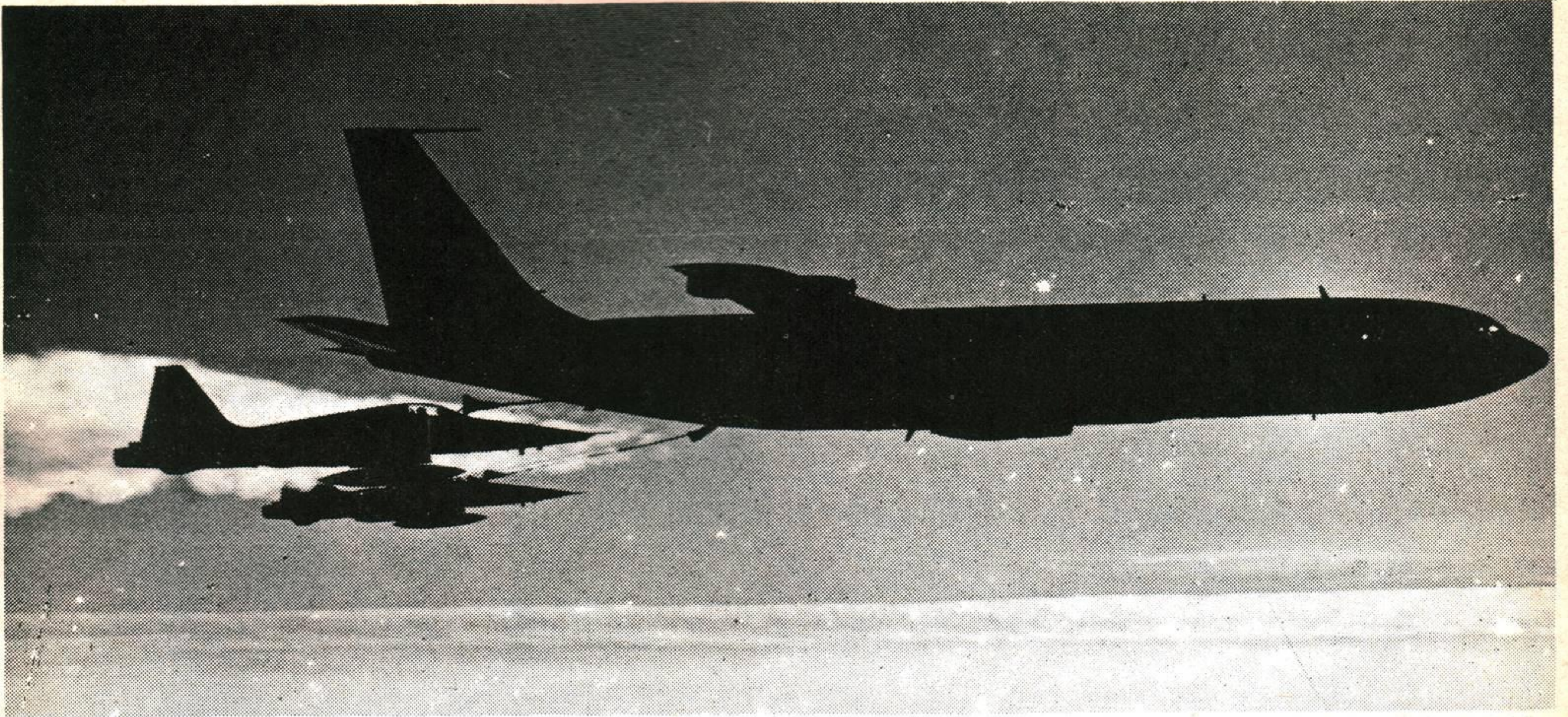
*It is with great pleasure that I extend a most sincere welcome to all those who join with us in celebrating the Twenty-Fifth Anniversary of the formation of Air Transport Command.*

*We are indeed honoured in that Their Excellencies the Governor-General and Mrs Michener are able to be with us to mark this memorable occasion. In addition, we are delighted that so many of the former Air Officers Commanding and Commanders of Air Transport Command are able to partake in this celebration as well.*

*These past twenty-five years have seen the Command progress from an organization tasked primarily with operational commitments within Canada, to the point whereby today Air Transport Command aircraft and crews can and regularly do operate on a global basis. The achievements and records established by this Command over the years are duly documented and have involved our people in a great variety of missions throughout the world. The personnel of Air Transport Command, past and present, may be justly proud of the fact that no matter what the task has been or where it has had to be accomplished, it was always done in a highly professional manner. Our record for safety is one of which we are justifiably proud and is a reflection of the capability and dedication of the personnel involved in our operations.*

*There have been many changes in Air Transport Command over the past twenty-five years and there necessarily will continue to be changes in the years ahead in order for the Command to progress. We must be prepared to meet these changes and new challenges as we have in the past and continue to demonstrate that Air Transport Command is always "Versatile and Ready".*

MAJOR GENERAL H McLACHLAN, DFC, CD  
COMMANDER  
AIR TRANSPORT COMMAND



# VERSATILE

## -25 Years of Air Transport

Although this year marks only the 25th anniversary of Air Transport Command, the story actually goes back to the war years and the period just before. Already, in the late thirties, the RCAF was in the transport business with a "communications" flight in Rockcliffe, near Ottawa. The main purpose of this flight, flying Fairchild - 71 aircraft, was the transportation of personnel from AFHQ to the various RCAF stations scattered around Canada. It was the only transport unit in the RCAF at the outbreak of WWII, and in 1940 became No 12 (Communications) Squadron. Aircraft ferry became a part of its duties, and in early 1942 another squadron, No 124, joined it in Rockcliffe.

At the same time, an unfortunate incident on Canada's east coast was to lead to further transport duties for the RCAF. Construction of a major airport at Goose Bay, Labrador, was still in the dirt-strip stage when two supply-laden ships were sunk by German U-boats off the Labrador coast, carrying to the bottom the winter's supplies.

Since freeze-up was imminent, and an acute shipping shortage existed, another means had to be found to transport the 2 million pounds of supplies and foodstuffs needed for the winter months. The immediate response was to provide a couple of converted Digby aircraft. While these took up the slack, the RCAF's first Heavy Transport Squadron, No 164 was formed. After only 8 days of organization and training, the first Lockheed, a Lodestar, left Moncton for Goose Bay. The Squadron was soon flying passengers and freight not only to Goose Bay, but to Gander and Torbay as well.

In 1943, No 165 Squadron was formed at Sea Island

on the West Coast, performing similar duties along the BC coastline and into the Yukon. A detachment of this squadron was established at Rivers, Manitoba, to take part in Army paratroop training at Camp Shilo.

In late 1943, such a backlog of Canadian Armed Forces' mail had developed that a new squadron was formed to expedite mail delivery. Using six B-17 "Flying Fortress" aircraft, No 168 Squadron began the RCAF's first Trans Atlantic scheduled flights from Rockcliffe to Prestwick, via Gander.

This operation became so large that a detachment of Dakotas was established in Prestwick to assist in the mail delivery. While the boost in the Canadian serviceman's morale derived from this service can only be guessed at, soldiers must have looked forward to mail from home with as much enthusiasm as they did to new supplies of guns and ammunition.

In 1944, three RCAF transport squadrons were formed overseas. Nos 435, 436 and 437 Squadrons all flew Dakotas and were under the control of RAF Transport Command. Based in Europe, No 437 Squadron was initially employed in towing Horsa gliders, and took part in the airborne assault on Arnhem, and the crossing of the Rhine at Wesel. After the surrender, the Squadron moved to Belgium and carried out transport operations throughout the continent from Norway to Greece.

Nos 435 and 436 Squadrons saw service in South-East Asia, under some of the harshest flying conditions encountered in the war. Attached to the "Combat Cargo Task Force" of the RAF, RCAF and USAF the squadrons carried out troop movements and air drops under enemy fire and in almost impossible weather conditions. Between them 435 and 436 Squadrons air-

lifted nearly 60,000 tons of supplies and 30,000 passengers in just over a year.

At the end of the war, the three Dakota Squadrons teamed in a wing in Europe until they disbanded between August 1945 and May 1946, and returned to Canada. Later, the airmen of these squadrons would provide the backbone of Air Transport Command.

The first few years after the war saw a great reduction in strength for the RCAF, as it began to return to the pre-war tasks of aerial survey, transport and "mercy" flights. During this period, a reorganization occurred from the regional command system to a functional grouping. By 1947, the two transport squadrons which had remained active after the war, No 12 and No 164, had been reorganized into No 412, No 426 and No 435 Squadron, and all came under the control of No 9 (Transport) Group. Finally, in April 1948, Air Transport Command was formed at RCAF Station Rockcliffe. In August 1948, the new command moved to RCAF Station Lachine, the home of 426 Squadron.

At the time of its conception, Air Transport Command included No 435 Squadron, flying Dakotas, and Nos 412 and 426 Squadrons, which were also flying Dakotas but converting to North Stars. Several "Communications Flights" were also in existence, as well as aircrew training facilities.

The Communist invasion of South Korea in 1950, which the United Nations elected to resist, caused a revision in military planning in Canada, and the RCAF began once again to increase. In addition, Air Transport Command began the first of many UN commitments

with the Korean Airlift. This involved the contribution of an entire squadron, No 426, then based at Lachine.

While ATC was becoming involved in global transport operations, (including the first RCAF complete round the world flight in 1950), it was also responsible for many other transport type duties. These included the aerial survey of the north (see page 18) regular domestic and Trans Atlantic flights, search and rescue, flood relief, northern supply and joint Army-Air Force projects. In addition an operational Training Unit was opened to provide training for air and ground crew.

In the early fifties, three new aircraft began to dominate the transport scene in the RCAF. The first was the North Star or "Noisy Star", as she was affectionately known. This was the aircraft that carried out nearly 600 missions during the Korean Airlift with 426 Squadron, and which, with 412 Squadron carried many VIPs in Canada and abroad.

In addition, the C-119 Packet was introduced in 1952 to 435 Squadron and in 1954 to the newly reformed 436 Squadron.

The third aircraft was the Comet. The RCAF received two of these, becoming the first military air service in the world to fly pure jet transports. Despite a later three year "grounding", these aircraft were to become well known in the RCAF and around the world.

With these modern aircraft, the RCAF's Air Transport Command grew during the fifties into a capable and efficient airline. Constant practise, as well as the regular transport of servicemen and their dependants maintained a high degree of readiness. This was proven often by

• • and **READY**





*Hon Lester B Pearson, then Minister of Foreign Affairs, waves goodbye at the outset of the RCAF's first round-the-world flight in 1950.*

the Command's quick reaction to calls to assist the UN, and other humanitarian agencies, in peace keeping duties and in carrying aid to flood or earthquake stricken areas of the world.

The fifties also saw the formation of No 4(T) OTU (now 426 (Trg) Sqn). The OTU became responsible for training throughout the Command, on all the aircraft types flown in ATC. This included aircrew and technicians as well as all the related trades.

The OTU was formed in Dorval in 1952 and moved to Trenton in 1954. ATCHQ remained at Lachine, near Montreal.

In addition to the more visible role of heavy transport, Air Transport Command in the fifties was engaged in several other fields. The Overseas Ferry Unit made over 800 deliveries to the RCAF's Air Division and to NATO countries overseas. Search and Rescue remained an important ATC role, and aerial Survey of the North continued. Survival training, Air Cadet liaison and functional control of auxiliary units were some of the other responsibilities. Crews and units of ATC were, in the fifties, spread around the world, in El Arish, Whitehorse, Lajes, Marville and a list of other locations, too long to mention.

General reorganization in the late fifties led to another move for ATCHQ, as Training Command left Trenton and ATC took over. The move only slightly preceded the introduction of three new transport aircraft as ATC "went turbo-prop". First was the CC-106 Yukon, the largest aircraft ever built in Canada, and one that would lead to many changes in ATC. The second was the C-130 Hercules, destined to take over the load of the C-119s. Finally the CC-109 Cosmopolitan was introduced for domestic and North American Transport.

To crew the Yukons, a new squadron was formed, and the 437 designation was brought back into service. The large passenger and freight loads carried by the

Yukon and Hercules resulted in the formation of the air movements trade (now Load-Masters). In addition, Airwomen began selection and training as Flight Stewardesses for the first time.

The biggest change brought about by Yukons and Hercs, however, was the new closeness of Europe. No longer was it necessary to stage through Gander and Lajes on the way to Marville. Now it was only a ten hour nonstop trip from Trenton, for up to 134 passengers. While crews missed the slips in the Azores, passengers were far happier with the fast, comfortable travel.

Throughout the 1960s, ATC increased its ability to respond instantly at home as well as in any area of the world. Caribou and then Buffalo aircraft were added to the inventory, as well as the Dassault Falcon. The crews of 412, 435, 4 OTU and other squadrons of ATC, by training constantly, were able to provide quick and effective response no matter what the request.

Very evident in this ability were the Search and Rescue Squadrons. Less evident, but no less effective, was the response to Global cries for help, such as that given during the Brazilian forest fires in 1963, the Zambian oil lift in 1966 and the lifts of food to Biafra and Pakistan in 1970. All these and many more were carried out in addition to the normal duties of the various Squadrons.

One of the new concepts that arose in the early 70s was that of air-to-air refuelling. This came about after the purchase of five Boeing 707s in 1970, to replace the ten-year-old Yukon fleet. Two of the five aircraft were equipped with plumbing for air-to-air refuelling. Because of this program, the Canadian contribution to NATO's northern flank can now include CF-5 fighters. The air-to-air refuelling concept creates an even closer tie between the tactical and the support forces



*10,000 miles from home, at the RAF base on Gan Island, just one of the many airports familiar to ATC crews.*

of the Canadian Armed Forces.

In addition to the 707, another new aircraft, the Twin Otter, was purchased in 1971. This versatile little twin turbo-prop took over the load of the Caribou as a search and rescue and light transport aircraft. This allowed ATC to retire its last piston aircraft, possibly the first military transport command to do so. The inventory now includes the CC-137 Boeing 707, the C-130E Hercules for heavy transport, the Falcon and the CC-106 Cosmopolitan for VIP and light transport and the CC-138 Twin Otter, the CC-115 Buffalo and the CH-113 Labrador Helicopter for search and rescue and light transport. These aircraft are stationed at CFBs Summerside, Trenton, Ottawa, Namao and Comox, with detachments at CFB Europe in Lahr, West Germany.

In the early '70s, the ATC role continues to be many-sided. In addition to maintaining an effective air transport force, the Command is tasked with: providing search and rescue from western Quebec to the Rockies, including the Northwest Territories; providing support services to many assigned units; and finally, providing regional command and control in the Ontario area.



The Dakota, now retired from Air Transport Command, was long a favourite for the "short hauls".



A major commitment of ATC was combined operation with the Canadian Army. These C-119s were carrying troops from London, Ont, to Fredericton, NB, during "Exercise Globetrotter" in 1958.

To accomplish this, the Command draws on skill and experience of nearly 9,400 servicemen and women, and civilians. Accounting, maintenance, social services, medical, dental, food services, physical education and security are just a few in the long list of support services required to keep the aircraft flying. Exclusive of the personnel costs for these people, the Command requires an annual budget of \$37 million. With these resources, ATC operates a safe, efficient worldwide airlift network. It maintains a capability to move almost anywhere, a force of over a thousand men in just a few days. This includes our support of NATO's northern flank in Arctic Norway. Scheduled routes cover the globe, as 707s and Hercules maintain contact with our embassies and missions around the world. And of course, there's the constant practise that has resulted in our hard-earned safety record.

To co-ordinate these far-flung ventures, ATCHQ maintains a highly organized team of planning and



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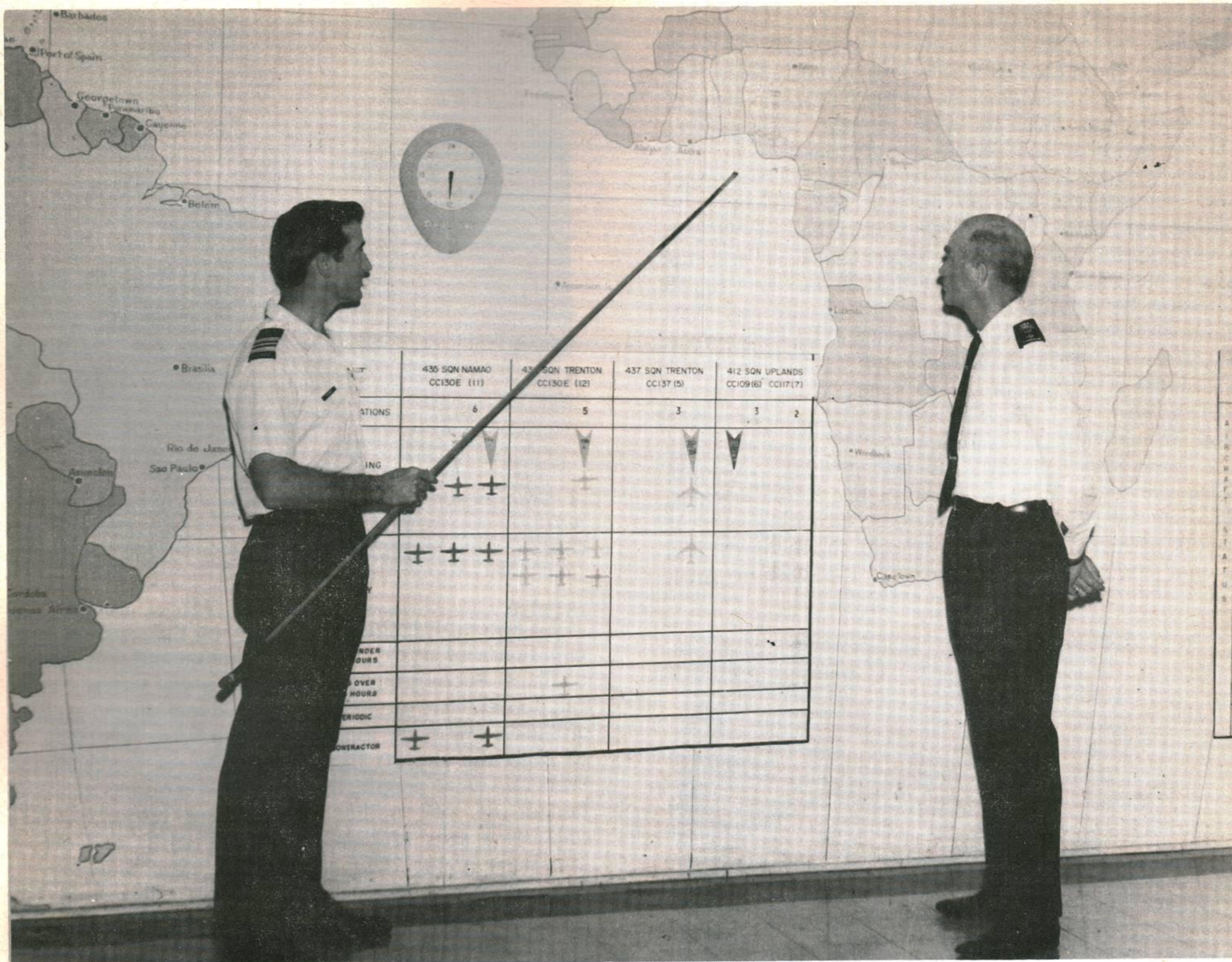
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Major General H McLachlan, Commander of Air Transport Command, is briefed daily on the location and activities of his command's 72 aircraft.

controlling personnel. With only 72 aircraft to carry out our military transport commitments, the command must get maximum efficiency. After 25 years of practise, the system operates like a well-oiled machine.

To ensure this smooth operation, the Commander of ATC maintains direct control over each of the aircraft in ATC. He does this through the Air Transport Operation Centre (ATOC) which is able to communicate with

each aircraft at any time.

Throughout the past 25 years, Air Transport Command has continued to build, to progress and to fulfil its role. From the hard lessons learned during the war, through the experience gained in the Arctic, the deserts, the jungles and over the vast expanses of ocean, to the present up-to-date organization, Air Transport Command continues to be – "VERSATILE AND READY".



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- 440 Transport & Rescue Squadron Detachment  
Yellowknife*
- 442 Transport & Rescue Squadron Comox*

**AIR MOVEMENTS**

- 1 Air Movements Unit Edmonton*
- 1 Air Movements Unit Detachment Vancouver*
- 1 Air Movements Unit Detachment Comox*
- 1 Air Movements Unit Detachment Winnipeg*
- 2 Air Movements Unit Trenton*
- 3 Air Movements Unit Ottawa*
- 3 Air Movements Unit Detachment Halifax*
- 3 Air Movements Unit Detachment Greenwood*

**DENTAL**

- 1 Dental Unit Ottawa*
- 1 Dental Equipment Depot Petawawa*
- 13 Dental Unit Trenton*
- 13 Dental Unit Detachment Kingston*
- 13 Dental Unit Detachment London*
- 13 Dental Unit Detachment North Bay*
- 13 Dental Unit Detachment Petawawa*
- 13 Dental Unit Detachment Toronto*

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# MAPPING CANADA'S NORTH

The task of mapping Canada's north was one which the RCAF inherited, on its formation in 1924, from the old Air Board. Aerial photography crews had spent every summer from 1921 to 1939 taking pictures from Vedettes and Bellanca and Fairchild flying boats. These pictures were later developed at the RCAF's Photographic Establishment at Rockcliffe.

At the outbreak of the war, of course, this activity ceased and it was a natural step for the crews and squadrons to be converted to bomber reconnaissance duties.

In 1944 photo-survey began again on a limited scale, and in 1945, the proposed construction of the Alcan Highway resulted in the formation of 3 "Survey Transportation" Squadrons. These, by 1947, were known as 408 and 414 (Photographic) Sqns and 413 (Survey Transport) Squadron. These were all part of No 9 (T) Group, and in 1948, became a part of the new Air Transport Command.

In co-operation with the NRC the RCAF had, in 1947, begun development of a net of SHORAN (Short Range Aid to Navigation) sites throughout northern Canada. SHORAN was a result of the sophistication of equipment originated during the war for blind bombing. For survey use it was refined to the point where an error of 25 feet in 100 miles was considered a maximum.

Throughout the fifties 408 Squadron carried out most of the transport and the photo work of the survey, (413 and 414 disbanded in 1951). The Shoran sites had to be manned, and that meant putting men and equipment in the middle of nowhere, supplying them with equipment and retrieving them. Each site consisted of a couple of tents, two twenty to thirty foot high antenna masts, and an electric power generator. They were manned by about three men, who for months at a time were on their own, far from civilization.

The aircrews, flying Norsemen, Otters, Dakotas and Cansos for supply, and Lancasters for the survey work, didn't have life much better. In the southern part of the survey, detachments would move out of Rockcliffe as soon as the snow had gone and ice on the lakes was breaking away from the shores. Since the season was short, the Lancaster crews were expected to put in ten to fifteen hours a day while conditions were right, with



A "line flying" Lancaster seen over the rugged terrain of Ellesmere Island. The "Lanc" was an integral part of the survey program.

a normal day starting at the 3 a.m. Met briefing. Since net coverage was extremely limited, an aircraft might have to cruise around for several hours at 10,000 feet (conserving oxygen) before finding a clear area. Then, the crew would climb to 20,000 feet and begin the photographic flying.

Highly accurate flying was always the requirement, and the navigator and camera operator worked closely with the pilot, who was required not only to maintain an exact course, but also to remain within 50 feet of the required altitude.

The crews flying the support aircraft had things only a little better than the foot-sloggers on the ground. In the isolated locations of the SHORAN sites, the crews often had to team up and help back pack the supplies



Sometimes, crew-members had to hand-carry the cargo the last bit of the way. This was near an isolated site on Melville Island.



*These Norsemen are parked at Miles Lake, used as a base camp during the survey in 1950.*

the last part of the trip, roughing it in some of Canada's harshest country.

In the mid-fifties, several advances were made which allowed a three-fold increase in the survey coverage, not the least of which was the use of helicopters. In addition, the use of computers reduced the work of surveyors immensely.

By 1967, the complete mapping of Canada in at least one scale (1:250,000) was complete. In addition approximately one-third of the country was mapped in the 1:50,000 scale. This huge task had taken 48 years. A long time? Yes, until you realize that in 1919, the Canadian Government estimated that it would take



*A ski-equipped Dakota from 408 Squadron swoops low over a Shoran site near Resolute Bay.*

3600 years. Until you realize that our country covers more than 3.8 million square miles, every inch of which was photographed.

Aerial survey has now been turned over to the Department of Energy, Mines and Resources. The Canadian Armed Forces maintain a Mapping and Charting Establishment, which is turned to the present day military requirements.

The work of the aircrews of 408 Sqn, and those who flew before them, cannot be exaggerated. With their Lancasters and Cansos, Norsemen and Dakotas, Fairchilds and Vedettes, they were able to put Canada "on the map".



*Helicopters, such as this H-34, radically changed supply methods to photo-survey base camps in the mid-fifties.*



# OPERATION HAWK

*The RCAF's first major transport operation after WWII began with the United Nations intervention in Korea. The as yet untried Air Transport Command supplied a full Squadron, No 426 "Thunderbird" Squadron for the operation. This participation foreshadowed nearly 25 years of air co-operation with the UN. Perhaps the best description of "Operation Hawk" was written by Flying Officer WD Stevenson, in a 1955 edition of Roundel. Parts of it are offered below.*

Shortly after the North Korean communist armies struck south across the 38th parallel on 25 June 1950, it was rumoured that the RCAF would send a transport squadron to Korea. Then early in July, Prime Minister St Laurent announced officially that No 426 Transport Squadron had been offered the service with the UN forces.

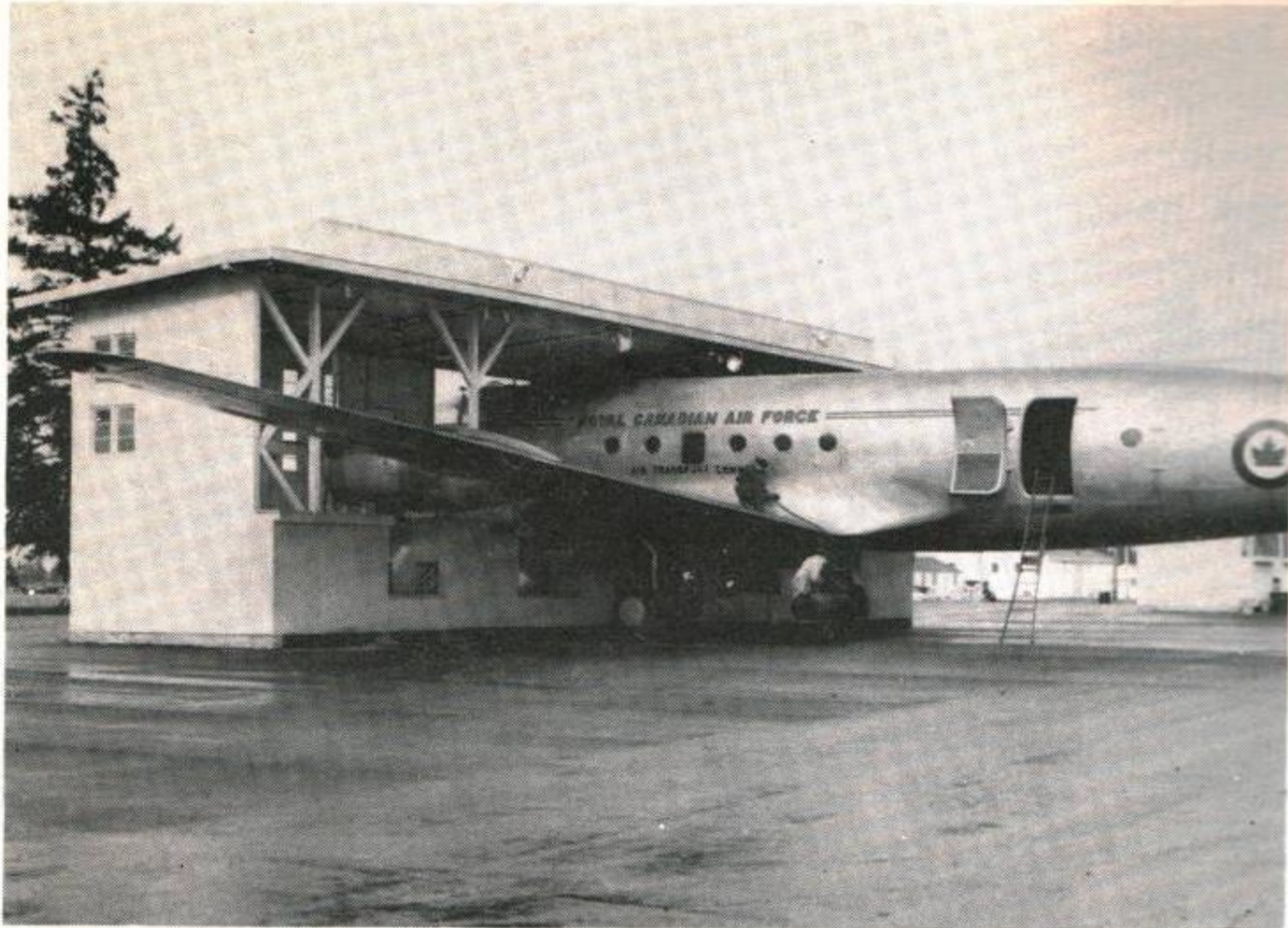
The commitment was directly from Canada to the UN, but the squadron was to serve under the operational control of the United States Military Air Transport Service (MATS), a unified air transport organization of the United States armed forces. The squadron's job was

to be the airlifting of personnel and equipment to and from the Korean theatre of war. For the airlift, the RCAF chose the name "Operation Hawk".

No 426 (Thunderbird) Squadron was ready for the task. It had carried out many flights to the United Kingdom and Europe and was just completing a series of special training flights, in Canadian-built North Stars, to the Azores, North Africa, and South America. In preparation for the new job, its commanding officer, Wing Commander CH Mussels, DSO, OBE, DFC, and other Air Transport Command officials attended conferences at Washington and Ottawa during the first half of July. The base of operations for the airlift was to be McChord Air Force Base, near Tacoma, in the state of Washington.

On July 25th, six North Stars took off from Dorval airport. The next day they landed at McChord and began to set up their servicing and administrative organization. Within 36 hours, the first three aircraft were headed for Tokyo. They completed the round trip in an average elapsed time of 81 hours.

The early days were hectic. At the time of the opening



*Because of extremely crowded conditions at McChord, North Stars were serviced at "nose docks" like the one pictured here.*

of the Korean War, McChord AFB had been the base for a single fighter squadron. Now, almost overnight, it had become the stepping-off point for what was to be the greatest long-range air transport of all time.

When the North Stars arrived, MATS had already brought in two transport groups, one from Texas and one from Germany. McChord's servicing facilities were completely overtaxed, and the Americans could offer only limited aid to the Canadians. Thus, the Canadian technicians depended almost entirely on the equipment they had brought with them from Dorval. There was hangar space for only one aircraft, so that much of the work had to be done outside. However, it was summer, and there was little bad weather to interfere with the airmen's round-the-clock work. (Nose-docks, which were constructed later, eased the servicing problem.)

Almost immediately, the squadron was operating on a schedule several times heavier than that which had been expected. By mid-August, the six aircraft and twelve crews were flying one round-trip per day over a route of 10,000 miles. This meant that aircrew began a new trip every eleven or twelve days, sometimes

logging 150 hours or more per month, while each North Star was flying more than 300 hours per month. But the cargoes were as vital as the schedule was heavy. Often the entire load consisted of fully-armed infantry or bazooka rockets. Speed was the essential factor to be considered.

The route flown was the great-circle track through Elmendorf AFB at Anchorage, Alaska to Shemya, far out in the Aleutian chain, and terminating at Haneda AFB on Tokyo Bay. Drawing on their trans-Atlantic experience, the Canadian navigators were key men in setting up procedures for all MATS aircrew. During the early months of the airlift, it was No 426 Squadron crews who conducted the route briefings at McChord. The Shemya-Tokyo leg skirted close by the Russian-held Kurile Islands, far beyond range of radio and radar navigational aids. The navigators depended on astro, pressure drift, and dead reckoning navigation — and often they had to do without astro because of overcast cloud layers.

It was Shemya that first made the greatest impression on the aircrew, and, as the years went by, its reputation grew until it became famous throughout the Air Force. It had a reputation for thick fog — largely, no doubt, because the airlift began in mid-summer, when "pea-soupers" were common. Ground-Controlled Approach landings were the rule rather than the exception. However, the USAF always supplied its best GCA operators: during the early airlift days they were mostly veterans of the Berlin Blockade. Their skill was welcome when, as often happened, conditions of minimum or below-minimum ceiling and visibility were complicated by the gale-force winds that blew for days across the barren island.

The northern route was used most of the time, but, for six months after December 1950, the return from Tokyo was routed through the South Pacific. From Tokyo, flights steered a course for Wake Island, and from there they flew via Honolulu to Travis AFB, sixty miles from San Francisco, and thence back to McChord.

Along the routes the squadron placed servicing detachments of fifteen or twenty airmen. They were at

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first commanded by senior NCOs, later by Officers. Handling as many as two aircraft arrivals per day, the detachments contributed much to the Canadian technicians' remarkable servicing record.

A "slip-crew" system was used at most of the stopping places. Tired crews turned over their aircraft to the fresh crews who were waiting at each such place, and then waited, in their turn, for the next aircraft. Each stop-over point evokes special memories for past and present members of No 426 Squadron.

At Elmendorf they found the highest food prices and the greatest concentration of bars and saloons they had ever encountered. It was said there was one bar for every fifty people in the nearby city of Anchorage.

Shemya meant days of boredom alleviated by continuous card games. There was also the opportunity of swimming in the Bering Sea and the North Pacific, but this pastime never became too popular.

Tokyo, on the other hand, was very popular. Until the end of the occupation in 1952, the officers stayed at the Australian-run Marunouchi Hotel, a luxury establishment featuring ten-cent drinks and marathon meals of epicurean standards. In the Ginza shopping-district, the officers and airmen practised and enjoyed the oriental art of bargaining. When they tired of the city, they could take their choice of a series of American leave hotels situated near Mount Fuji and other famous Japanese tourist attractions.

At Wake Island — seven miles of coral and snow-white sand — they prepared their sun-tans for the stay in Honolulu. Regular members of the squadron early



*Tokyo was a welcome stop after the crew rest at Shemya in the Aleutian Islands.*

learned respect for the potency of the burning Wake sunshine, but the island became notorious for the disastrous sun-burning of pale-skinned staff officers who frequently did familiarization trips on the route.

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At Honolulu, the Canadians learned the joys of a tropic isle — and loved every minute of it. The slip-crews stayed at the Moana Hotel, near the famous Royal Hawaiian, alternating their spare time between surf-boarding and a club called “Don The Beachcomber’s.”

Around the airlift there inevitably grew up a collection of nostalgic stories. They were the folklore of the route and they may still be heard whenever veterans of “Operation Hawk” are reminiscing.

Shemya, for example had its perennial story of the mythical “Saturday-night dance” at the nearby island of Agattu. Every initiate to the airlift was told, as he approached Shemya, that Saturday was the big night on the island, for on that occasion, the girl-starved men of the USAF base could take the boat to Agattu and dance with the fish-cannery girls. Elaborations on the story were endless, and more than one neophyte was talked into pressing his clothes and shining his shoes on a Saturday afternoon. Some are even reputed to have spent dismal hours in the blasts of the North Pacific winds, waiting vainly at the shore for the boat to come and pick them up . . . . .

After the first hectic months, “Operation Hawk” settled down to a routine of fifteen trips per month. By June 1951, Wing Commander Mussels had handed over command of the squadron to Wing Commander JKF MacDonald, DFC, and the squadron returned to Dorval soon afterwards. From Dorval it continued to carry out its airlift commitments as well as its other flying duties. One year later the schedule was reduced to eight trips per month, and it remained at that rate

until the end of the operation. In July 1952, Wing Commander HW Lupton, AFC, took over command of the squadron.

Statistics of the work done during the four years of the airlift are impressive. In 599 round trips, No 426 Squadron carried 13,000 personnel and 7,000,000 lbs of freight and mail. This added up to 34,000 flying hours, during which not a pound of cargo or a single life was lost.

After the return of the squadron to Dorval in 1951, the airlift, as has been already implied, was only part of its commitments. The flights between Dorval and McChord were utilized for trans-Canada schedules. Arctic and other special flights were resumed, and the North Stars flew on an increasingly heavy schedule to Europe in support of the Canadian NATO forces located there.

“Operation Hawk” was concluded on 9 June 1954, when trip number 599 was greeted at Dorval by a modest concluding ceremony. The operation had been ended by the removal of the weather facility at Shemya. Without Shemya as a staging-point it would have been uneconomical to operate the North Stars over the long flight to Japan.

In announcing the decision to end the operation the Minister of National Defence Brooke Claxton said “To all those who have taken part in the RCAF’s operations on the airlift, I pass my personal congratulations for a demanding task done in proud Air Force fashion. I can give no higher praise than this.”

*Shemya was one of the bleakest spots in the world, especially in the winter. Here a 426 Squadron North Star is refuelled.*



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## LIFELINE NORTH

For many Canadians, life in Canada's North is a relatively new concept, but for the squadrons and units of Air Transport Command, it has long been a matter of course. During the years since World War II, Arctic limits have moved steadily northward, until now there is virtually no point in Canada which can be termed unreachable.

Today, the 707, seven miles high, can cross the pole en route to Europe. Hercules can service the remotest outposts, landing at most. The Buffalo and the Twin Otter make cold weather operations a comparative lark. It wasn't always so easy, but always the job has been done.

Because of the remoteness of many of our northern outposts, conventional means of supply have always been undependable, if not impossible; many are beyond the reach of shipping for most of the year, and roads are non-existent. Over the years, supplies have been air delivered to Shoran sites, weather stations, Dew-line bases, Mid Canada-Line sites and Arctic communication outposts. Even Alert, the most northern human habitation in the world is a familiar spot to ATC crews.

For the past 25 years, a regularly scheduled flight has served Alert, Resolute Bay, Inuvik and other Northern bases. In addition, the twice yearly re-supply, now called "Operation Boxtop" has been going on since the early fifties. First with North Stars, then C-119s and now with Hercules, millions of gallons of fuel and supplies have been hauled north to Alert, only 450 miles from

the North Pole. "Operation Santa Claus", during the same period has delivered Christmas goodies to such spots as Mould Bay, Isachsen, Eureka and others throughout the "High Arctic".

Even entertainment has been taken north by ATC, including Canadian stars Juliette, Gordie Tapp, Tommy Hunter and others. Film crews and newsmen have often joined ship for Arctic missions, making other Canadians aware of the greatness of the north.

Supply, however, is not the only ATC business in the north. Since the fifties, exercises such as "Snow Chintie" in Canada and "Strong Express" in Norway have linked ground and air forces in proving their ability to wage war in below zero weather. Airborne units can be dropped almost anywhere. Today's aircraft, with their large capacity and versatility, can move into all but the remotest areas to provide a supply line.

In the Norway exercises, more than a thousand men and their equipment have been moved from a base in Canada to Bardufoss, Norway, 300 miles north of the Arctic Circle, in just a few days. Hercules and 707 aircraft, and for many years the Yukon, have always managed to overcome the problems of weather, poor communications and limited facilities in this annual NATO exercise.

In recent years Exercise "New Viking" has trained Canadian forces in our own north, and Air Transport Command has been there with the know-how to get the troops in and out. Lessons learned in the past are also helpful in solving transportation requirements in the



*For outposts such as Alert, ATC aircraft have long been the only physical link with the outside world.*

latest project in the north, the construction of new airports.

This summer, as last, new fields at Pangnirtung, Cape Dorset and other locations are being supported by Buffalo and Hercules aircraft on a weekly basis. These airports will, in effect, help to bring the Arctic closer to southern Canada.

For the Canadians who inhabit our north, the aircraft of Air Transport Command have long been the only sure link to civilization. The knowledge that help, support and just plain transportation is always available is one of the big reasons why the Canadian Arctic is becoming a part of the 20th Century.



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# IN SEARCH OF PEACE

## ATC AND THE UNITED NATIONS

The preamble of the United Nations Charter places the maintenance of international peace and security first among the UN's purposes, and solution of problems of an economic, social or humanitarian character close behind. For nearly 25 years, Canada, and Air Transport Command, have been close allies of the UN toward this end. Beginning with the first major exercise of the United Nations in Korea in 1950, and continuing even today in Cyprus and Kashmir, ATC has been involved in most of the major peace-keeping operations of the UN.

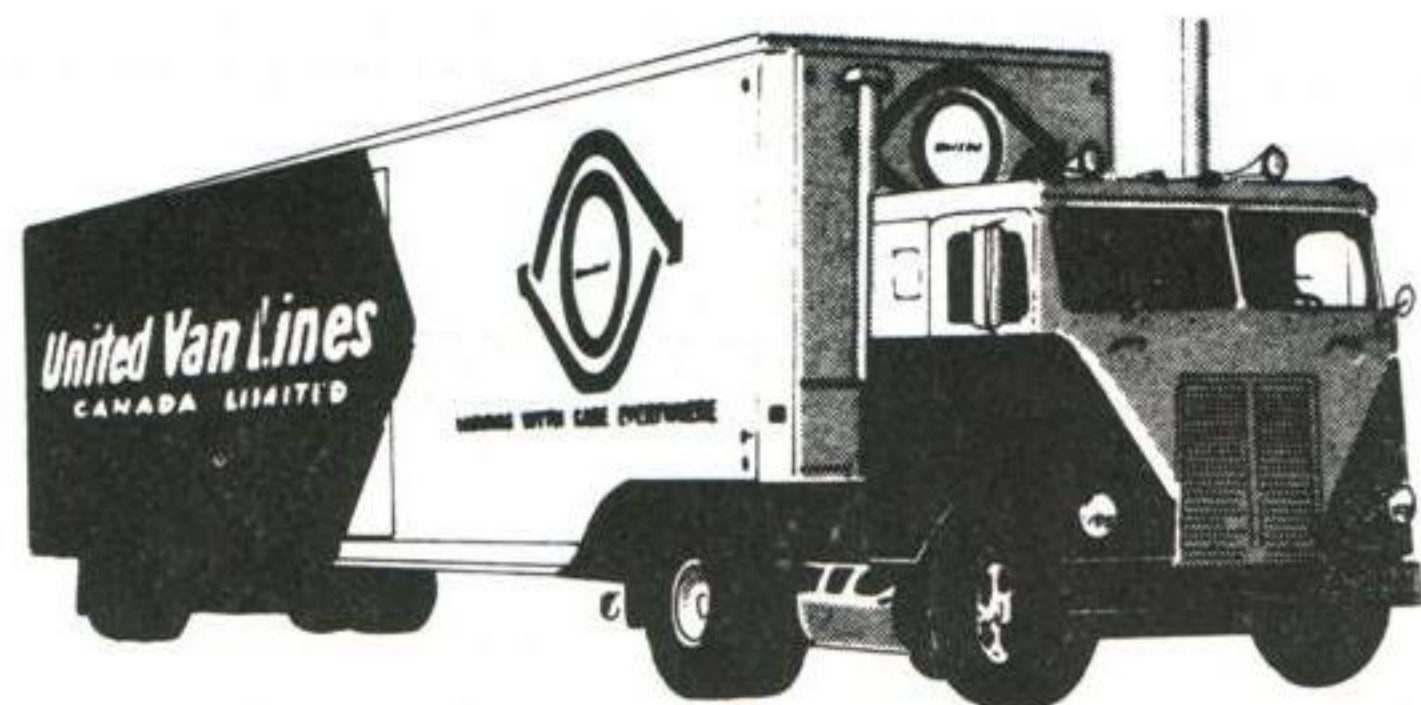
Hardly had the dust settled from Korea (see page 20) when a 426 Squadron North Star carried Canadians to Indo China to take part in a three nation Truce Commission. While this was not specifically a UN assignment, it was aimed toward the same ideals outlined above. In addition to positioning this team, ATC aircraft have continued to resupply it since 1954.

In 1956, with events boiling over in the Middle East, Hon LB Pearson, then Canada's Minister of External Affairs, appeared before the General Assembly of the United Nations with a plan designed to bring peace to Suez. The first effect of the United Nations Emergency Force (UNEF) was felt by Canadians, 435 Squadron in Edmonton to be exact. In November 1956, the squadron, with only a few hours notice, was ordered to the Middle East. The first C-119 left Namao two hours later, and within five days, 435 Squadron had shifted

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operations from the Arctic to the "Med", and began airlifting troops, mail and equipment from Capodochino in Southern Italy to Abu Suweir in Egypt. It was the first time since the conclusion of the war that an RCAF unit had been based in other than North America. The crews found more problems than the desert sand and lack of navigation facilities. Since the near-war situation demanded strict adherence to complicated flight plans over Egypt, absolute exactness was required during the planning and flying of these flights.

In early 1957, 435 Squadron returned to Namao, and was replaced by No 114 Comm Flight, at Capodochino. Later, No 114 was replaced by No 115 Comm Flight at Abu Suweir. Later in the year, this flight moved to El Arish, and became No 115 Air Transport Unit. Aircraft used during the UNEF operation included the C-119s of 435 Sqn, and Dakotas, Otters and Caribou of No 114 Comm Flight and No 115 ATU. For more than a decade Canadian air participation in UNEF was evident in the Middle East. The presence was ended in the summer of



*A UNEF Dakota is given the "once-over" by the local means of transportation at El Arish, Egypt. Later the Dakota was replaced by the Caribou.*

1967, when Egypt's Abdul Nasser expelled Canadians from the area, just prior to the now famous Six Day War.

The last major UN operation of 426 Squadron began in the summer of 1960, when the new Republic of the Congo called for United Nations intervention. Canada agreed to supply aid in several ways, including air control, internal communications and air transport.

In July 1960, the AOC of Air Transport Command, AC FS Carpenter personally carried out a survey in the Congo, and on July 18th, the first North Star left Trenton. Three others followed shortly, carrying powdered milk and canned pork. "Operation Mallard" followed with twice-daily, then daily and finally twice-weekly trips from Trenton through Pisa to Leopoldville.

Despite such obstacles as 13 types of aircraft, 8 different languages and the country's unstable political situation, G/C WK Carr, DFC, and a staff of ten, directed air transport operations over the huge area of the Congo, one quarter the size of Canada.

Although no Canadian aircraft flew in the internal airlift in the Congo, twice weekly flights to Leopoldville were carried out by North Stars until November 1961,



*This 426 Squadron North Star had to share the runway with sheep, at Capodochino, Sicily. Capodochino was a stop on the route to Leopoldville.*

when they were replaced by the new Yukon. The Yukon turned out to be a bit of a surprise for the Congolese; with the second arrival, they realized that a new aircraft was visiting Leopoldville. Believing it to be Russian, they detained the crew and impounded and searched the aircraft. It was only after the arrival of A/C CG Chapman, then Senior RCAF officer in the Congo, that the shaken crew was released.

After nearly four years of service, ONUC, the Congo operation came to an end. In June 1964, the RCAF flew the final Yukon trip from Leopoldville to Canada, bringing to an end an airlift which, in 392 flights, had airlifted more than four million pounds of freight and nearly twelve thousand passengers.

Before the wheels were in the well on that trip, however, the RCAF's involvement with the UN was sealed. Four other trouble spots had arisen, and three were still in the headlines in late 1964.

In August 1962, two Otter aircraft and a dozen RCAF personnel were airlifted to Biak, New Guinea, by Hercules. The group went to work, transporting UN personnel through the jungles and swamps of New



*Otters served the UN for several years and in many locations. This one buzzes the beach along the Gaza Strip in the Sinai Desert.*



*From communications sites such as this, Canadians directed air traffic during the four-year United Nations Operation in the Congo.*

Guinea, with the United Nations Temporary Executive Authority (UNTEA), along with Acting W/C RG Herbert, DFC, who was air advisor to the UN commander, the Canadians remained until June 1963.

The crew was barely home from New Guinea, when the RCAF was tasked to provide air transport for the United Nations Yemen Observer Mission (UNYOM). A larger contingent than the UNTEA group, the RCAF force in Yemen consisted of 50 officers and men, flying two Caribou and six Otters. Duty in Yemen was perhaps the most difficult assignment that Canadian Airmen performed with the UN. In addition to the constant wear and tear of desert conditions, were added the hazards of contaminated drinking water and an abundance of tropical diseases. A year and three months after its formation, UNYOM ended, and in September 1964, the last RCAF aircraft left Yemen for Canada.

Just two weeks before the last Yukon left the Congo, the RCAF sent its first aircraft to India-Pakistan. The United Nations Military Observer Group in India and Pakistan (UNMOGIP) was to supervise the peace in Kashmir. Three pilots, initially under detachment commander S/L FE Haley flew their Caribou in both transport and observer duties along the rugged India Pakistan demarcation line, through the mountains and valleys of Kashmir.

This detachment which also includes maintenance personnel moves its location twice in each year, spending six months in Pakistani territory, in Rawalpindi, then six months in Srinager, Kashmir.

In 1971, the Caribou stationed in Kashmir was replaced by the new Twin Otter. Unfortunately, the new

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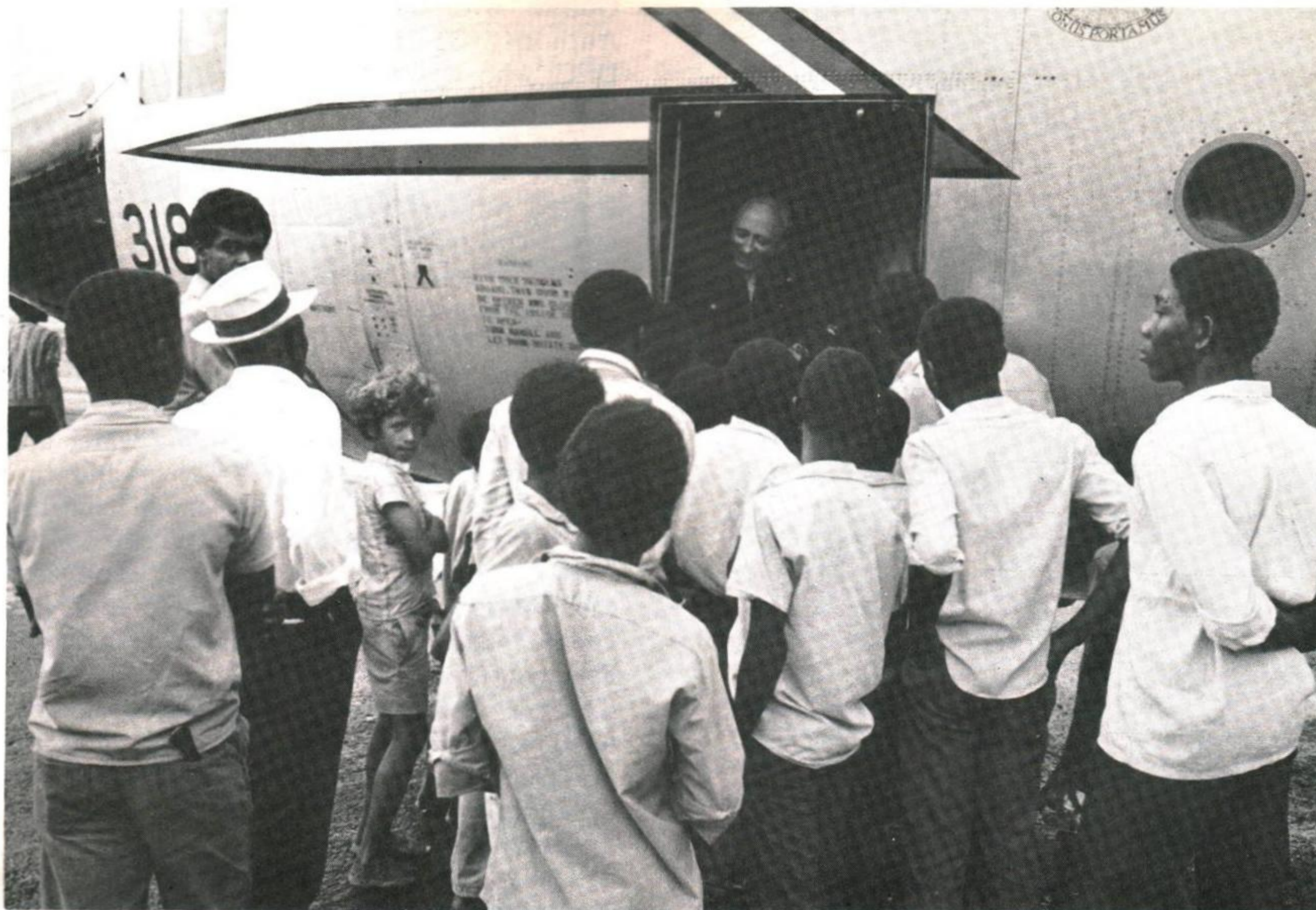
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*A 436 Squadron Flight Engineer chats with local children after delivering school supplies to a Caribbean island.*

aircraft was destroyed at Islamabad Airport at Chaklala during an Indian air raid in December '71. The crew was returned to Canada by a 437 Squadron 707, which just happened to be in the area, evacuating a record number of people (241) from Karachi in a single airlift. After just six weeks at home, the detachment returned to duties with UNMOGIP, taking with them a brand new Twin Otter. There they remain.

Also in 1964, began another continuing UN commitment for ATC. In March of that year, the UN Security Council decided to place a security force in the Mediterranean island of Cyprus, (UNFICYP). To ATC fell the task of positioning and supporting Canada's 900 man contribution to UNFICYP. On March 15th, 1964, and every six months since, "Operation Snowgoose" rotates part of the Canadian contingent. In addition a weekly service flight, by Boeing 707 or Hercules, includes Nicosia on their itinerary, offering logistic support to the force.

Canada's most recent attempt at peace-keeping began in February 1973, when a force of 290 military and civilian personnel was airlifted to Saigon to oversee a shaky cease-fire between still bristling combatants in South Viet Nam. Boeing 707 and Hercules aircraft, again on short notice, positioned the personnel and equipment. Again, the force was regularly re-supplied until its withdrawal in August, 1973. Like the first Viet Nam involvement, this new force was not sent at the request of the UN, but went with the same purpose in mind.

And so, in Kashmir and Cyprus, the fight for peace goes on. So long as Canadians strive for world peace, ATC units will be supporting the United Nations. Per-

haps it was best put by General Tassara, Chief Military Observer with UNMOGIP in Rawalpindi, Pakistan. Upon presenting the United Nations medal to the Air Force Detachment he said "This is the best medal to win; working for peace."

The quest for peace, however, is not the only involvement with the UN. As a relatively rich nation, Canada has many times responded in a humanitarian way, to need arising from disaster, often at the request of the UN. In 1960, for instance, North Stars flew to both Morocco and Chile, when parts of those countries were struck by violent earthquakes. In 1970, 424 Squadron personnel spent nearly a month in Peru, transporting medical supplies and evacuating the injured after a devastating earthquake. Almost yearly, Air Transport Command units have been called upon to bring aid to peoples of the world who have been struck with misfortune and disaster. Members of 436 Squadron for instance, have just returned from Niger, where they carried food to the starving peoples of Central Africa.

In its 25 year history, Air Transport Command has been, and remains ready to travel anywhere in the world to foster peace and well-being for any nation.



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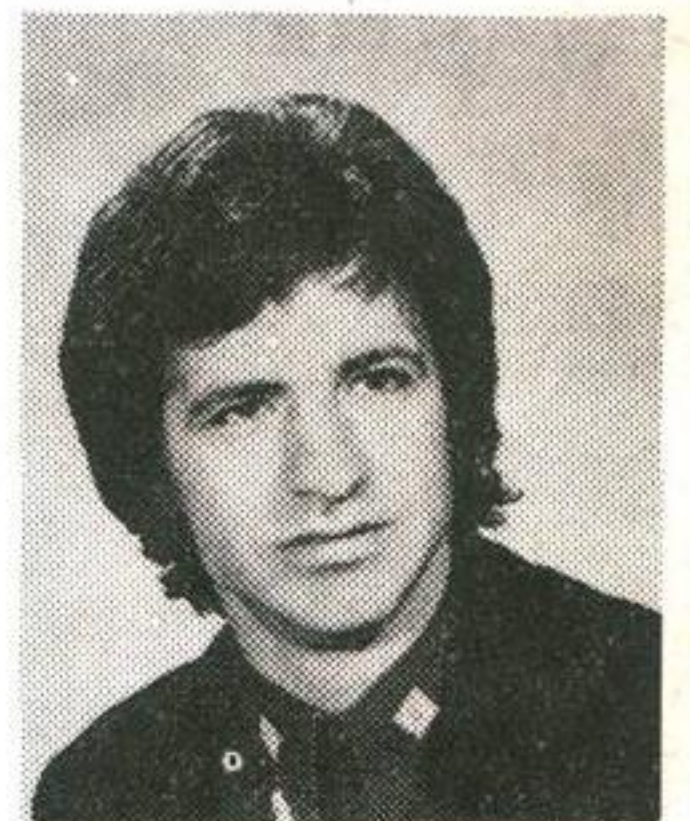
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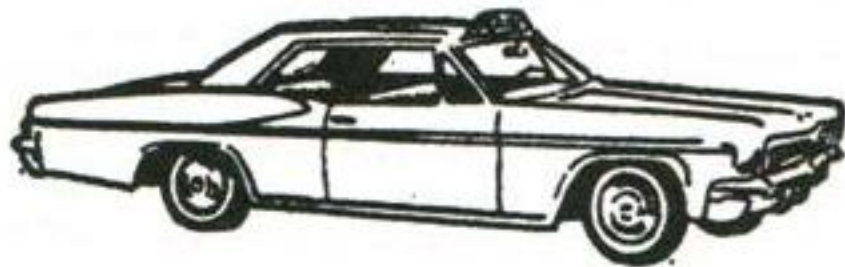
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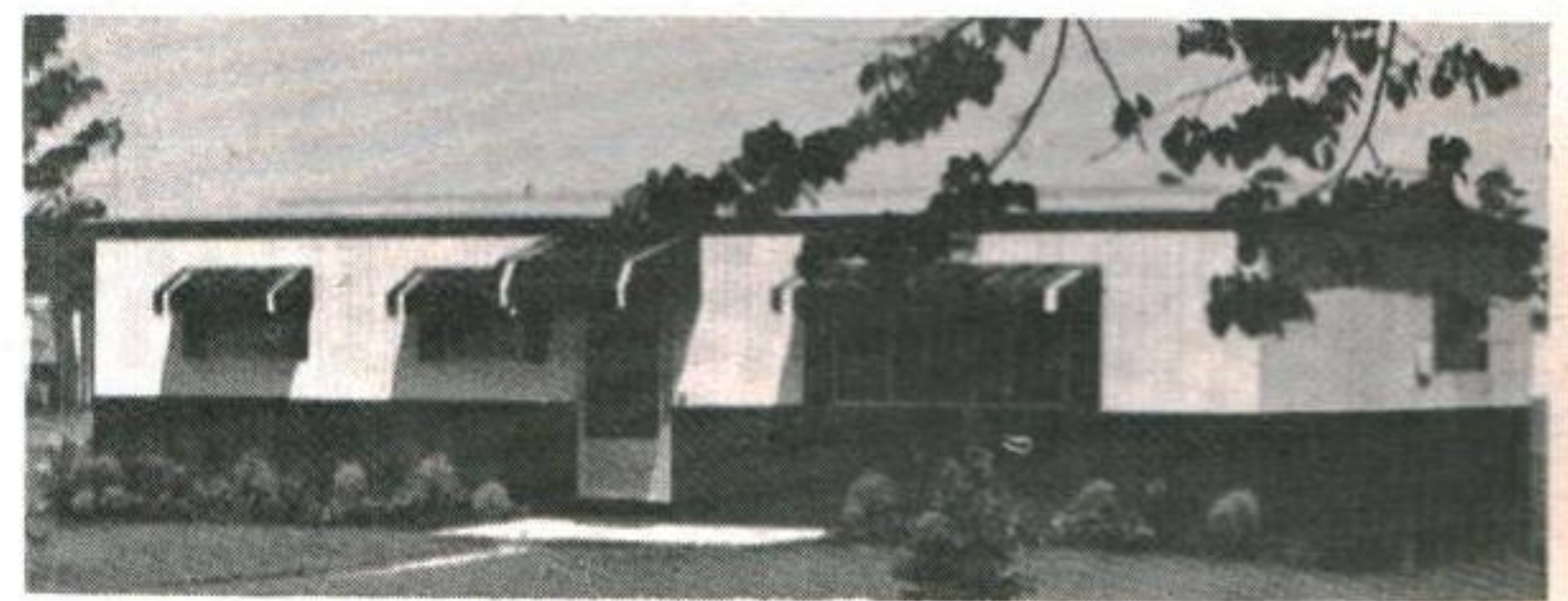
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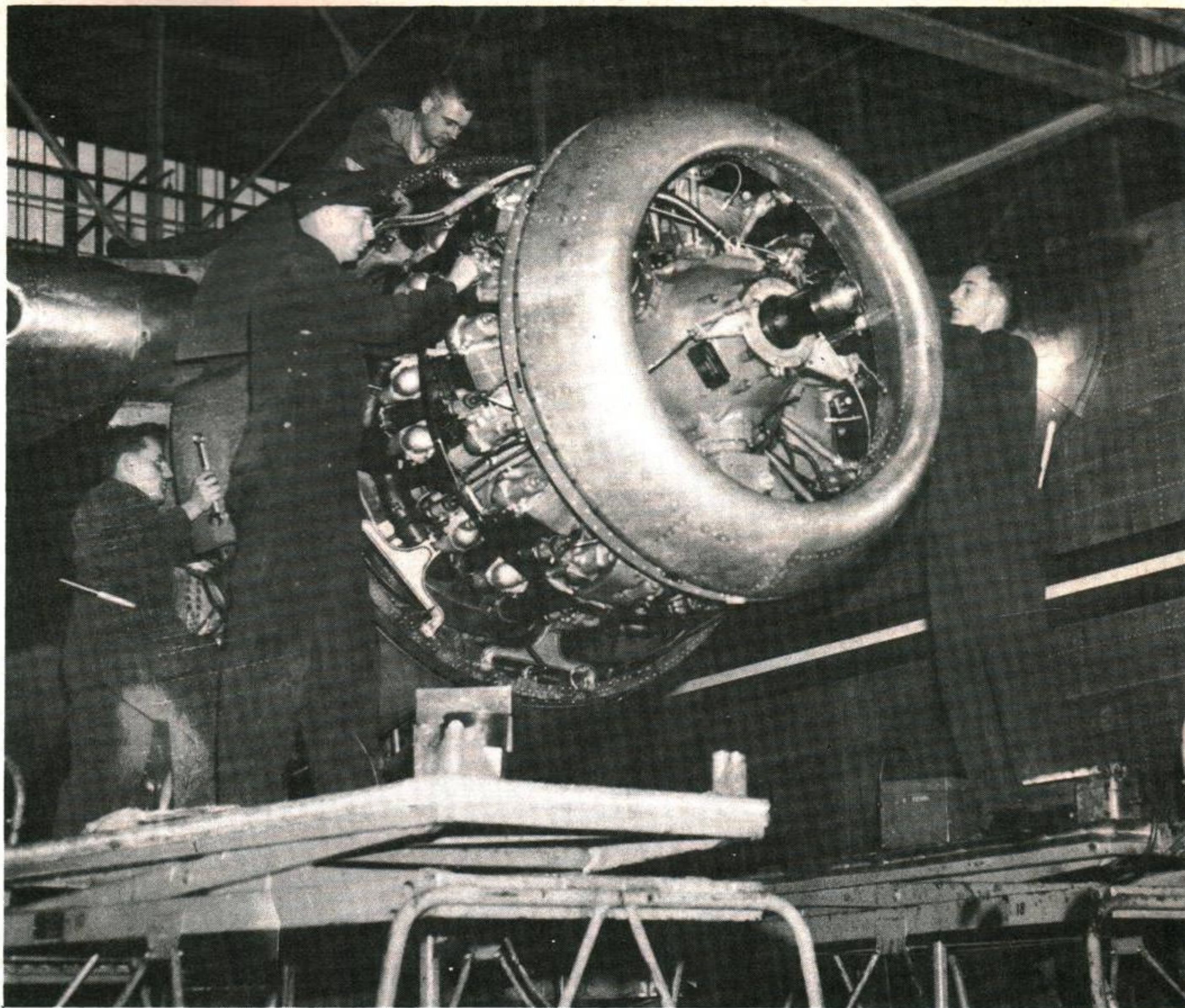
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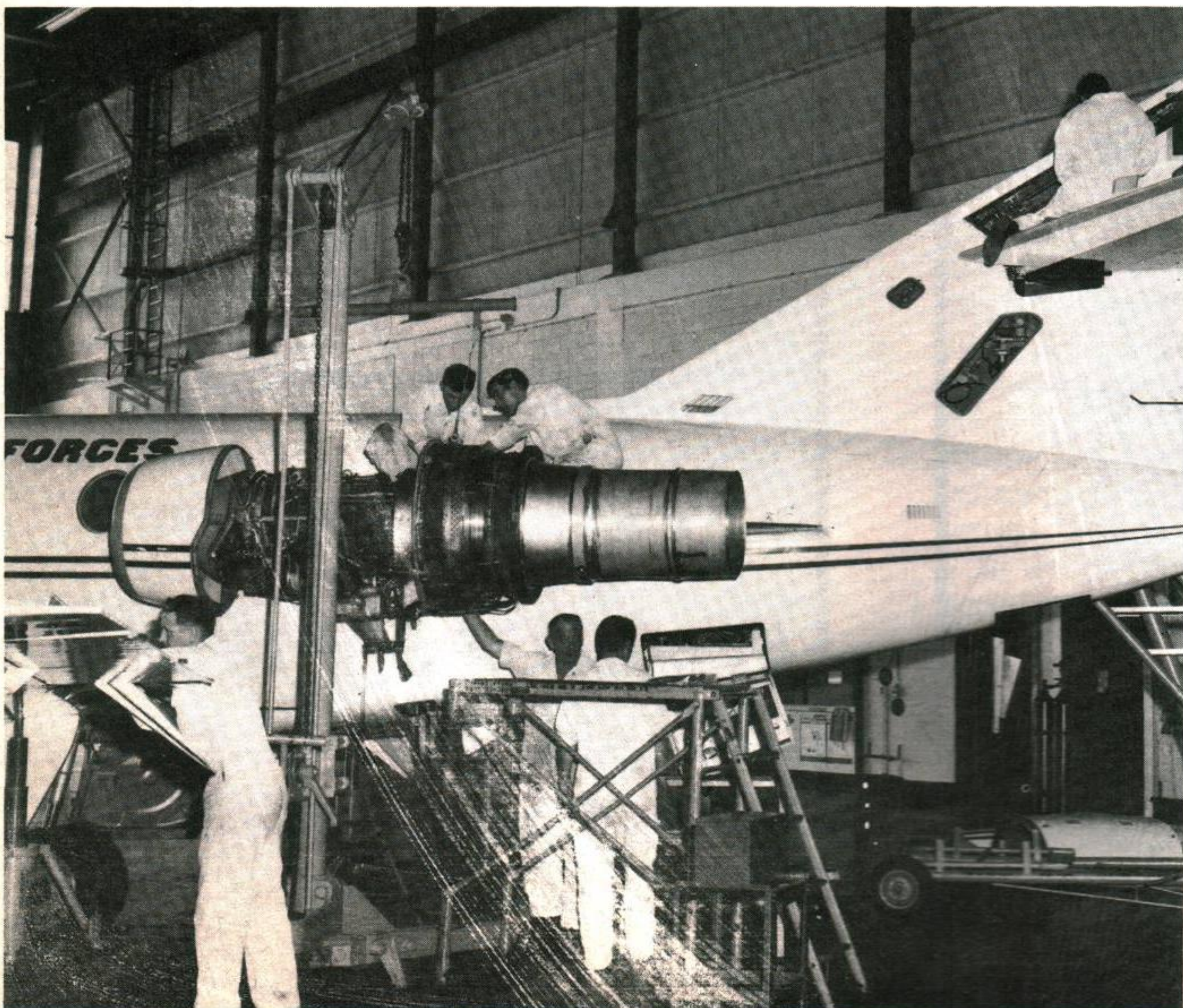
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WEMENDUM**



**ATC's**

**'Indians'**

—by CWO CW Kearsse



The aeronautical engineering history of ATC over the last 25 years has been a close reflection of aviation progress throughout the aircraft industry. Indeed, the day to day operation of our aircraft has provided an invaluable fund of information and experience that has been fed back to the research and development segment of the industry, one of the most significant and unpublicized contributions of ATC.

The Command commenced operations in April 1948 with a collection of obsolescent World War II aircraft; Lancasters, Mitchells, Cansos, Norsemen, etc. Over the years North Star, Comet, C-119, Albatross, Caribou and Yukon aircraft have been acquired and retired. Today, operations are maintained by the Buffalo,



Whether it's carrying out a prop change at 40° below, or . . . . .

CH-113, Twin Otter, Falcon, Cosmopolitan, Hercules and Boeing 707. The aeroplane has evolved, becoming larger, heavier, faster and more efficient, but generally more complicated from a technical viewpoint. The one great advance has been the use of the turbine engine which has reduced the punishing vibration associated with the earlier reciprocating engine and generally simplified maintenance. However, on the other side of the fence has been the increasing complication as simple "controls" have been replaced by "systems", as the bird has grown up. This is reflected by manpower totals; it takes more technical personnel to maintain 12 Hercules

and 5 Boeings at Trenton than a wing of 48 F-86 Sabres used to require during the heyday of the NATO Europe period.

But history is made by people, not machines. ATC commenced with a priceless asset, a complement of officers, NCOs and men who were fully trained and experienced under wartime conditions; people with a "can do" attitude. The first influx of new personnel joined the Service just in time for active service during the Korean war, so again, ATC reaped the benefit of personnel experienced in a combat period. These people have been the backbone of the Command, the "Indians"

. . . . . providing line servicing in sunny Sicily, ATC ground crews have always been there.





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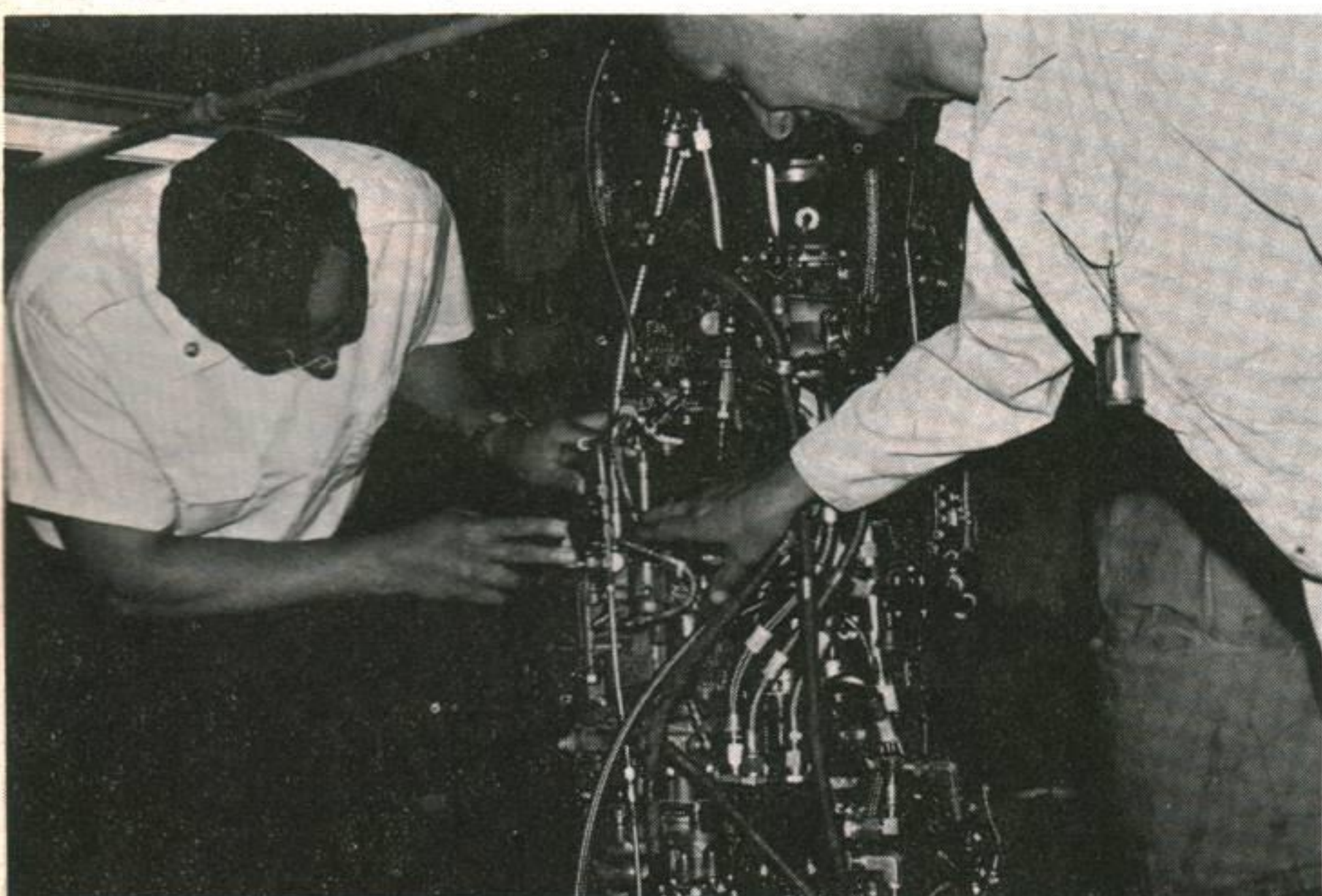
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*Refuelling aircraft of many types may seem like routine work, but the lives of passengers and crews depend on it being done with great care.*



*Systems such as this one from a Labrador helicopter, became more and more complicated with each new aircraft.*

of 1948–1952 and today the engineering officers and senior NCOs at every level of supervision. Succeeding intakes of technicians have been exposed to a distillation of wide experience from their supervisors. The end result is, today, an outfit that functions like a well-oiled machine and gets the job done without fuss.

Of all the technicians required to man the Command, it is paradoxical that the aircraft technicians, the essential backup element to aircraft operations and numerically the largest, is today, as in the past, a rather unknown and faceless group. In earlier times they at least belonged to a squadron and enjoyed an identity with the aircrews. The more efficient “central maintenance” concept has gradually absorbed all technicians into a “factory-like” organization. Indeed, with the 24 hour operation that many ATC units employ, shift work is a general rule and only about one third of the personnel are actually working at any one time. However, aeroplanes just do not operate very long without mechanics. The personal records of maintenance people, like the log books of their aircrew brothers, are the history of ATC, Bardufoss, Thule, Nigeria, Rawalpindi, Darwin, Jamaica, Port Moresby, Inuvik, Lima, Tanzania, Gaza Strip, Belgium Congo, Boxtop, Snow Goose — and the next entry will be wherever the next operation occurs throughout the world. The groundcrew will be there because they ARE ATC, but the ancient drunken ballad is still so apt —



*Air-to-air refuelling brings new problems for ATC technicians, seen here with a 707 refuelling boom.*



*Handling frigid liquid nitrogen is only one of the hazardous jobs regularly carried out by the often forgotten ground crews.*

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# SEARCH AND RESCUE

Prior to World War II, search and rescue in the RCAF was confined to local unit operation in support of very small areas. Between 1942 and 1944 several studies resulted in the formation of a service wide Search and Rescue (SAR) organization.

To carry out SAR operations effectively, the RCAF set up Rescue Co-ordination Centres (RCC) at Halifax, Trenton, Edmonton and Victoria. These RCCs were, and remain, responsible for the co-ordination of all land, air and marine SAR services within Canada. SAR agreements were also concluded with the United States and

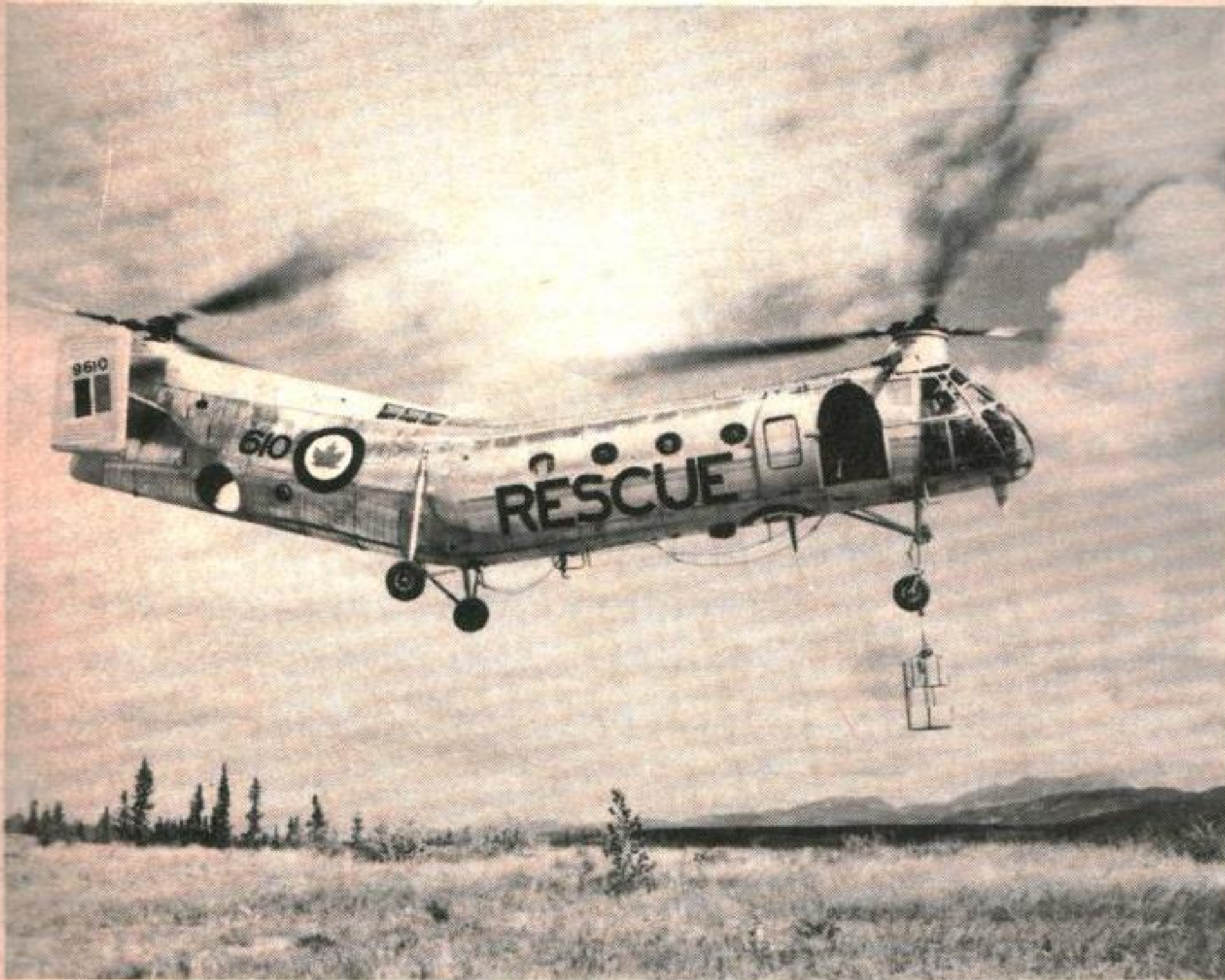


other ICAO, NATO and ASCC countries. In addition to basic search and rescue missions, SAR facilities are often used for "mercy flights" and other tasks of humanitarian nature.

SAR facilities include aircraft, para rescue, ground search parties and the Canadian Coast Guard. During the fifties, Cansos, Dakotas and Otters were used on most SAR missions. By 1961 the venerable but slow

Canso was retired and the Albatross and Caribou had joined the Dakota and Otter. Now, turbo-prop aircraft, the Buffalo and the Twin Otter carry the bulk of the load, with the help of several Labrador helicopters on both coasts.

In addition to these aircraft, RCCs also can call on various other units. For instance, Hercules of 435 and 436 Squadrons have been used, as well as helicopters



*Search and Rescue units have long depended on the versatility of the helicopter to carry out missions where there are few airports. Shown above are the H-21 (retired) and the CH-113 (in use).*

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Both of these seaplanes, the Canso (left) and the Albatross, were responsible for saving many lives.

from Ottawa and Petawawa, Dakotas from Winnipeg and Argus from Maritime Command. At the present time, SAR units include 413 (T & R) Squadron in Summerside, 424 (T & R) Squadron in Trenton, 440 (T & R) Squadron in Edmonton, 442 (T & R) Squadron in Comox and the RCCs in Halifax, Trenton, Edmonton and Victoria.

From time to time, the SAR commitments of the RCAF and CAF have come under fire from the press and others; the record however speaks for itself. In 1972 for instance, 130 aircraft were reported missing. Of these 129 were found. While some missions involve aircraft that are found by means of a "communication search", that is by telephoning airports, radio facilities etc, many require a far more determined effort. Last year for instance, a climber was rescued from Mount Slesse in British Columbia, from a vertical rock face. The rescue was carried out by swinging a man, pendulum style, from a helicopter, to the climber's aid. For missions such as these, the SAR squadrons maintain a constant standby, ready to react to any emergency.

With the introduction of emergency radio transmitters and crash position indicators, many aircraft are being found more quickly, with a resultant saving of life. However, since these aids are still not in as wide use as they should be, there is still plenty of requirement



The Otter, although flown by Auxiliary Squadrons is no longer a part of regular SAR.

for competent search and rescue teams.

In the field of prevention, ATC recently received acclaim from the Canadian Air Owner Pilots Association. For the "defensive flying" program carried out by ATC and SAR units, the CAF received the Associations award for the greatest contribution to Canadian aviation in 1972. The earning of that award points out the ideal of SAR, to prevent the emergency in the first place. In the meantime, the SAR crews of ATC maintain a constant vigil.



Equipped with wheels, skis or floats, the Twin Otter is the newest in ATC's fleet of Search and Rescue aircraft.



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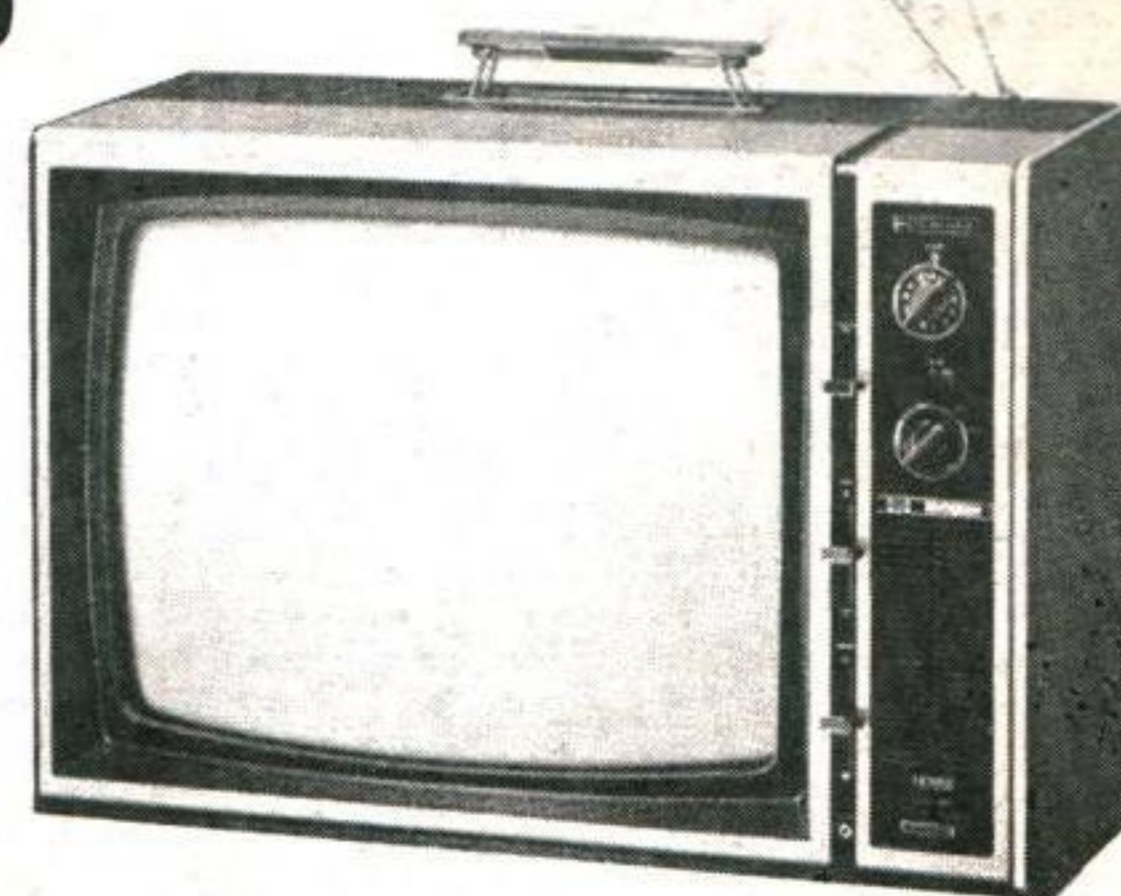
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# MOVE IT!

## and other AMU stories

—by WO JH Bertrand (ATA)

The eight Air Movement Units and Detachments which today form a network of freight and passenger handling across Canada form an integral part of Air Transport Command. In business since the late forties, the AMUs have expanded with the Command, and now operate from modern, well-equipped terminals in Canada's major military airports.

Since it is ATC's principal overseas terminal, 2 AMU at Trenton is probably the best-known to servicemen. The following is a light look at 2 AMU's development over the past 25 years.

No 2 Air Movements became a Unit in 1948 on formation of Air Transport Command. Prior to that date it was called 901 Air Traffic Handling Unit Detachment. Our first Commanding Officer was F/L LB Smith and there were approximately thirty Air Traffic Assistants on staff.

The home of 2 AMU was at Dorval airport in "D" Bay No 6 Hangar, a home which it shared with Goose Bay Detachment and part of 426 Sqn. It is fair to say that the total area occupied by the passenger terminal,

administrative office and cargo warehouse was approximately half the size of our present passenger terminal.

Our unit dealt mostly with Dakota and North Star aircraft, not forgetting the "heavy transport" Canso aircraft which made the regular Ration Run to Goose Bay. AMU Operations, although basically the same as today, were not quite as sophisticated, either as to the personnel or the equipment. In addition to its ground work, 2 AMU was committed to providing 426 Sqn, and later 436 Sqn with "Flying ATAs". These gentlemen are now known under the exotic name of Loadmasters. It was not until 1958 that the flying section was established and, as far as we can recollect, Sgt (now Major) Don Meldrum was the first Loadmaster Leader. From 1948 to 1958 it was not unusual for an Air Traffic Assistant to find himself working at the AMU as a passenger receptionist or an aircraft leader one day and flying the next day. We can recall, not fondly, how our Unit Warrant Officer could extract 140 hours of flying and seven days of line crew work out of one body in one month.

We had two line crews which worked twenty-four on, twenty-four off year round. We had cots at the Unit and box lunches were sent from the mess hall at RCAF Station Lachine. Knowing that experts will write a full



account of ATC's achievements in this anniversary issue, we will not dwell on this subject but say that whatsoever these achievements were, 2 AMU was more often than not part of them. Whether it was the Korean airlift, Leap Frog operations, Northern re-supply, Suez crisis, and I have only scratched the surface, 2 AMU personnel were involved.

In 1952, C-119s, Boxcars, were added to ATC's fleet of aircraft and with the Boxcars came more diversified loads and operations. 2 AMU also acquired more ground equipment, we now had two forklifts, two carts, eighteen wooden pallets, three prybars and one pinchbar. The pinchbar was only used in emergencies, however, such as loading an aircraft engine. The whole operation consisted of digging holes in the floor of the aircraft with the pinchbar and it endeared us to the WO i/c maintenance. We also had contraptions called the Skyloader Kits which we will not attempt to describe. Suspicion was, at the time, that they were sold to the RCAF by someone in the navy. We also had an unlimited supply of half-inch manilla rope and statistics showed that every year we used enough to circle the earth two and a half times. Where it all went remains a mystery as we did not even have a yacht club in those days.

Tie down knots were shown to us by old timers who had learned from retired fakirs during the war. For a while we also tried a hand operated winch called a "Tirfor", short for Tire Fort, which means pull like hell.

*An AMU technician supervises the loading of an aircraft-towing tractor into a Hercules aircraft. Bigger aircraft mean bigger problems for loading personnel.*



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*Moving day, Lachine to Trenton, Aug '59.*

It had been designed by somebody who had been beaten up in the club by Big George Stephenson.

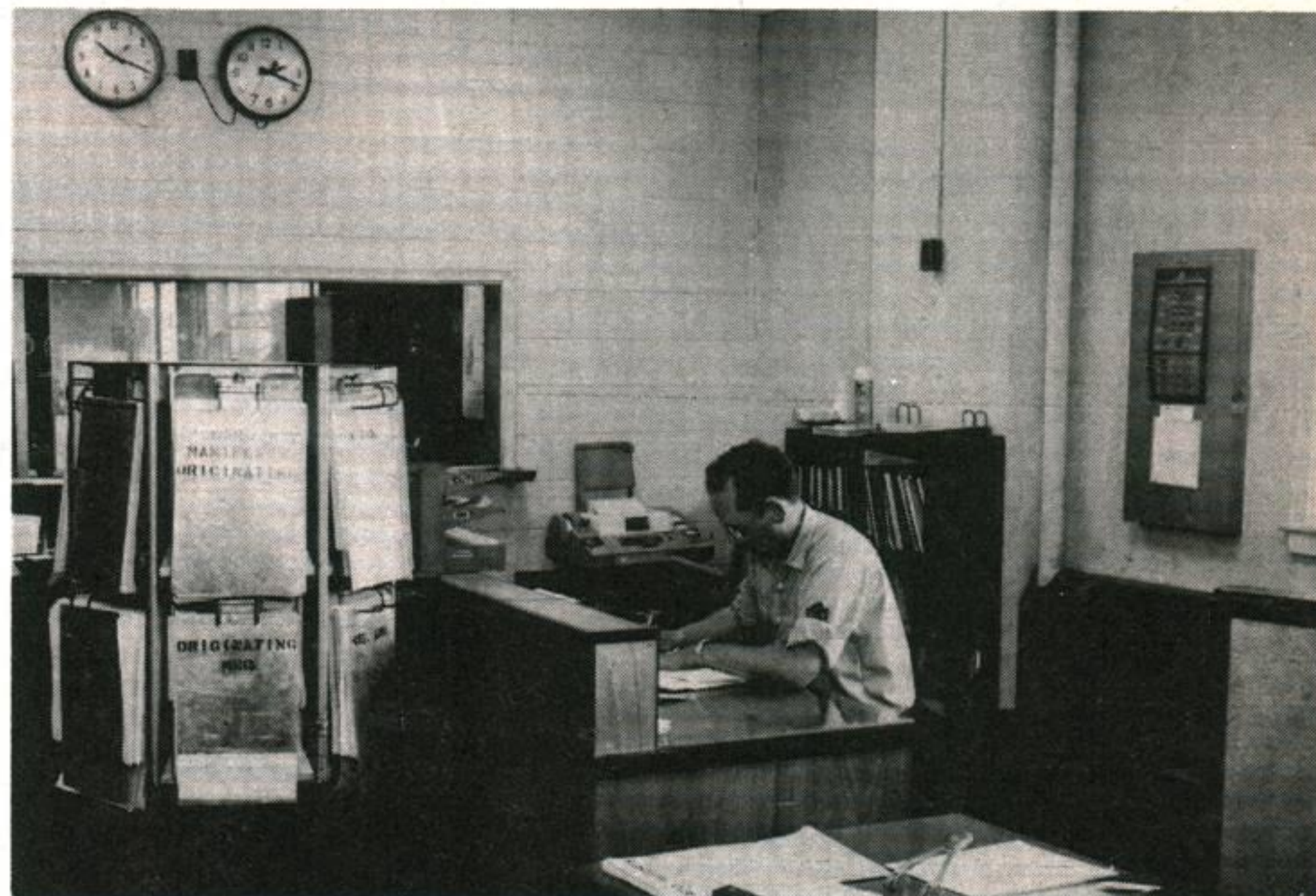
Fleet service for a North Star consisted of twenty-five blankets, one can opener, paper plates, paper cups and two pounds of cotton batten. On a good day you could even get an egg lifter. The scarcity of egg lifters was due to the fact that a lot of people used them for snow shovels. They were designed by Don Meldrum who still holds patent rights on them. In addition, each aircraft carried a wooden food locker, made of one-inch red oak, which weighed 235 lbs empty. Once full, these were loaded on the aircraft with a forklift, except for Norm South who stashed his in the belly compartment. In this locker the ATA would store all the delicacies from the mess hall for a fourteen day round trip to Tokyo. Many are the ex 426 Sqn aircrew who have vivid recollections of mouth watering gourmet meals served to them by Air Traffic Assistants. Names such as Norm



*From bright, modern terminals such as these, AMUs direct the flow of passengers across Canada on regular and special flights.*

South, Lippy Durocher, Ed Grose, Phil Goulet, George Stephenson, etc, will long be remembered in culinary circles.

In 1956, 2 AMU moved into a new terminal, only to see its new locale destroyed shortly afterwards by a spectacular fire which left it and 426 Sqn homeless. For almost a year, our cargo operations carried on in a commercial warehouse on Old Cote de Liesse Road in Dorval and in 1957 we moved again into a new Butler building at the Dorval airport. 2 AMU stayed there until it moved to Trenton in 1959. A small detachment stayed



*At Trenton, 2 AMU's operations are overseen at this desk, adjacent flight planning and aircraft handling offices. This enables close co-operation between Movements personnel and aircraft operators.*

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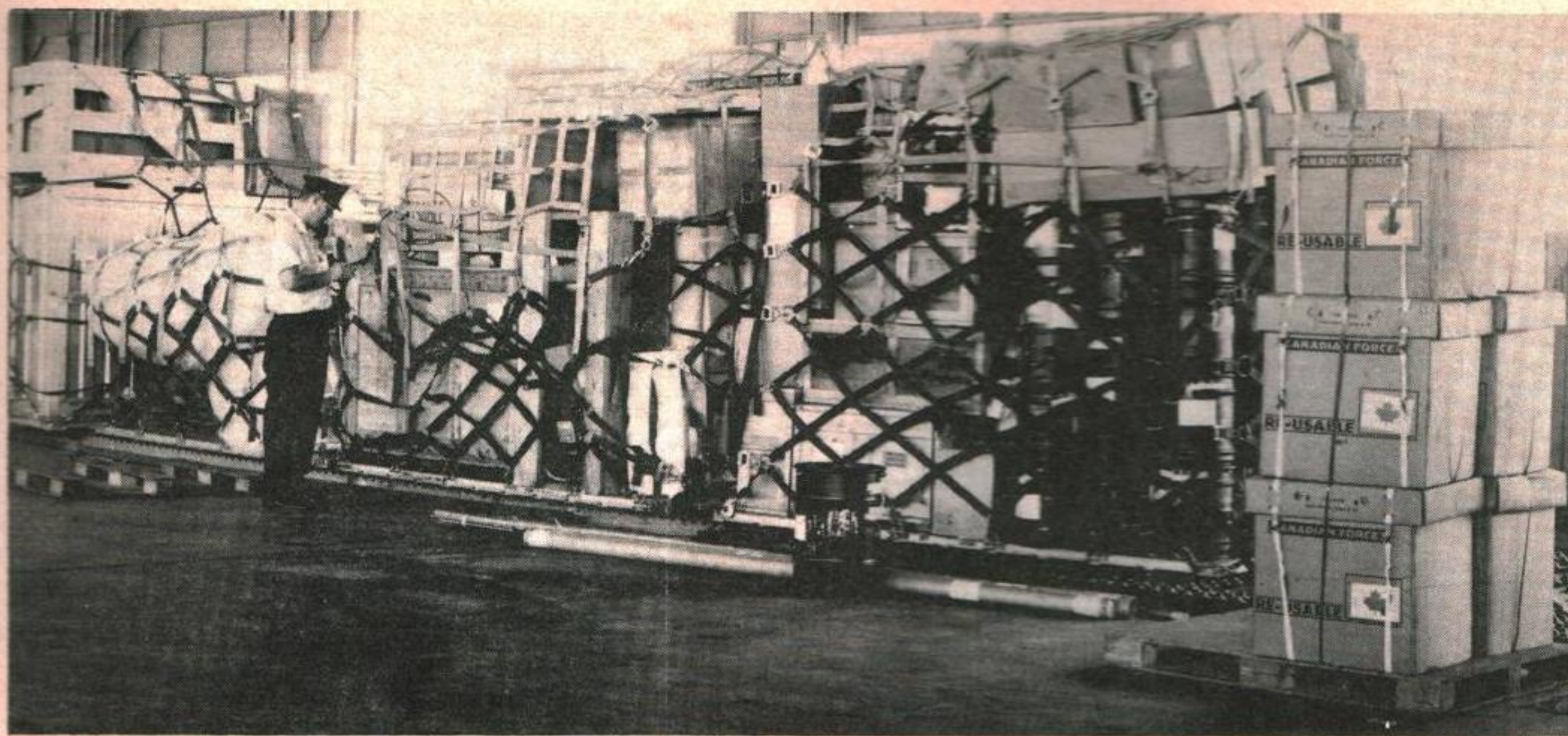
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in Dorval until 1963.

As Air Transport Command grew so did 2 AMU. It is now the largest AMU in Canada in all respects — personnel, equipment, tasking and volume. Last year we processed over 125,000 passengers and more than 20 million pounds of cargo to destinations around the world. Ours is a round-the-clock operation and we now have an establishment of 83 service personnel and 4 civilian personnel seasonally augmented by winter and summer work programmes.

2 AMU has also grown in areas of responsibility which now cover AMU operations, passenger services, cargo services, line crews and MAMS operations. We now occupy most of 4 Hangar which has been renovated to serve as a functional air passenger terminal with modern furniture, and efficient passenger and baggage facilities.

Our cargo terminal consists of numbers 5 and 6 Hangars where shipments are prepared for furtherance to destinations around the world. Our fleet of vehicles has grown in proportion and Traffic Techs have become experts if not professionals at handling sophisticated loading equipment.

We are also called upon to undertake Mobile Air Movements duties in the four corners of the world, wherever ATC has undertaken a commitment. In the past twenty-five years 2 AMU has grown from a belligerent adolescent to a mature adult. A handful of "Air Movers" have shown the way to a group of professional Traffic Techs who are presently proud of past and present achievements. We at 2 AMU look with confidence at the future with the knowledge that whatever challenge ATC may give us, we will rise to it.

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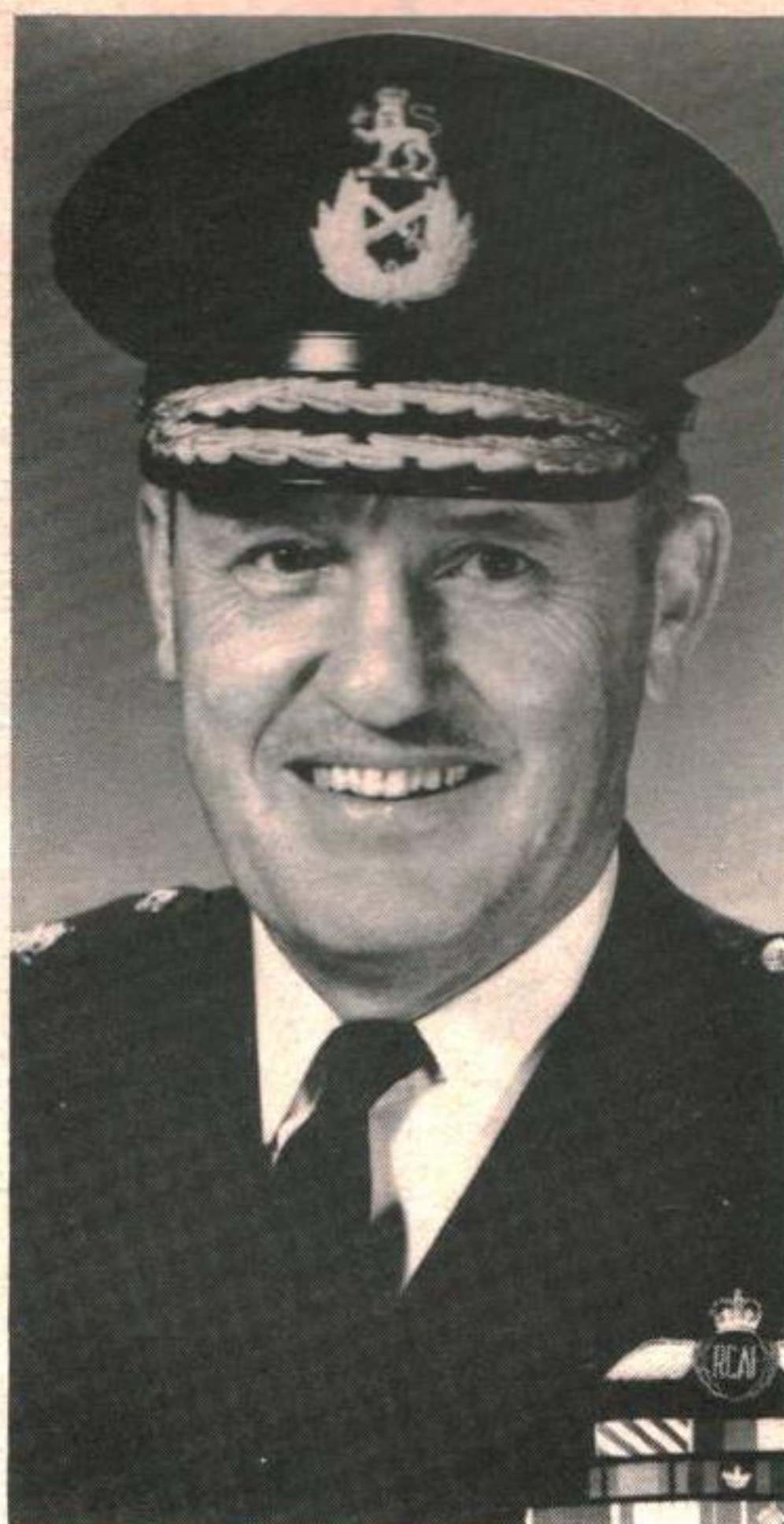


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