

1 FIGHTER WING



THE FIRST YEAR
1951-52

R. C. A. F. NORTH LUFFENHAM
RUTLAND, ENGLAND



MACE BEARER



PIPER

Dedicated in memory of:



30561 F/O J. A. L. Kerr, Wolfes County, P.C.
Killed April 18th, 1952



30489 F/O A. E. Kayner, Medicine Hat, Alberta
Died 22nd April, 1952
Critically injured in air accident



15036 F/O R. J. Conti, Ladysmith, B.C.
Presumed dead. Disappeared over North Sea,
July, 1952



33427 Tac T. A. McNeilly, Lloydminster, Sask.
Killed 23rd July, 1952

We shall always remember.

*Group Captain E. B. Hale, DFC, CD,
Commanding Officer, No. 1 Fighter Wing RCAF
North Luffenham, Rutland.*



GROUP CAPTAIN E. B. HALE, DFC, CD, 38, of Hamilton, Ontario, took over control of Royal Air Force Station, North Luffenham, in Rutlandshire for the RCAF on Nov. 15, 1951. G/C Hale was formerly CO of RCAF Station, Chatham, N.B., Fighter Station, for two years.

A pilot with Imperial Airways on the London-Paris and Southampton-Singapore run prior to World War II, G/C Hale flew Empire Flying Boats. He returned to Canada to enlist in the RCAF in 1939 and was placed on flying instructor's duties. He later served with 116 and 161 Bomber Reconnaissance Squadrons on Canada's East Coast flying Catalina flying boats. In 1943, he took command of 161 Squadron at Dartmouth, N.S., and took over 412 Transport Squadron at Rockcliffe, near Ottawa, Ontario in 1945. In 1949, he was named CO of Chatham.

G/C Hale was educated at Pickering College, Ontario and Colgate University. He is a post-war graduate of the USAF "Air Command and Staff School."

From 1936-38 G/C Hale was owner of "Peninsular Airways," a semi-scheduled and charter flying business at Hamilton, Ontario. At that time he was also President of the Hamilton Aero Club.

G/C Hale recently returned from service in Korea where he completed 23 combat missions as an RCAF exchange pilot with the United States Air Force.

With G/C Hale in the United Kingdom are his wife (the former Dorothy Anne Martin of Kingston, Ontario) and three sons, Michael, age 9, Paul 6, and Robin David who was born at North Luffenham 31st of July this year.

Our purpose here

By G/C E. B. HALE, DFC, CD

IT is a rare, indeed unique, occasion when a unit of the R.C.A.F. is able to mark its first anniversary with the presentation of a Year Book. Formerly, publications of this nature were confined, though not exclusively, to educational and business organisations with the idea of reviewing highlights of the preceding year, while providing at the same time a medium of entertainment.

This book sets out to achieve that dual purpose. Its pages reveal some aspect of our day to day accomplishments from the time this Wing first began to take shape in the autumn of 1951. They trace in picture form a course of events indicative of the varied but orderly pattern we have followed at North Luffenham.

Much has been achieved here, however, which is beyond the scope of this volume to record.

We have advanced from an assemblage of well-trained, highly skilled men a year ago to a strong, compact force today, capable of co-ordinating our individual tasks for the common good of all. Such was our aim at the outset in order that we might qualify as fully fit members of that much broader defensive force—the North Atlantic Treaty Organisation.

As a small but essential segment of the NATO, we are pledged in support of the principles it has set forth. That is the end toward which we must all work and which we must constantly bear in mind. Any weakness at our level will reflect in the overall structure.

Our objective is therefore clear. We must not become lax in the pursuit of individual endeavour. As in the past, we must strive to maintain that high standard of morale which has been so characteristic of 1 Fighter Wing. With these in our favour, and a firm resolve to do the best we can, whatever our job, to that degree will we strengthen the alliance in its efforts to preserve peace.

We can feel assured that our position is secure on these and other points of vital concern to all nations within the NATO framework. As Canadian airmen we have shown consistently what we realise and appreciate to the fullest our great responsibilities. Not only by the manner in which we have shouldered the obligations entrusted to our charge by the people of Canada, but also by the way we have carried forth our commitments in the cause of collective security which is the ultimate goal of the NATO.

The record of this Wing over the last year has been both gratifying and encouraging. It has been due to the skill and energy of the men of all ranks working together in mutual agreement and understanding. By concentrated effort not only has a reputable standard of aircraft maintenance and flying proficiency been acquired, but, put to other tasks, the same skills have resulted in the development of baseball and basketball teams, the formation of a Pipe and Drum Band, the organisation of numerous clubs and the creation of a station newspaper. All of these activities, engaged in freely and conscientiously, point to a well-functioning establishment, one which cannot but stand the test should it be called upon in time of need.

Much of the credit for our success can be attributed to the officers and airmen of the Royal Air Force at North Luffenham with whom we of the RCAF have had such close association, and who have rendered invaluable assistance and guidance during our stay here.

Our past achievements augur well for the future. Let us continue to display the same high calibre of workmanship, the same amount of diligence and co-operative spirit and we shall not fail to live up to the traditions of over a quarter century's standing. And more than that, we shall have thereby declared our intention to fulfill our obligations under the NATO pact.



History of the Wing

NORTH LUFFENHAM

RAF Station, North Luffenham, was opened in January 1941, the first unit operating from the airfield being No. 17 Elementary Flying Training School under the command of Wing Commander J. B. Stockbridge.

In July of that year, the station was transferred to Bomber Command and two heavy bomber squadrons, Nos. 61 and 144, took up their stations here. Apart from raids on industrial Germany, the aircraft of these squadrons were also engaged on mine-laying operations in enemy-controlled waters.

The station was transferred to No. 92 Group of the RAF in April, 1942, and No. 29 Operational Training Unit began training aircrews for bombing operations. A little over a year later the airfield was temporarily closed for runway construction.

The next unit to occupy the airfield was the Air Support Division, Substitution Unit, of the 9th Group of the United States Air Force which remained here until February 1944, when North Luffenham once more returned to the RAF, this time coming under Flying Training Command for a short period during which a Heavy Glider Conversion Unit was established.

In November, 1944, the station was transferred to No. 7 Group, a training group of Bomber Command, under which administration it remained until the end of the war. Here crews went through the last stage of their training in four-engined bombers. When the training base closed down at the end of August, 1945, North Luffenham continued its work as a station in No. 7 Group. Until early in 1951 Transport Command RAF operated an Operational Conversion Unit at North Luffenham, flying Dakota and Valetta transport aircraft. In March, Training Command took over and operated a Refresher Flying Unit at North Luffenham, for the special job of training RAF Volunteer Reservists on jet aircraft and operated Harvards, Spitfire 22's, Vampires and Meteors.

In September No. 1 Fighter Wing of the Royal Canadian Air Force moved in its advance party and began preparing for the eventual handover of the station to Canadian control as the first Canadian Air Force Station in Britain since June, 1946 (when the last of the many RCAF UK bases was handed back to the RAF). On the 1st of November, No. 1 RCAF Fighter Wing was officially formed at North Luffenham with G/C E. B. Hale, DFC, of Hamilton, Ontario, as Commanding Officer. RAF Training Command still operated its training programme at North Luffenham until mid-November. On the 15th November North Luffenham was officially handed over to the RCAF.

LA Station de la RAF, située à North Luffenham, fut ouverte en Janvier 1941. L'école élémentaire de vol No. 17 commença à y opérer sous le commandement du W/C J. B. Stockbridge.

En juillet de la même année, la station fut transférée au "Bomber Command" et les escadrilles 61 et 144 y prirent place. En plus de raids sur l'Allemagne industrielle, les avions de ces deux escadrilles furent aussi engagés à déposer des champs de mines dans les eaux sous contrôle ennemi.

La station fut transférée au Groupe 92 de la RAF et le "29 Operational Training Unit" commença à entraîner des équipages de bombardiers. Après un peu plus d'un an, l'aéroport fut temporairement fermé durant la construction de nouvelles pistes.

Ensuite l'aérodrome fut occupé par une Division du Support Aérien: le Groupe 9 de L'Aviation Américaine. Ils y demeurèrent jusqu'en Février 1944 lorsque North Luffenham fut de nouveau retourné à la RAF, cette fois sous le "Flying Training Command" pour la période durant laquelle on donna des cours sur des planeurs lourds.

En November 1944, la station fut transférée au Groupe 7, un groupe de entraînement sur bombardiers qui, y demeura, jusqu'à la fin de la guerre. Ici les équipages complétaient leurs cours sur des bombardiers à quatre moteurs. Quand la base d'entraînement ferma à la fin d'août, North Luffenham continua son travail sous le Groupe 7. De bonne heure en 1951, le "Transport Command" de la RAF entraîna des pilotes sur des Dakotas et des Valettas. En Mars, le "Training Command" prit charge et commença à entraîner d'anciens pilotes de la Réserve sur des avions à jet. On avait des Harvards, Spitfires 22, Vampires et des Meteors.

Et en Septembre un Groupe du "No. 1 Fighter Wing" de la RCAF arriva et commença à préparer la base pour éventuellement tomber sous un contrôle Canadien comme étant la première station Canadienne en Angleterre depuis Juin 1946 (quand la dernière de plusieurs bases Canadiennes en Angleterre fut retournée à la RAF). Le premier Novembre, "No. 1 Fighter Wing" fut officiellement formé à North Luffenham sous le commandement du Group Captain E. B. Hale, DFC, d'Hamilton, Ontario. La RAF continua encore son programme d'entraînement jusqu'à la mi-Novembre, et le 15 Novembre, North Luffenham fut officiellement remis entre les mains de L'Aviation Canadienne.

The Executive



G/C E. B. Hale,
DFC, CD
Commanding Officer



W/C T. H. Spear
Chief Administration
Officer



W/C T. A. Spruston,
MBE
Chief Technical
Officer



W/C R. T. P.
Davidson, DFC, CD
Chief Operations



W/C L. G. Schwab, DFC
RAF, Liaison Officer



S/L D. Warren
Officer Commanding
410 Squadron



S/L C. Bricker
Officer Commanding
439 Squadron



S/L A. R. Mackenzie,
DFC
Officer Commanding
441 Squadron



Wing Parade



RCAF Pipe Band at North Luffenham



Administration Building and Main Gate



Reception by Stamford Officials

Transfer of Station

NOVEMBER 1951



The new C/O
is congratulated



The signing of the transfer



Defence Minister
Claxton chats
with F/O McInnis
and F/O Chal-
mers



Mr. D. Wilgress
inspecting the
Guard of Honour



RCAF Guard of Honour at Grosvenor House with Princess Elizabeth, upon her return from Canada



The Honour Guard present at the reception for Princess at Grosvenor House



S/L T. Bain, DFC



F/O B. D. Murchie



Chief of Air Staff, Air Marshal W. A. Curtis, CB, MBE, DSC, ED, CCD, discusses food with LAC Bowl and, Airmen's Mess, Sept. 5th, 1952

Mr. L. B. Pearson, Minister of External Affairs buys his copy of "Talepipe" at the "At Home" Day





*Saint
Thomas
More
Chapel*

A YEAR has elapsed since our first contingent of Canadian airmen came to this country; they were soon to be followed by our three squadrons.

With a magic touch of pioneering spirit God's devoted sons of the North were soon transforming a modest building into a House of God.

Officers and men, wives and children came to pay their respects to their Lord and Master by attending Holy Mass on Sundays . . . they came to rejoice at the baptism of their children . . . they came to pay their final respects to their fellow-airmen who will return no more to the shores of their beloved homeland.

Yes, indeed, after months of planning and work, an empty hut has become a church; its atmosphere has grown on us all.

St. Thomas More chapel is now indeed the Catholic Centre of Little Canada, where one can always find a peaceful atmosphere conducive to meditation and prayer.

Jean-Paul Davignon S/L

LE plus précieux héritage que nos pères nous ont transmis, est sans doute leur Foi profonde en Dieu.

C'était là, leur soutien dans le rude travail des premiers défrichements de la terre canadienne.

Il en sera ainsi pour leurs petits-fils d'une autre époque, loins de leurs foyers, en service commandé, pour la cause des Nations-Unies.

Dès leur arrivée, ils ont voulu se joindre spontanément aux autres, pour transformer une modeste hutte en Maison de Dieu, où ils iront trouver le réconfort spirituel si nécessaire à leur vie de tous les jours.

C'est ainsi que, grâce à tous, nous avons maintenant à North Luffenham, la chapelle St. Thomas More.

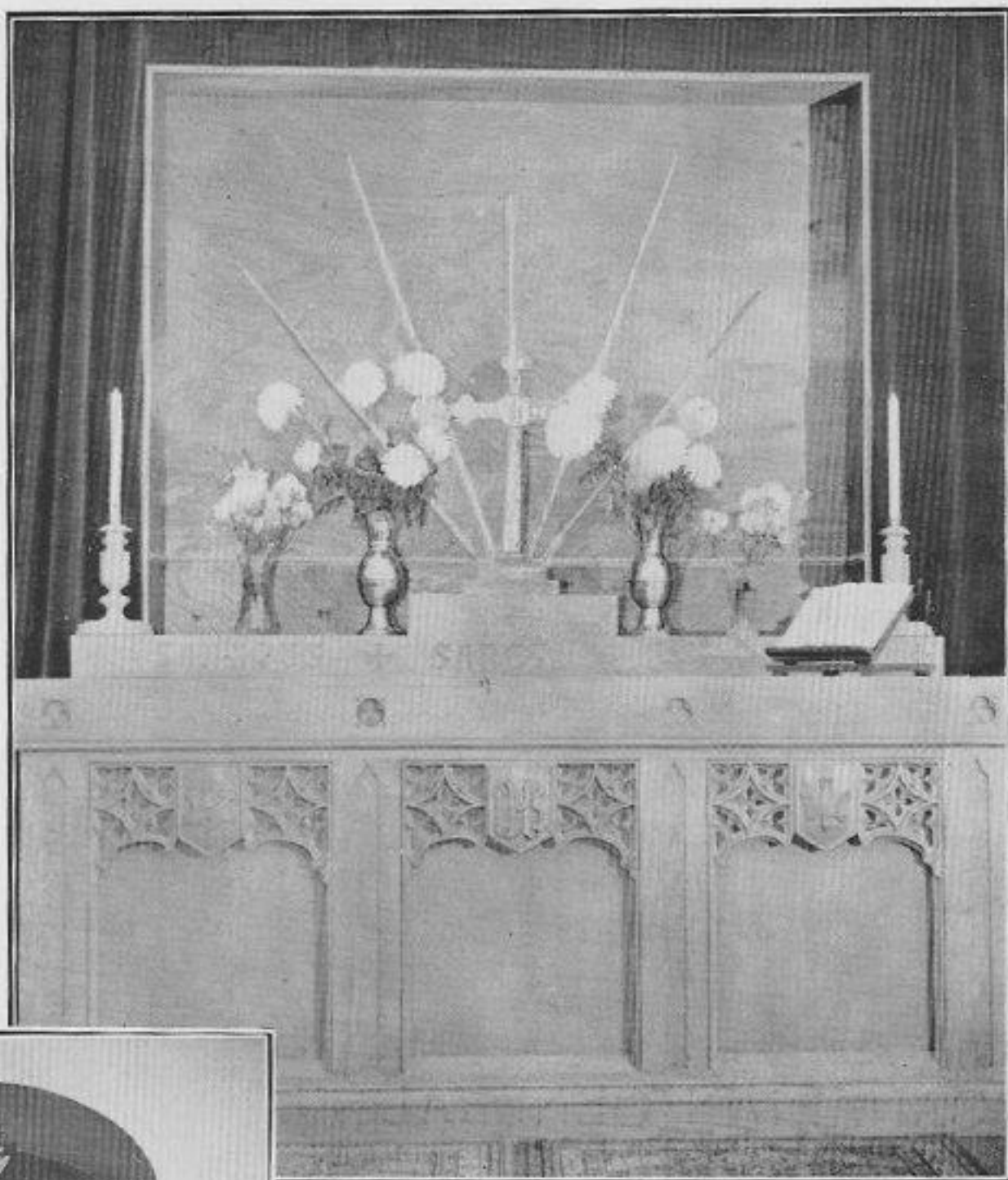
Une fois de plus les paroles de l' "O CANADA" ont une valeur d'actualité

"ET TA VALEUR, DE FOI TREMPEE
PROTEGERA NOS FOYERS ET NOS DROITS."

Jean-Paul Davignon S/L



*Protestant
Chapel*



“ Among my Souvenirs ”

WE like something tangible to bring to vivid recollection, the great and enduring things of yesteryear. This excellent and comprehensive Anniversary Volume is the answer to this demand, and the occasion of the First Anniversary of 1 Fighter Wing is thus fittingly and permanently commemorated. There will be pleasure in scanning its pages, in bringing to mind associations and experiences of the year spent by personnel in the United Kingdom, for retrospection like anticipation, can be a delightful pursuit.

All who have made this Year Book possible are to be congratulated, for it will be treasured, as it occupies a commanding place of honour, “ Among my Souvenirs.”

F/L A. T. Littlewood



Canadair
LIMITED • MONTREAL

AND

CANADIAN GENERAL ELECTRIC COMPANY
LIMITED

Join together in offering their heartiest good wishes on the occasion of the First Anniversary of No. 1 Fighter Wing at North Luffenham, Rutland, England. It has been an honour and a pleasure to be of service to the Wing during this past year and we look forward to the continuance of our association in the time to come

CONGRATULATIONS



We are glad to have you with us :



MR. V. E. CASWELL, former Squadron/Leader of Toronto, Ontario, has been the Canadian General Electric Representative at the North Luffenham Base, since its inauguration. His Air Force background has fitted him admirably to fulfill his assignment here.



MR. H. W. MATHESON, of Montreal, Quebec, Canadair Representative at the Base until the end of August, 1952. He came over with the first contingent (410 Squadron) on the aircraft carrier "Magnificent" and remained to see the formation of the full Wing.



MR. GORDON G. ELDRIDGE, of Montreal, Quebec, Canadair Representative, who took over from Mr. Matheson. He was here during the early days between December, 1951, and December, 1952, on special assignment.

THE Wing is grateful to these men for their untiring efforts and splendid co-operation throughout their association with us.



Sabre having major overhaul by "Bristol"

THE Bristol Aeroplane Company Ltd. offers congratulations to No. 1 Fighter Wing, Royal Canadian Air Force, on the completion of its first year as an operational formation based in the United Kingdom.

In recent years, the Company has followed a policy of progressive expansion of its Canadian interests and it is a particularly happy arrangement, therefore, that "Bristol" should be responsible for the repair and overhaul of all the Canadair Sabres now in the country.

Negotiations between the Company and Canadair Ltd. regarding overhaul arrangements had begun some months before the first RCAF Sabres arrived in England in November, 1951. The first approach had been made in August of that year by, appropriately, an old friend of "Bristol," Mr. Tim Sims, who piloted Bristol Freighter G-AGVC on its 41,000 miles demonstration tour through North and South America in 1946.

To acquire the necessary technical background a team of "Bristol" engineers and technicians was sent to the Canadair plant at Montreal towards the end of 1951. They were joined by the Company's Assistant Chief Test Pilot, who happened to be in Canada at that time.

From the first moment of contact between personnel of the two organisations, it was clear that there was an admirable spirit of co-operation on both sides—a cordial relationship which has been maintained ever since and has greatly facilitated progress of the overhaul scheme.

In North Luffenham's early days as an RCAF base, the volume of work was comparatively light, but it was clear that as further squadrons arrived and the wing approached its complete establishment, the demands on the Bristol service organisation would be considerably increased.

Work was divided into two categories—repairs which could be handled on site, and extensive overhauls which, it was decided, would be handled at the Filton headquarters of the Company.

As the first preparatory step, a Sabre aircraft was sent to Filton for examination by servicing personnel, shortly after the first squadron's arrival at North Luffenham. A little later, two "Bristol" test pilots went to North Luffenham to take a jet conversion course.

The first aircraft to be serviced was accepted on March 10th by the team of Bristol technicians at the North Luffenham base, and within fifteen days was once again airworthy. Since then, work on site and at Filton has increased steadily, ranging from minor to extensive repairs.

The major overhaul period for Sabre aircraft in this country has yet to be decided. When it is settled, a regular flow of work may be expected. The Bristol Company is well equipped for the task. The supply of spares from the matériel base at Langar is prompt and comprehensive, and a large stock ranging from small parts to major components has been established near Bristol, under the supervision of a RCAF Supplies Officer. In addition, a Canadair representative is stationed permanently at Filton.

The Company is, of course, also responsible for the overhaul of the Sabres' J47 engines. Planning and shop layout is proceeding in the Engine Division and deliveries of engines for overhaul are expected to begin in the spring of 1953.

The Company sincerely appreciates the honour of this association with the Royal Canadian Air Force, and is determined to maintain the "Bristol" reputation for prompt and efficient attention to the operational needs of the Service.



The Royal Air Force Liaison Staff and the Overseas Ferry Unit, North Luffenham, congratulate you, No. 1 Fighter Wing, on your First Anniversary. W/C L. G. Schwab, Commander and Senior Liaison Officer



Air Ministry Works Dept. Employees wish No. 1 Fighter Wing a Happy Anniversary



Ex-421 (F) Squadron members at North Luffenham

A Tribute to 421 Squadron

421 (RED INDIAN) SQUADRON was re-formed in late 1949 at Chatham, New Brunswick, with Wing Commander R. T. P. Davidson of Vancouver as Officer Commanding. In early January, 1951 the squadron was transferred to England, the first Canadian squadron to be based in the UK since World War II.

It set up operations at Royal Air Force Station, Odiham, Hants in an outlying dispersal, and within two weeks squadron aircraft (16 Vampire Mk V's and 2 Meteors) were airborne. The squadron did many group and wing sorties including combined operational tactics with the American Air Force and Royal Navy during its stay at Odiham. An enviable record in serviceability and flying hours was attained there due to the grand leadership of W/C Davidson. On one particular operation, 421 was the only squadron of the Odiham Wing to achieve the 100% serviceability mark. Another proud occasion for all personnel was a record-breaking month of flying hours (a post war record of accumulated flying time by aircraft for the unit).

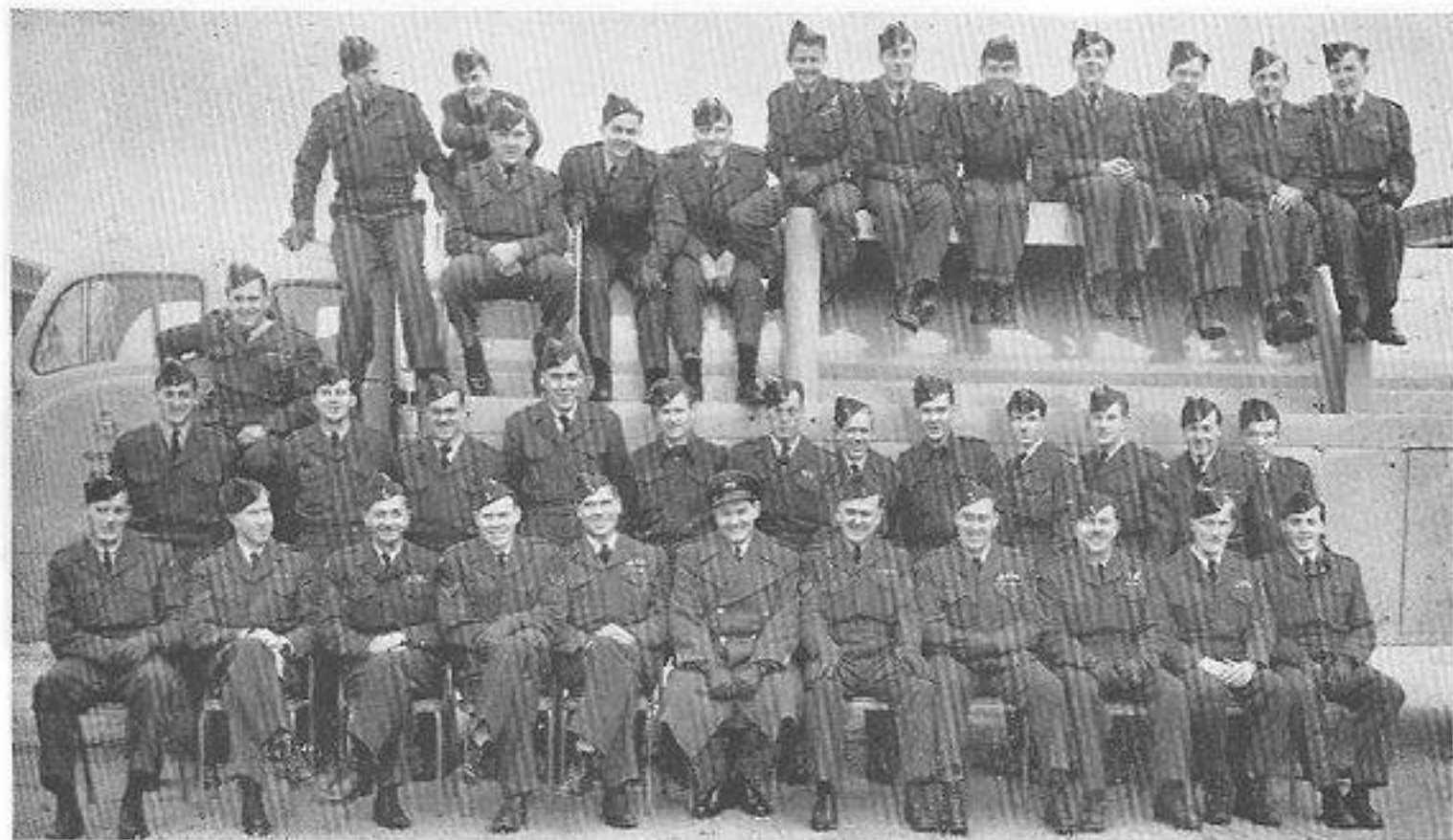
In November of 1951 the squadron's tour of operations was concluded and the Red Indians were repatriated to Canada, to be based at Bagotville,

Quebec. Over forty members, including W/C Davidson and F/L A. T. Littlewood, of Toronto, Protestant Chaplain, volunteered to remain for an additional year's tour in the UK, and were posted to 1 Fighter Wing. W/C Davidson was appointed Chief Operations Officer for the new Canadian Wing at North Luffenham, and the airmen personnel were transferred to 410 Squadron.

While serving at Odiham, nine members of 421 married English brides and all are now living in the vicinity of North Luffenham. On the occasion of CAS's first visit, the Red Indian Squadron was congratulated by A/M Curtis on its brilliant showing at Odiham, and again when the CAS visited North Luffenham a second time, mention was made of the "familiar faces from 421 Squadron."

At present W/C Davidson is on exchange duties with the USAF in Korea. Many ex-421 Squadron personnel who returned to Canada on expiration of the squadron's tour in this country have now returned with the Red Indians to their new base at 2 Fighter Wing, Gros Tenquin, France. All in all, 421 Squadron based at Odiham, Hampshire was a grand outfit.

Sgt. T. W. Scott



Mobile Equipment Section

By LAC J. R. O'Connor

THROUGH the years man has sought a faster and safer mode of land transport. The earliest men were dependent entirely on their own feet for travel until some time near the dawn of history when the horse was domesticated, and for the time being man's needs were satisfied. But as the centuries passed new lands and frontiers were explored and opened. Horse-drawn vehicles were proving inadequate at the time the steam engine was developed and mass travel on wheels became a reality. For a while Dobbin still held his own despite the advent of the iron horse.

It was not until the latter part of the 19th century that the internal combustion engine was introduced which in its present form has today become an essential almost indispensable part of our way of life. The horse has been all but left by the wayside—another milestone in the history of man's progress from the earliest times.

Modern motor transport is the ultimate in fast, economical road service. It enables us to enjoy pleasure trips to far-distant places, while commercially it is with us at every turn. Most everything we use in daily life has at one time or another been transported by a motor vehicle.

Our Air Force has found this means of transportation of the greatest importance in efficient, year round operations. Mobile Equipment Sections are performing an active role in the largest and smallest of the RCAF units throughout Canada and overseas. We here in the ME Section at North Luffenham are not only proud to be part of 1 Fighter Wing, but also proud of the part we play in its day to day work.

In the year since its establishment here, the ME Section, which at various stages utilized an assortment of Canadian, British and American Air Force vehicles, now uses equipment that is with few exceptions of Canadian manufacture.

What was once a strange land to us has now become as familiar as any part of Canada. Cities and towns that were once but names on a map seem no different than Toronto, Montreal, Vancouver or Winnipeg. During the 12-month period at North Luffenham the total mileage rolled up by our vehicles reached the $\frac{3}{4}$ million mark.

Like many other sections, ME personnel on arrival in this country encountered conditions which meant a revision of all we had learned about driving. Our reflexes were trained for driving on the right hand side of the road. In many cases it proved difficult to effect a change over to driving on the left. New laws, rules and regulations had to be studied, learned and obeyed. Many of these seemed awkward and unnecessary at first, but as time passed their values were realized. Many unforeseen handicaps were anticipated and overcome. Men who were qualified to drive certain equipment in Canada found it necessary to be "checked out" again in order to ensure they were capable to operate a similar vehicle under English road conditions.

However, the transition period was soon completed, and we are confident our responsibilities have been carried out to the satisfaction of all sections and squadrons in regard to their requirements for ME services. We are sure no one will find fault with us if we say we have put forth every effort to do a good job and to keep the wheels of 1 Fighter Wing's progress rolling. The primary aim has been to keep our aircraft flying. Extra hours and harder work were to be expected and we have endeavoured to accept our share of the burden by making use of every means at our disposal.

On looking over our progress for the year, we of the Mobile Equipment Section note with pride our participation in the overall program of the Wing. Realizing we have not been alone in this great task we take this opportunity to thank all other sections whose efforts have helped us achieve success.



Medical Attention with charm



C/O's Parade Wednesday



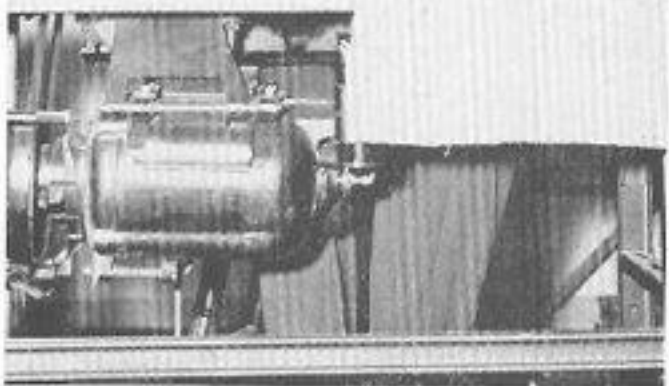
Passing the Driver's Test (screwdriver)



Sure way of getting your Wings



Contacting the Moon



Always in "stitches"



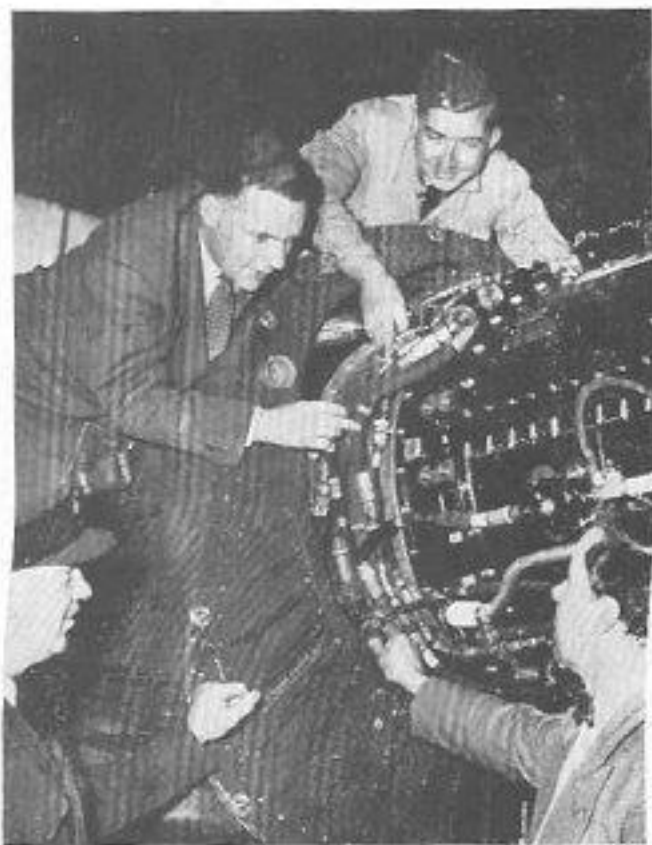
Flying a desk



Good to the last drop



S/L T. Byrne checking fusilage with
NCO's



Canadair and Canadian General Electric
Representatives studying modifications



Routine Maintenance



Armament Specialists



Testing

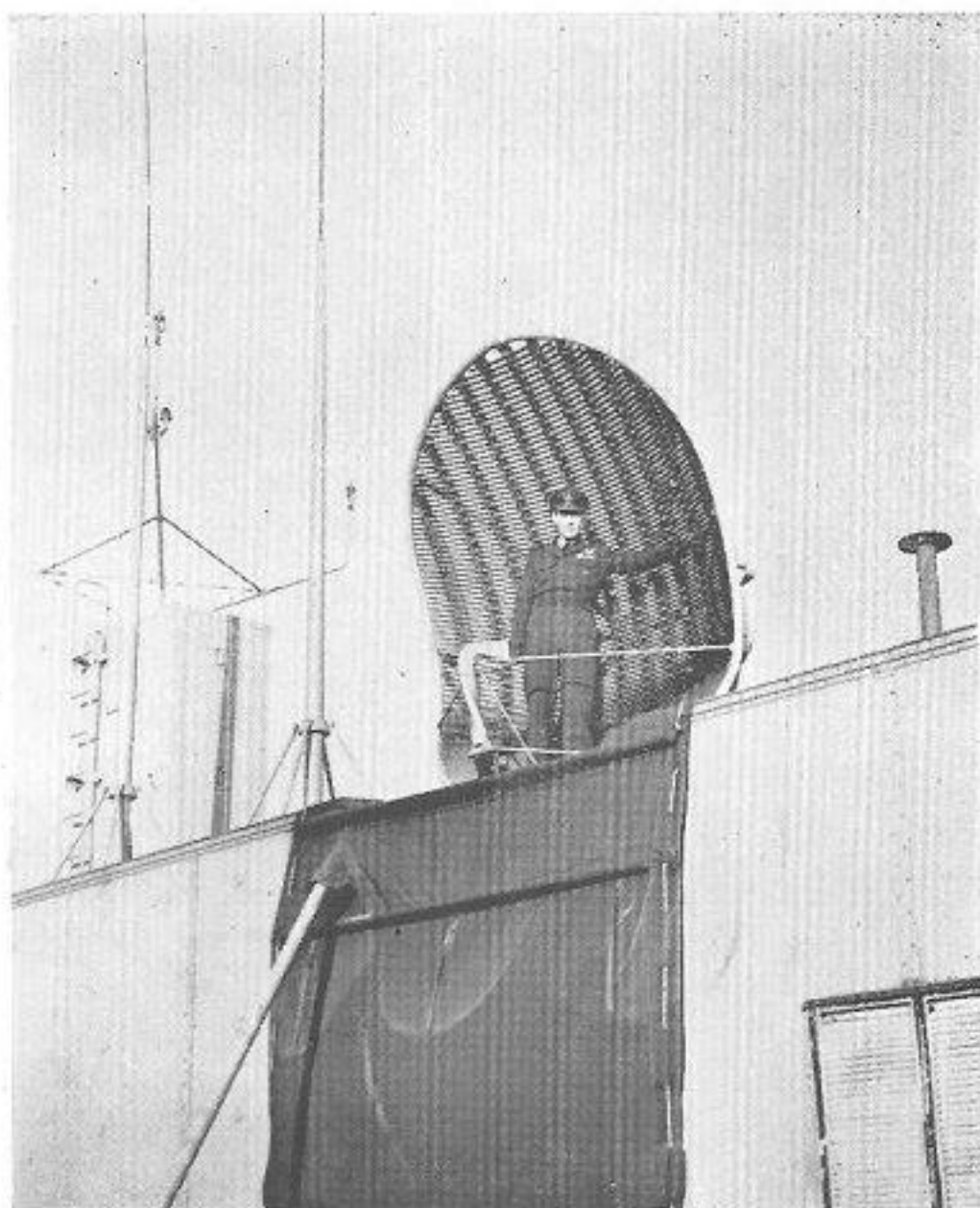


426 Squadron



Control Tower

Ground Control Approach



GCA Section

Ground Controlled Approach, better known to most people as G.C.A., is an adverse weather, radar landing aid for aircraft, controlled from the ground. Developed extensively since the end of World War II., this landing aid has been proven far superior to all other types previously used by pilots since man decided to sprout wings. Pilots that flew on the Berlin airlift and also the Tokyo run during the current conflict in Korea will verify its successes. Pilots need virtually no experience in approach procedures to be talked down by G.C.A., and the only equipment an aircraft requires is a functioning radio.

The equipment comprising a G.C.A. unit is too complicated and technical to delve into, but a brief outline will give you some idea of the great expense and effort the R.C.A.F. has put forth to give its pilots the best. The unit here at North Luffenham, the first of its kind this side of the Atlantic, is the newest and of the most up to date type called an Army/Navy Cargoed Pulse Navigation Type 4 (AN/CPN4). It consists of one operations and one power trailer. The operations trailer being the trailer with all the complex equipment of radar. The power trailer contains two Diesels, an air conditioning unit and heater necessary to operate the radar and communications equipment which in turn is required to perform a G.C.A.; "Talk Down." The equipment contains all the newest radar inventions. By far the most interesting being M.T.I. (Moving Target Indicator), which allows a Controller to view only aircraft on the scopes. Altogether there are eleven hundreds and thirty-eight tubes and several hundreds relays to add to the technicians' usual radar troubles. But even this only serves to give CPN4 a very distinctive set of characteristics.

Personnel in the G.C.A. Section consist of G.C.A. Controllers, Radar Technicians (Ground and Performance Checkers.

The equipment is manufactured by Gilfillan Bros. of Los Angeles to R.C.A.F. specifications and is entirely transportable by aircraft of the C-54 and C-119 types with a total weight in excess of 17 tons.

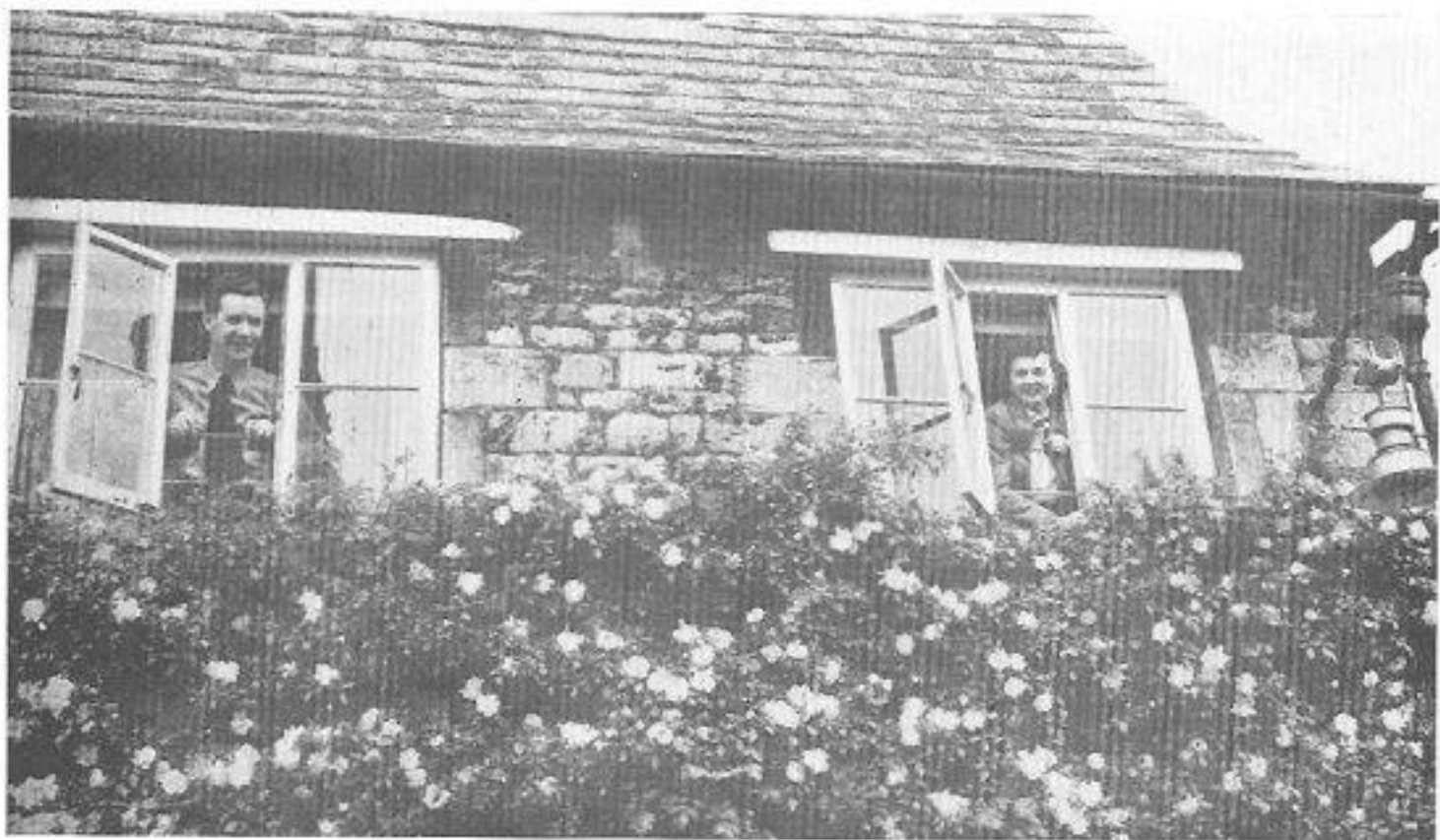
Now that the end of the first year has arrived for #1 Fighter Wing at North Luffenham we of the G.C.A. section sincerely hope that it was as much a success for you as it was for us. But remember! When coming to North Luff via the "Milky Way" we will be waiting with G.C.A.



Young couple discussing wedding arrangements with the R.C. Padre



Main Gate — Inspecting Passes



RCAF couple in their cosy little English cottage



Permanent Married Quarters



Hod-carrier



Life in a caravan. Sgt. "Al" Vout, the only Canadian Army Dental Corps' technician in the United Kingdom with his wife and son in their trailer on the base.

Home away from Home

There are quite a few Canadian Home Fires burning in and around North Luffenham. The wives are doing a splendid job to make their husbands and families comfortable and happy. But it isn't easy to get started.

What with shortage of housing, many have to stay in rooming houses, small inns, trailers and ancient dwellings, some without modern conveniences. However, the usual Canadian adaptability and versatility have overcome many of the difficulties.

After securing a dwelling, the second big step seems to be cooking. There are many types of stoves and several systems of fueling. Fuel is not too plentiful, central heating is rare. Then comes purchasing with ration coupons and with that getting to know the new terms for various commodities that are known in Canada by another name. Of course, one gets on to the monetary system after six weeks or so, that is not too difficult because the merchants in the area are very courteous and helpful. Though occasionally, they have difficulty understanding the Canadian housewife.

After finding a place to live, mastering the stove and learning the grocer's language, there is a transportation problem to face. It seems to take about a month before you decipher rail and bus schedules.

The base has a centrally located commissary which offers foods and dry goods at a price to meet the average airman's budget and which solves the travel difficulties for about 90% of the shoppers.

The entertainment facilities are well organised to meet the needs of all personnel. They range from Bingo to Dances and there are always the station cinema and library for quiet entertainment. There's a happy colony of married personnel on the base and in the surrounding area, many with cars of their own. All in all, the Canadian airman's housewife over here has done remarkably well. The Wing is proud of its little "Canada."



Commissary



Post Office



School 'bus (Teacher is wife of Airman driver)



Personnel's children commencing school Sept., 1951



Tommy Byrne, Jr., 12, won the large cup for diving and the smaller one for all round sportsmanship at Oakham Boys' School



A Family Outing



F/O L. Hamilton and his bride cutting the cake



F/L Joy and the former Dorothy Dark after the ceremony

Canadian Carnival
for raising funds
to buy church bell,
held at Ketton.



Right
Barber Shop
Quartet



Left
Hill billy
music (Sgt.
Connelly)



Hot dogs and Pepsi Cola at the Carnival



Christmas Carols



English Holly



The station held a Children's Christmas Party



The winners of the Officers' Mess Halloween Ball



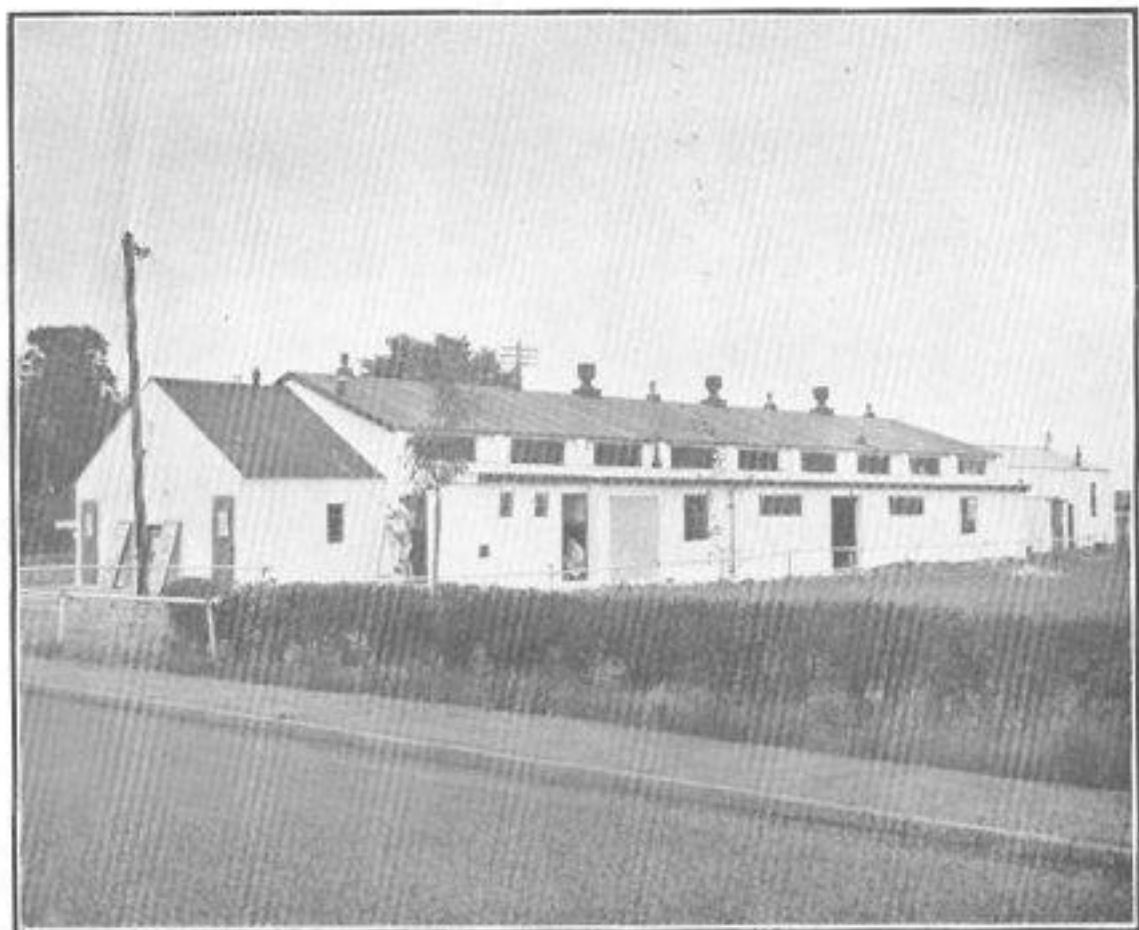
Having fun at the Ball



Halloween Fireworks Display



Jolly good!



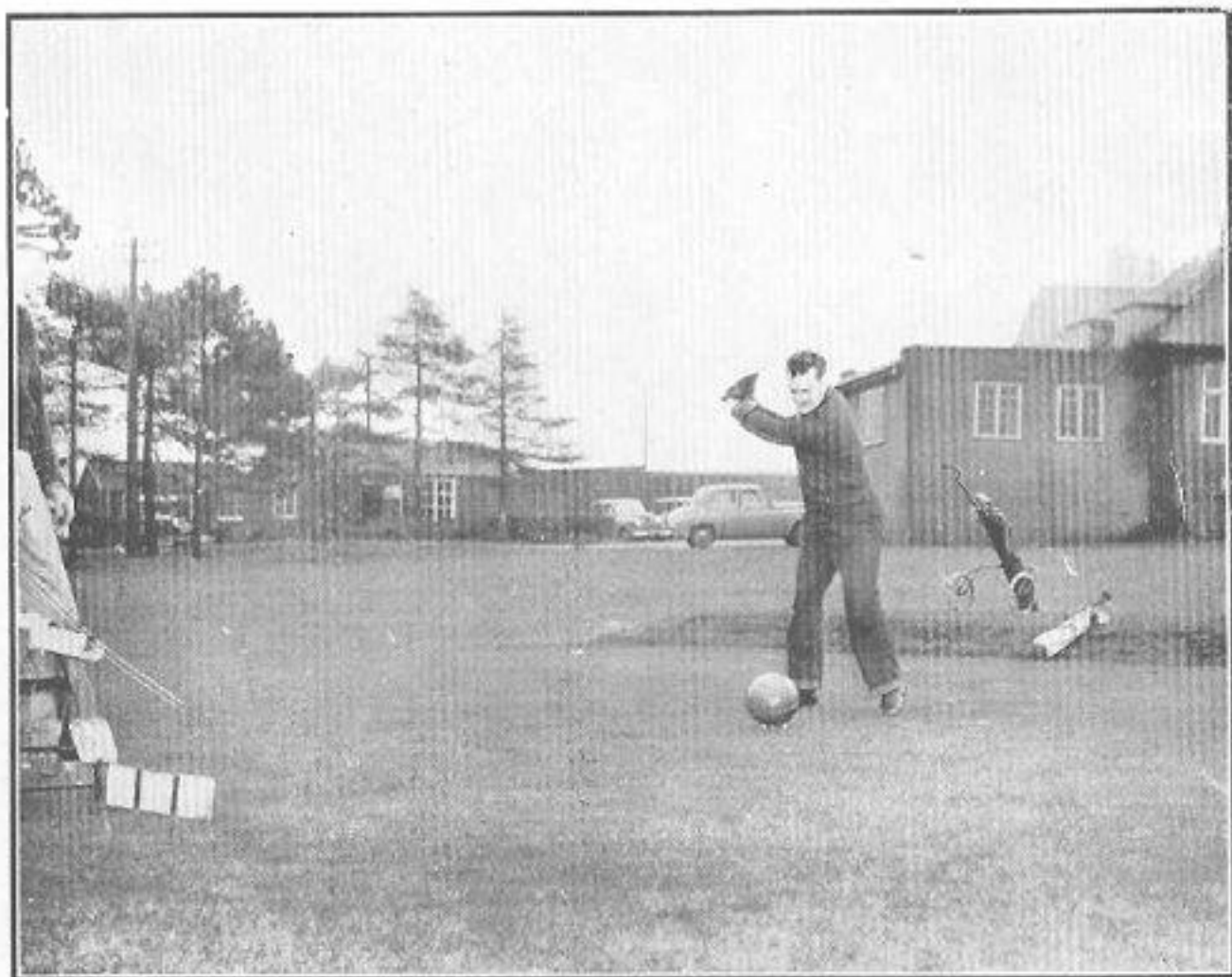
The station cinema



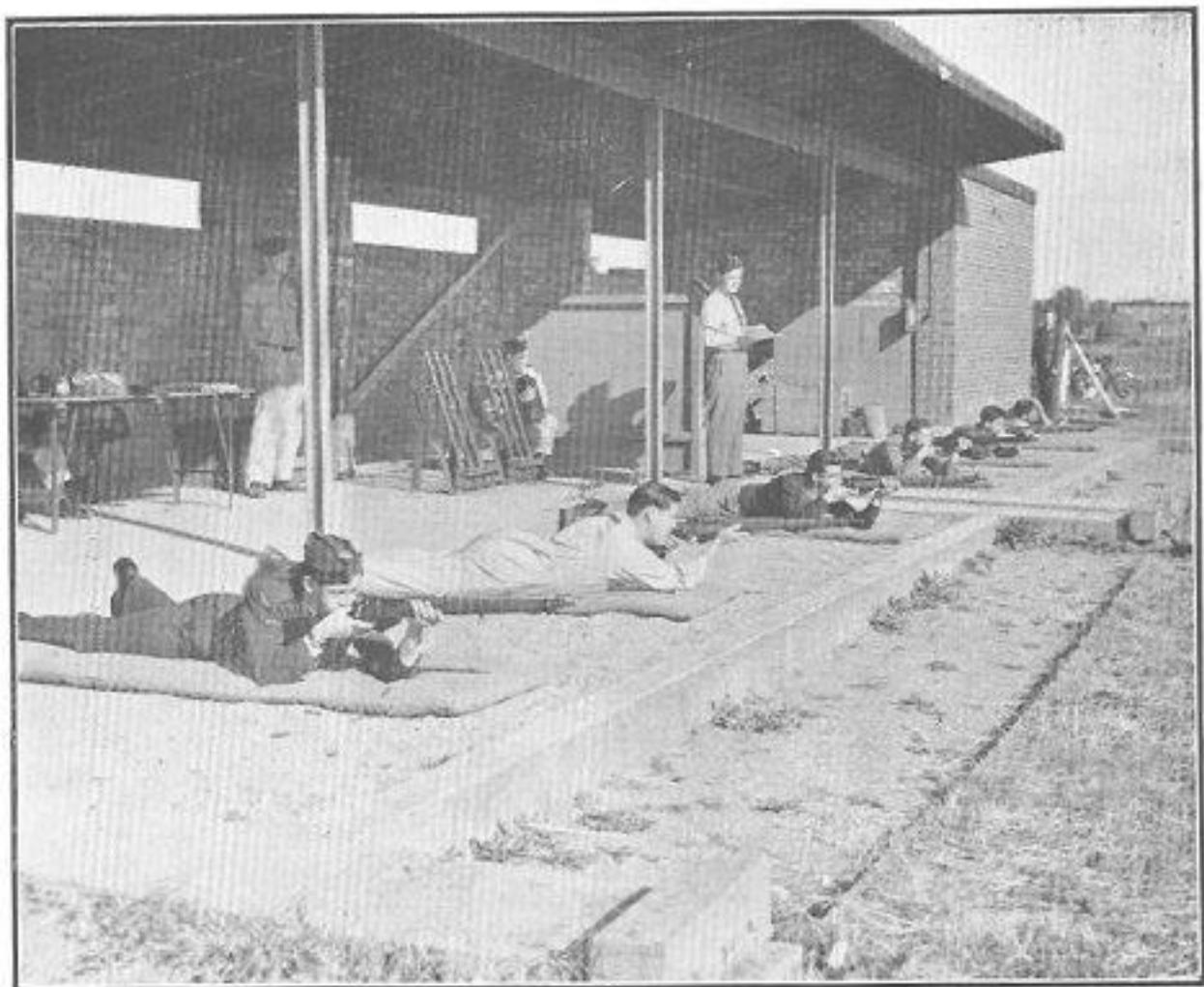
LAC Harry Terry receives the £45 Bingo prize from W/C Spear



Tug-O-War — Station Sports day, August 13th, 1952



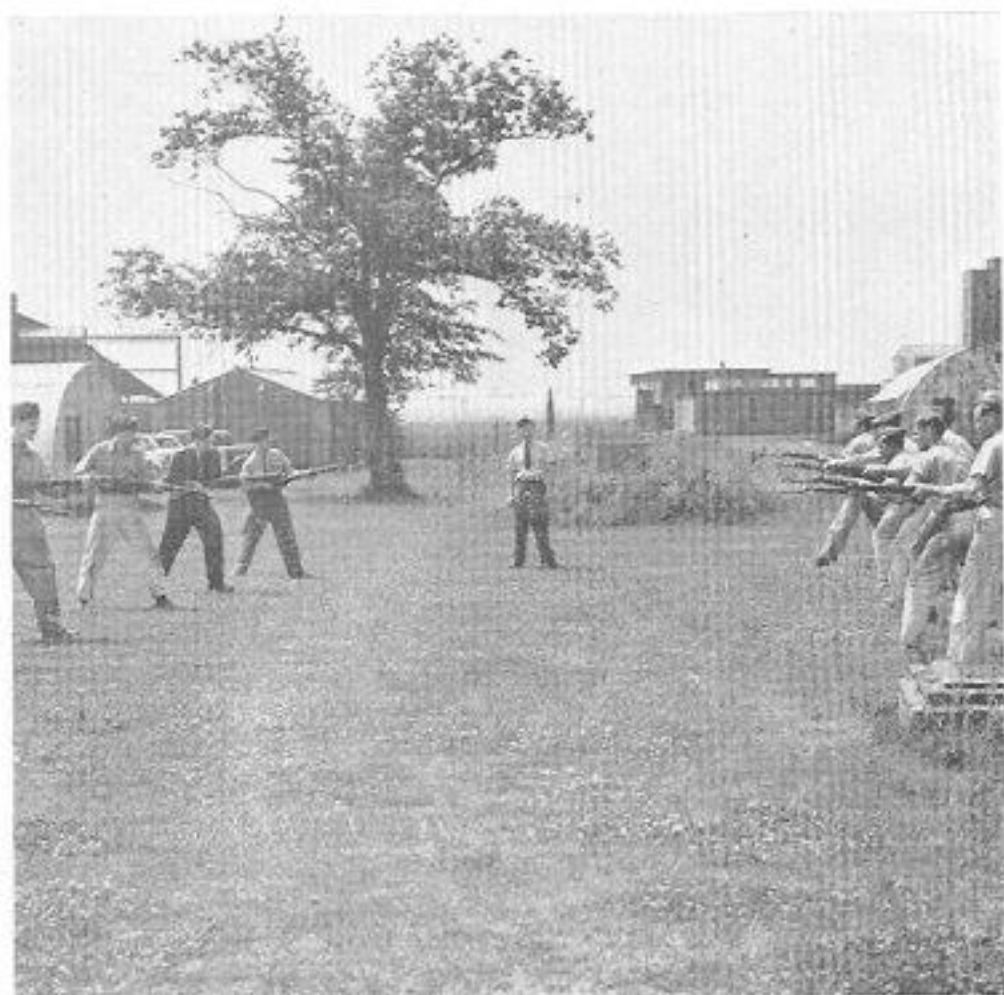
"My shattered nerves"



Ground Defence — rifle practice



On the range



Another aspect of Ground Defence

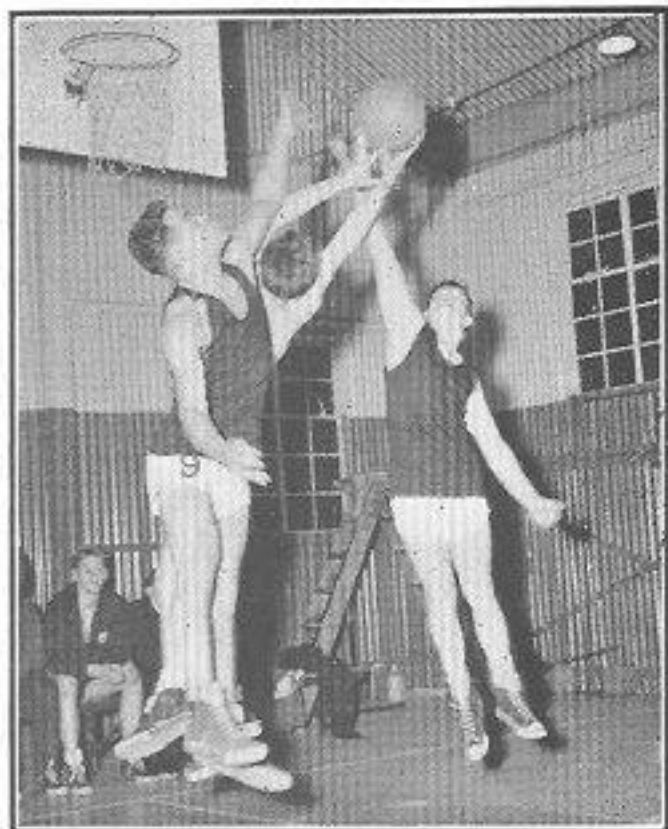


BASEBALL TEAM:—Back Row, L-R: Sgt. Churchill, L.A.C. Red Girard, Cpl. Knapik, F/Sgt. McFall, Sgt. Golding, Cpl. Jackson, L.A.C. Richardson, L.A.C. Ashley, Cpl. Ellis, Cpl. Maracle. Front Row, L-R: L.A.C. Guilbeaut, Cpl. Foley, L.A.C. Folker, L.A.C. Mercer, G/C Hale, S/L Rosenthal, L.A.C. Cartmell, L.A.C. Barton, L.A.C. Leblanc, L.A.C. Adams.

Photo by L.A.C. G. H. Tupper.



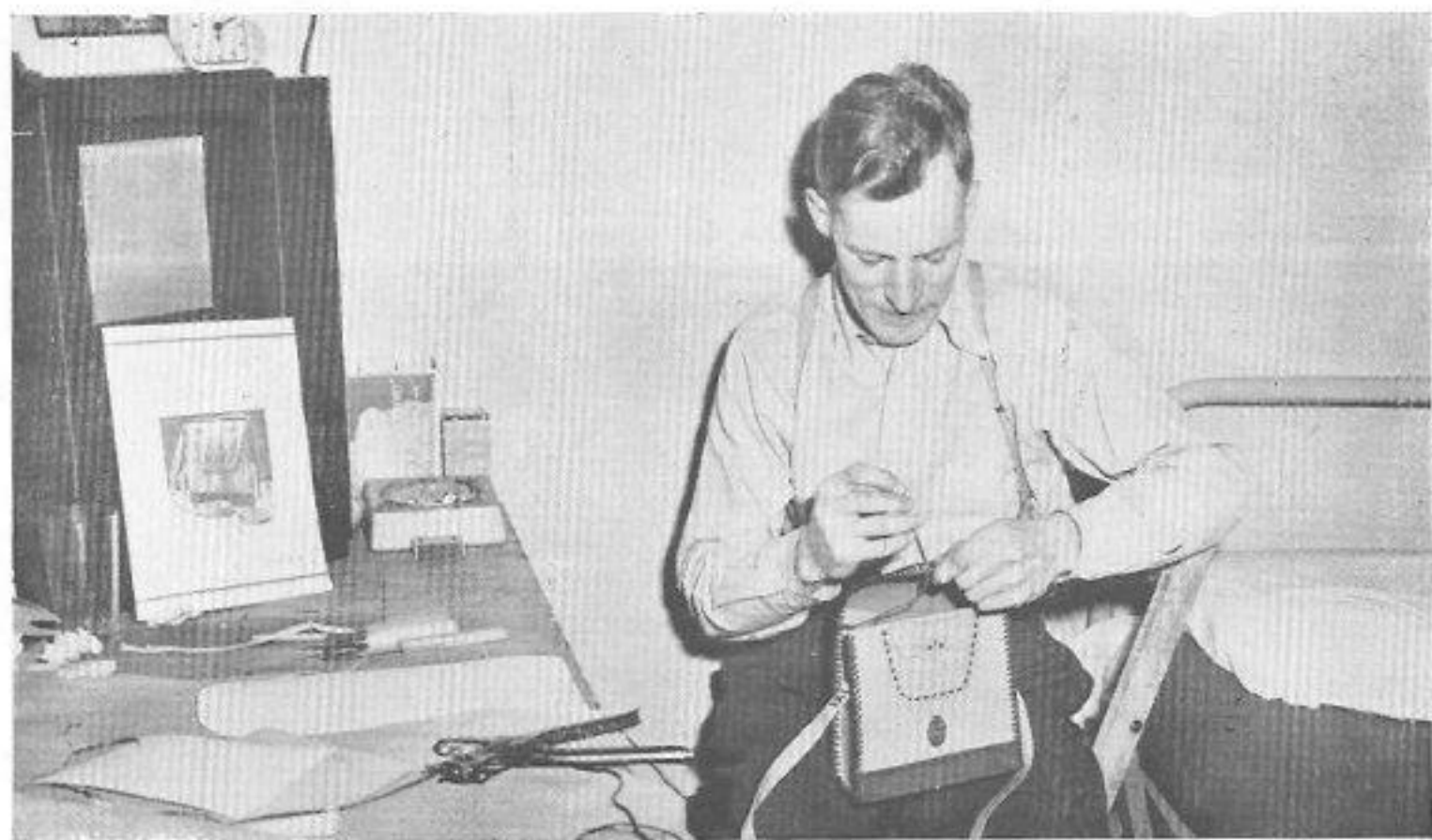
High jumping. August Sports Day, 1952



Basketball



Model aeroplane building in barracks



Airman doing leathercraft as a hobby



**"The First Anniversary Cake" — Tommy Spear Jnr. (one year) lit the candle,
C/O E. B. Hale cut the first piece**



Help yourselves, fellows!



British Minister of Defence, received full honours during his visit at No. 1 Fighter Wing's Anniversary Day Parade.



Inspecting the Guard of Honour



The Field Marshal reading the Anniversary issue of "Talepipe," our station newspaper



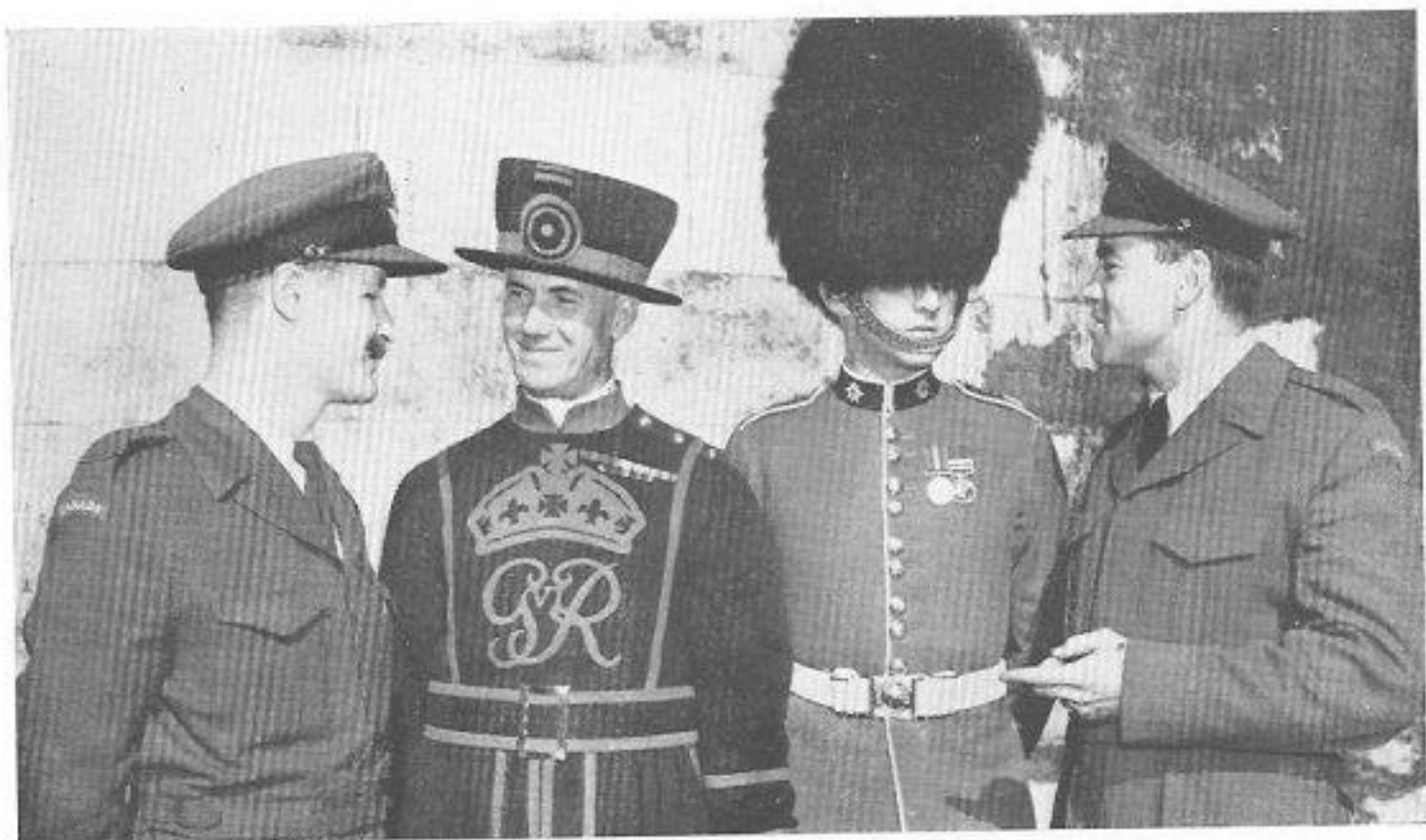
Battle of Britain "At Home" Day, Sept., 1952



Battle of Britain "At Home" Day, Sept., 1952.



The local hunt — fox and hounds



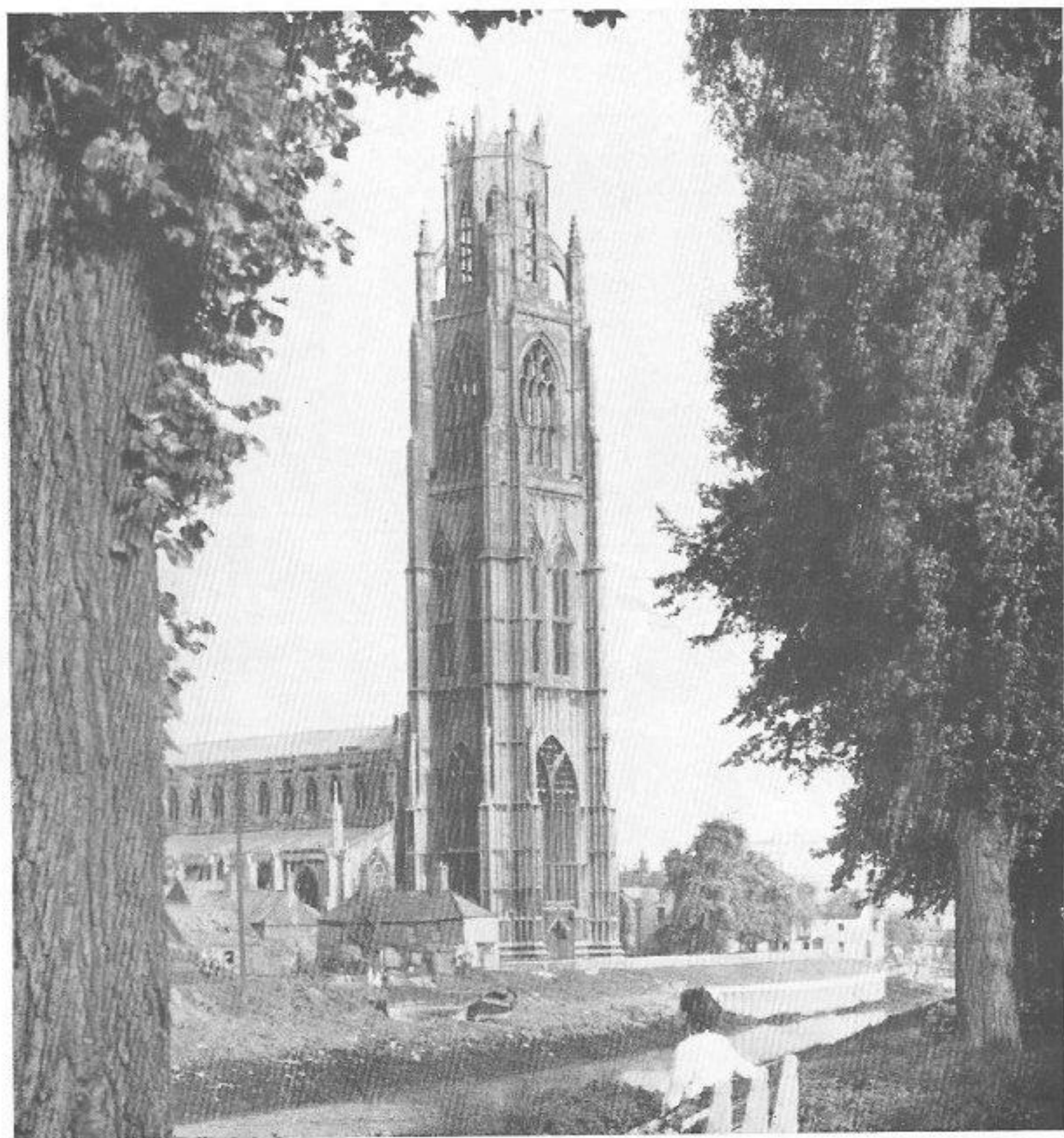
Study in dress; two airmen chatting with the Raven Master and Sergeant of the Guard at the Tower of London



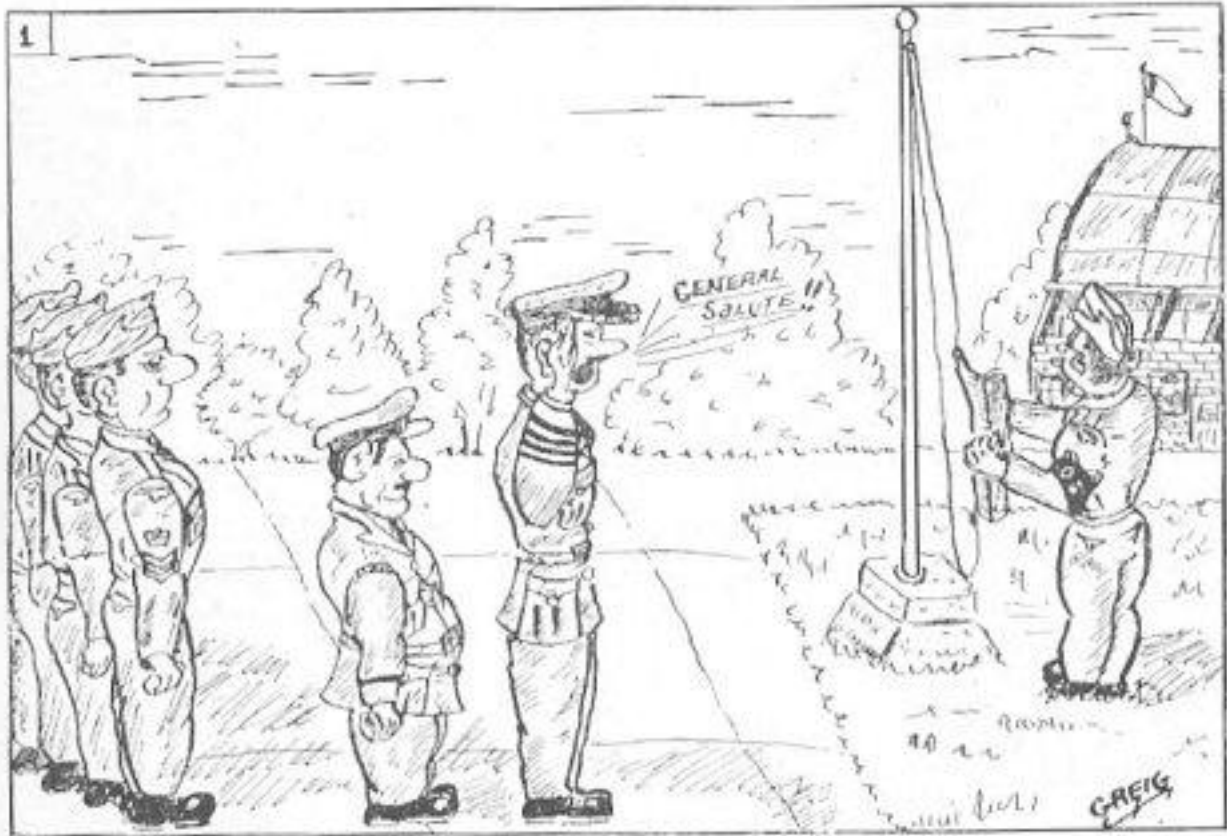
The local pub at Edithweston



F/Lt. Walker drops in to see "Harry" of the Chez-Moi, London



"The Stump," Boston, England (by courtesy of "Boston Guardian")



General Salute.



"I Like Ike."

THE FIRST YEAR

1951—52

*Published by permission of Group Captain E. B. Hale, DFC, CD,
Commanding Officer, 1 Fighter Wing, RCAF, North Luffenham,
Rutland, England.*

YEAR BOOK COMMITTEE

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Administration Headquarters Staff



Accounts Section.



Supply Lines

TODAY'S Supply Section is a far cry from the old Equipment Section where the stock-in-trade was fondly referred to as "nuts and bolts." We rather proudly take our place as part of the Logistic Force of the service which comprises among other branches Supply Maintenance, Construction, Communications and Transportation.

A little over a year ago our SSO, S/Ldr M. A. Rosenthal, arrived with the advance party to plan and organize supply operations at North Luffenham. Within six weeks the strength of the Supply Section was completed and after the usual scurrying about accommodation was found for all.

Supply operations were set up in a temporary location pending withdrawal of the RAF and on November 15, 1951, we moved into permanent quarters. It was prior to moving that our first shipment of 100 odd tons arrived from Canada, and before we had a chance to unpack, sort and inspect the equipment 410 Squadron arrived with their aircraft. Very little leisure time has been found since 410 took to the air, and we feel that the Supply Section has been able to contribute considerably to the Wing's progress.

It has been with the assistance and co-operation of our Squadron and Maintenance Supply Sections that we were able to accomplish so much in the past year.

Since we were to be partially supplied by the RAF to assist us in our tasks, an RAF Equipment Officer and staff were added to our organization. We take this opportunity to record our appreciation to the RAF for establishing with us F/Lt A. V. Henshaw, who we are sure is the best 'equipper' in the RAF.

It was not too long before Ottawa realized that our Supply Section was incomparable and boldly posted personnel to 30 AMB, Langar and 2 (F) Wing, Gros Tenquin. In addition, we lost some personnel who were repatriated. The sharp scimitar recently cut across our path again and transferred Sgt O. Sulek to 3 (F) Wing and F/Lt Hodgins, our ferial 'EL,' to ADC HQ at St. Hubert.

Whether we remain at North Luffenham or not, we all know we have a big responsibility and will carry it through providing we remember "To provide the right item to the right place at the right time."



410 Fighter Squadron

NO. 410 "Cougar" Squadron of the Royal Canadian Air Force has the distinction of being the top-scoring night fighter unit in the Second Tactical Air Force during the period from D-Day to VE-Day. On the eve of D-Day they could count 19 enemy aircraft destroyed and five damaged. Fifteen weeks later, when they moved across to France, their score stood at fifty destroyed, two probables and seven damaged.

410 disbanded not quite four years after it had been formed, with 41 awards won by personnel of the squadron, including one D.S.O., one M.B.E., two bars to the D.F.C., nineteen D.F.C.'s, one B.E.M. and seventeen Mentions in Despatches.

The squadron badge, approved by His Majesty the King in May, 1945, depicts a cougar's head superimposed on a crescent moon. The moon and the motto "Noctivaga" (Wandering by Night) refer to the unit's wartime role as a night fighter unit. The cougar was selected as the squadron emblem because it was a Canadian animal noted for its speed and power in striking down its prey. 410's record testifies how well its personnel lived up to the characteristics of its namesake. The squadron's mascot, a young cougar sent as a

gift from Vancouver's Mayor this year, is now at Regent's Park Zoo London, England, where the squadron has maintained its upkeep.

On the first of December, 1949, after an interval of three and a half years, 410 was re-formed at St. Hubert, P.Q., as the first fighter squadron in the post-war Regular Force.

The "Cougar" Squadron began converting from its Vampire fighters to Canadian built F-86 Sabres in February, 1951 and was fully operational on this fast, swept-wing jet fighter by the summer.

410 sailed on the Canadian Navy Aircraft Carrier, HMCS Magnificent on October 31st, 1951, from Halifax, N.S., under the command of S/Ldr. Larry Hall, and was the first squadron to arrive for the Wing at North Luffenham, November 15, 1951, having flown their aircraft from Renfrew Airport, near Glasgow.

In June, S/Ldr. Douglas Warren, D.F.C., of Ponoka, Alberta, took over command of the Cougars when S/Ldr. Hall left for Air Division, Paris.

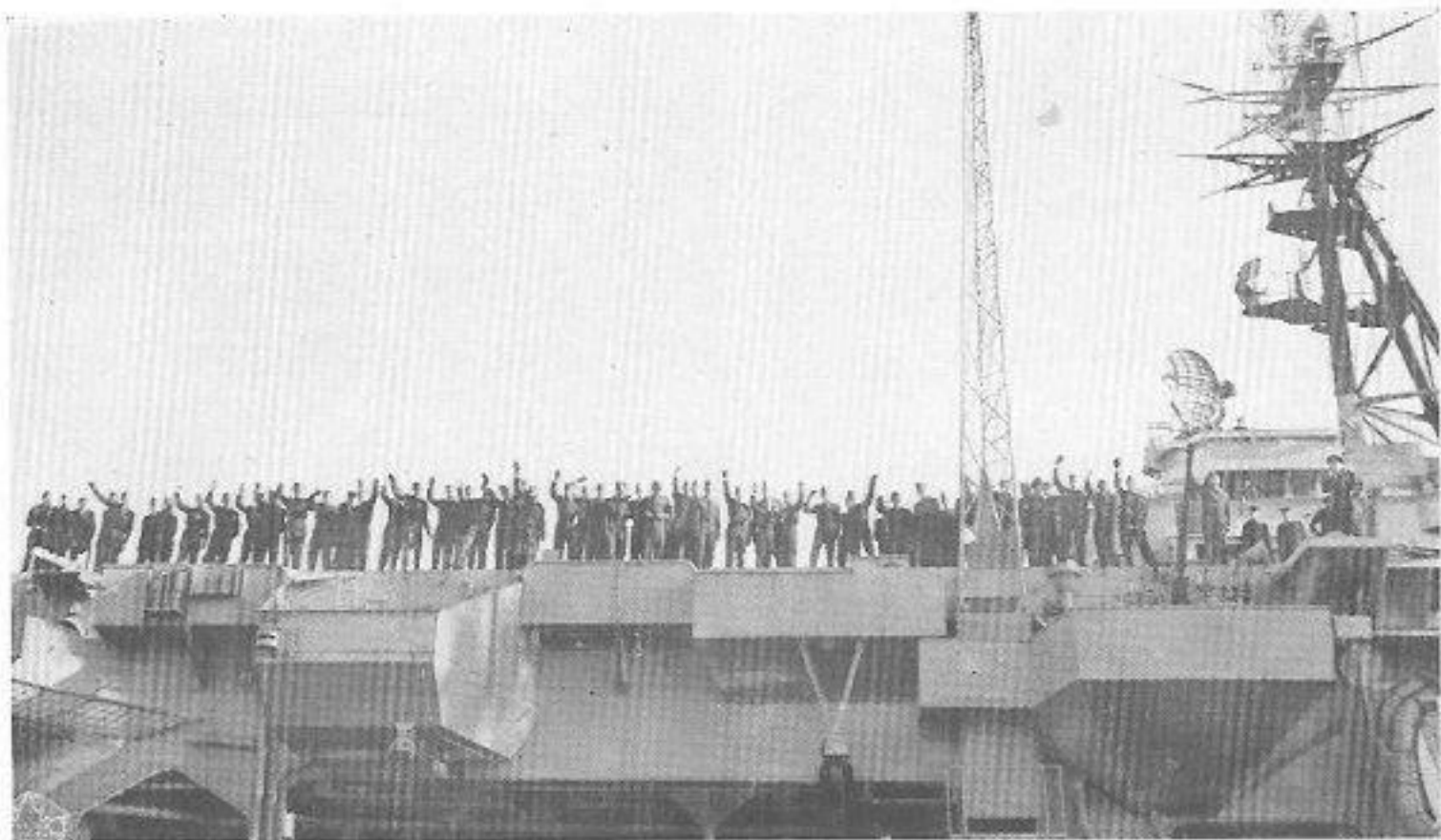
Four Sabres of 410 saluted the arrival of Lord Alexander on November 14th with a remarkable display of aerial teamwork.



Cougar inserted in crest.



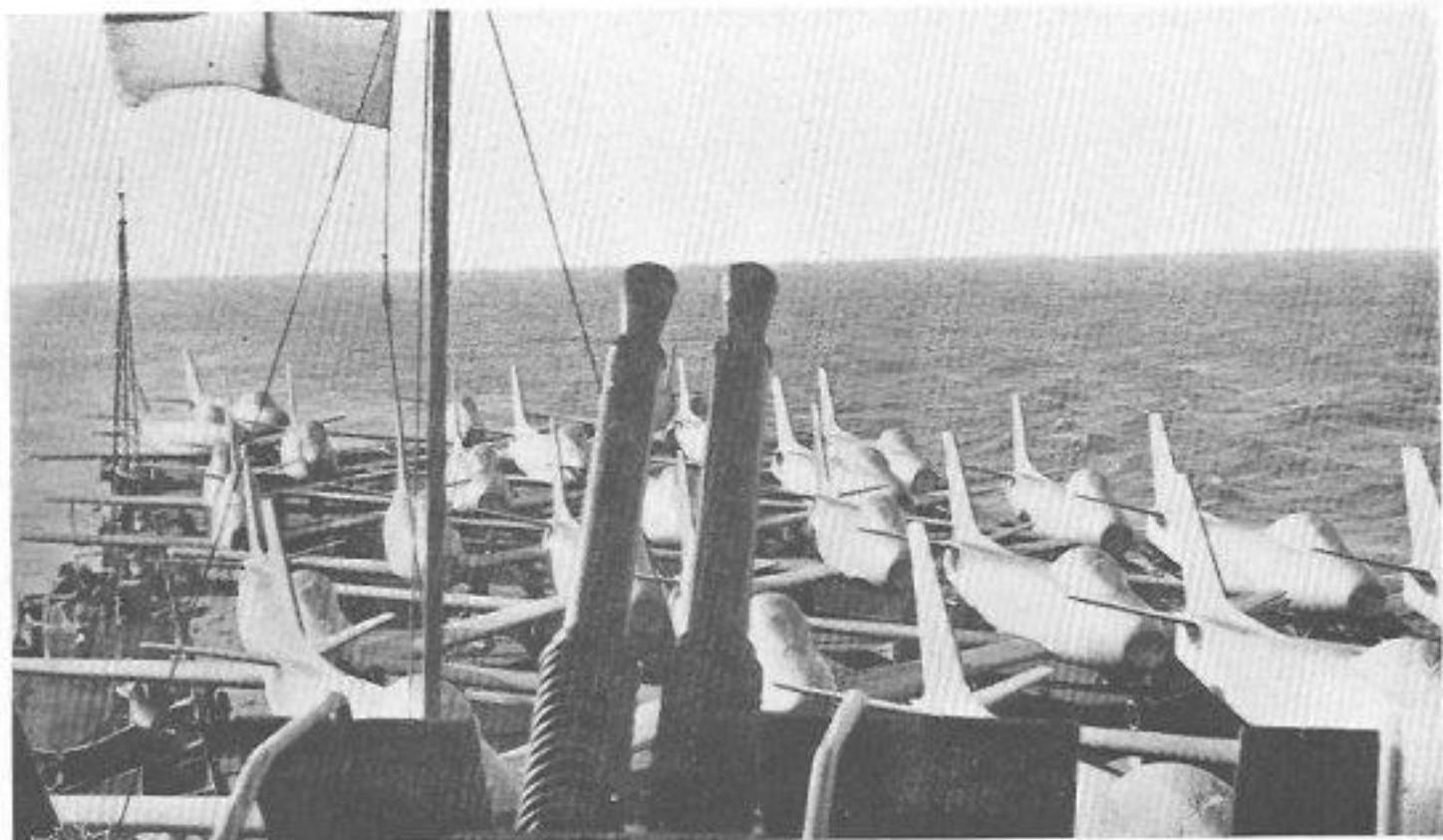
"Sabres lined up for loading at Norfolk, Virginia, U.S.A."



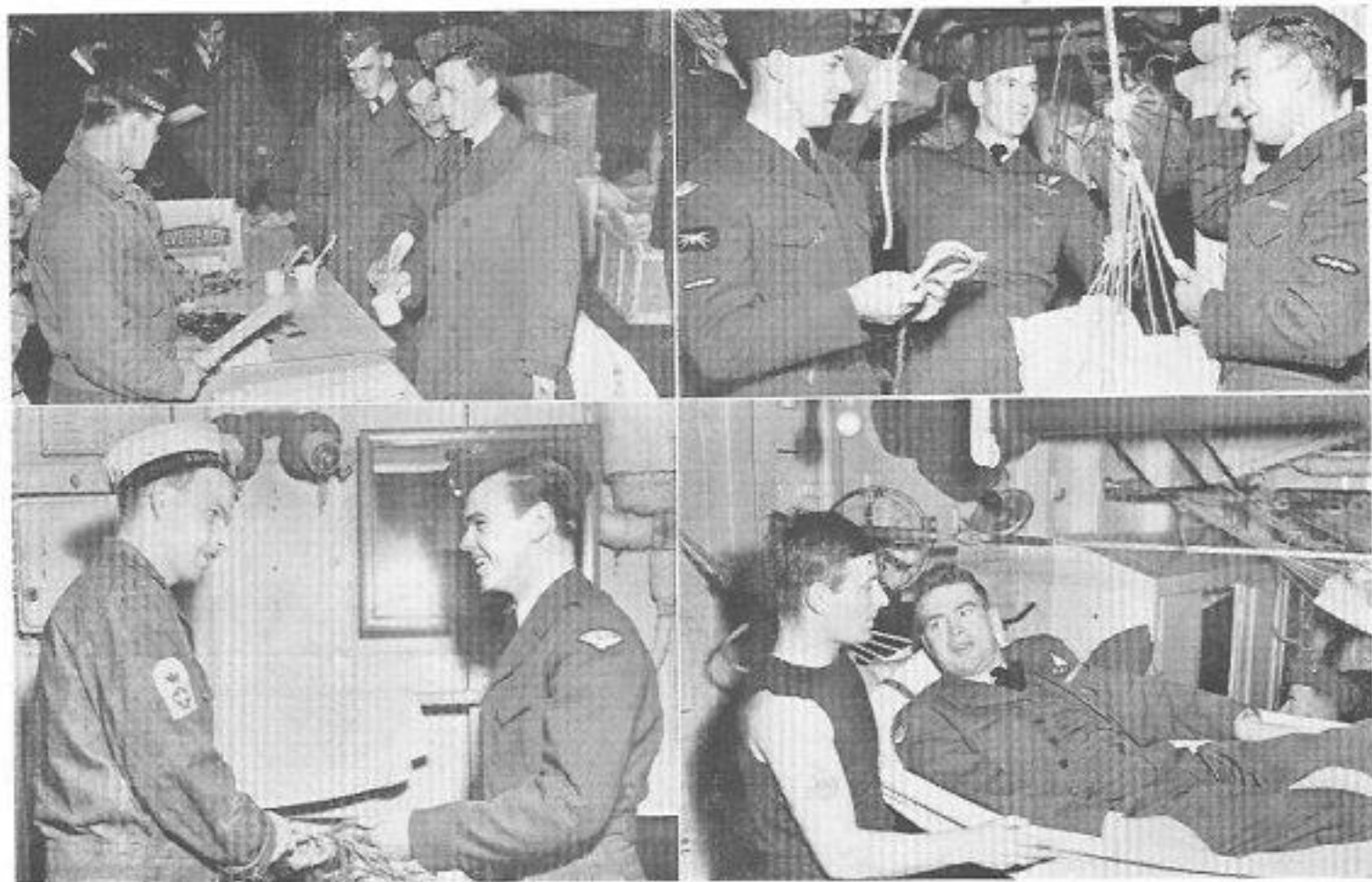
"410 waving goodbye to Canada"



HMCS Magnificent leaving Halifax



Cocooned Sabres begin their rough ride across the Atlantic



Life on board the "Maggie"



What a gale!



Shootin' the breeze!



Singin'—Swingin'—and Swayin'



Easy on the rudder—Pal!



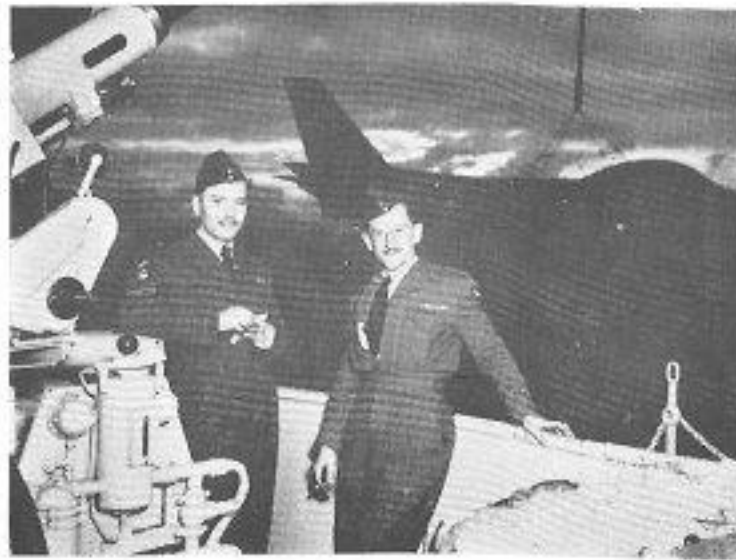
Land Ahoy!



On the Clyde



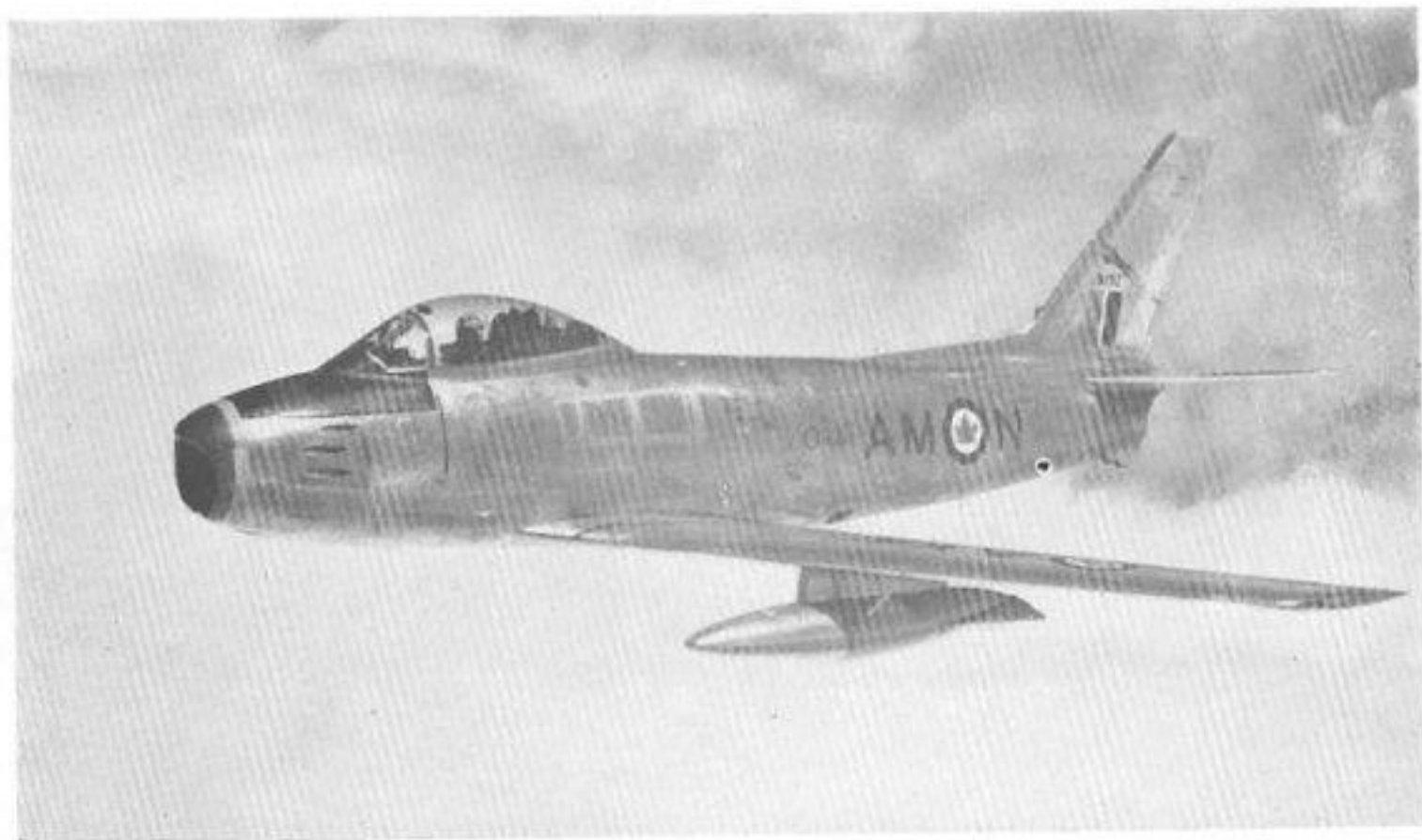
The Glasgow Docks



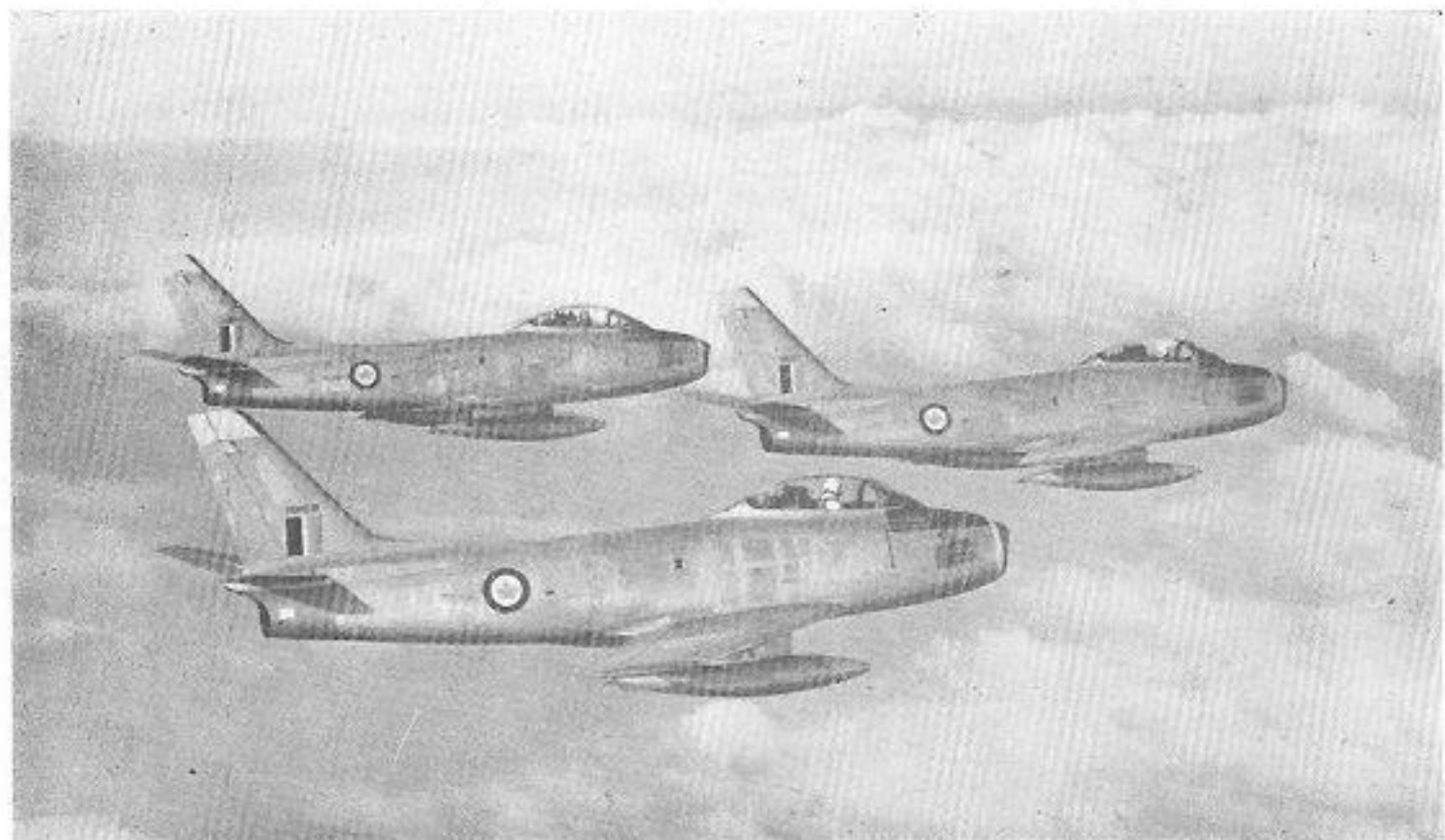
Unloading



On the road to Renfrew — Near Glasgow



Airborne. F/O A. E. Rayner



"Vic" Formation led by S. L. Hall



After the flight



441 Fighter Squadron

THE "Silver Fox" Squadron is no stranger in name to the skies of the United Kingdom and Europe, having operated from England from early in 1944 until after D-Day, when it moved to the Continent. It flew from airfields on the Continent for several months, returning in late 1944 to Britain to fly escort patrols for heavy-bomber daylight attacks over Germany. It was disbanded in England in August, 1945, and reformed in March 1951, at St. Hubert on Vampire jets and later converted to Sabres.

441 Squadron was the second unit to join the Wing at North Luffenham, led by its commanding officer S/Ldr. Andrew MacKenzie, D.F.C., a 32-year-old veteran fighter pilot from Montreal. The personnel of the squadron left their base at St. Hubert P.Q. on February 13th, 1952 and came to England on board the Canadian liner Empress of France from Saint John, N.B. Canadian built F-86 Sabre jets for the squadron were

brought to the United Kingdom in November, 1951, by H.M.C.S. Magnificent.

Since joining 1 Fighter Wing the Sabres of 441 have had a large share in the flying operations of this unit, and have been seen at many airfields in England. During the 1952 Battle of Britain Day "At Home," squadron pilots took part in flying and static displays at ten airfields including Luffenham. In Germany and Belgium the black and white checker designation of 441's Sabres has appeared at seventeen dromes. At Brussels twelve aircraft took part in a fly past of NATO air forces.

F/L "Dean" Kelly is in command of the squadron during the absence of *S/Ldr. MacKenzie, who has left for a tour of duty with the USAF in Korea. F/L Kelly showed his flying skill to Field Marshal the Earl Alexander of Tunis, Minister of Defence during his visit on our Anniversary Day, in a thrilling performance of solo aerobatics.

* reported missing December 8th, 1952.



411 March Past in front of the Windsor Hotel, Montreal. February '52



In the dining car on the boat train from Montreal to Saint John N.B. February, 1952

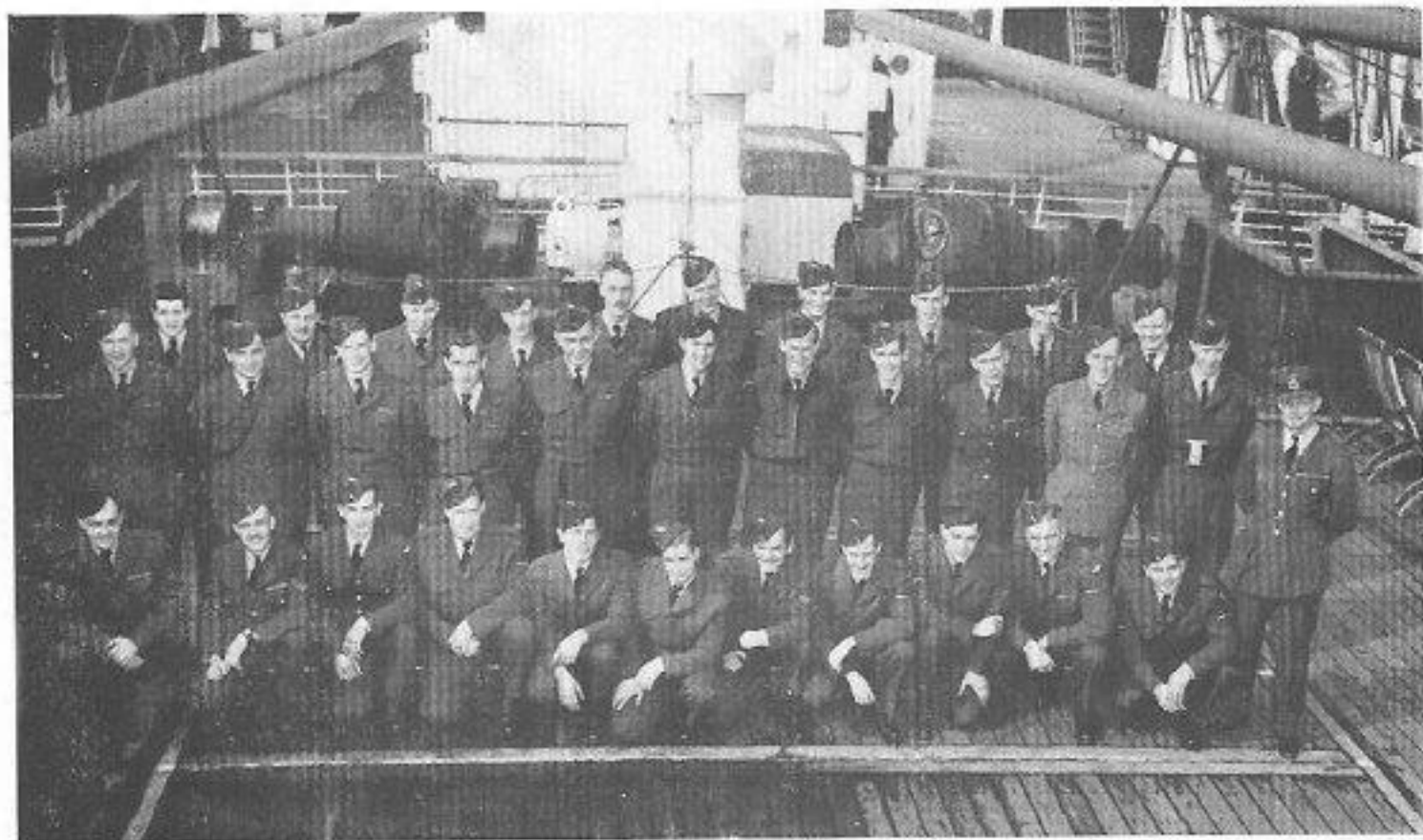


Embarking at Saint John. N.B. February, 1952.

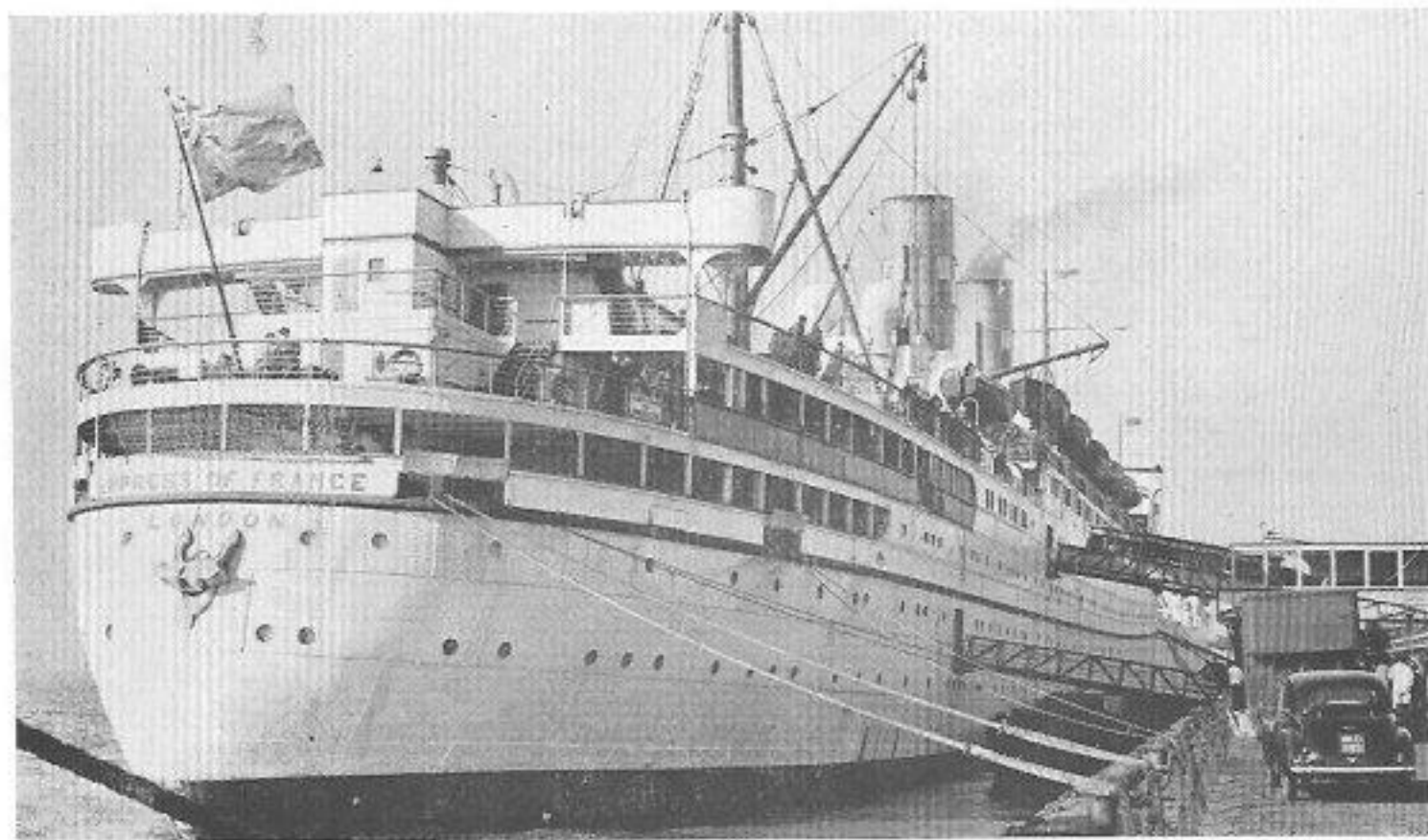


The Captain welcomes
S/L Mackenzie aboard

On board the Empress of France at Saint John, N.B.



Also on board the Empress of France at Saint John. N.B.



Getting ready to sail.



Arrival at North Luffenham



First visit of Air Marshal Curtis to North Luffenham. April, 1952.



Taking a reading with the "Met" section



All checked — ready to fly



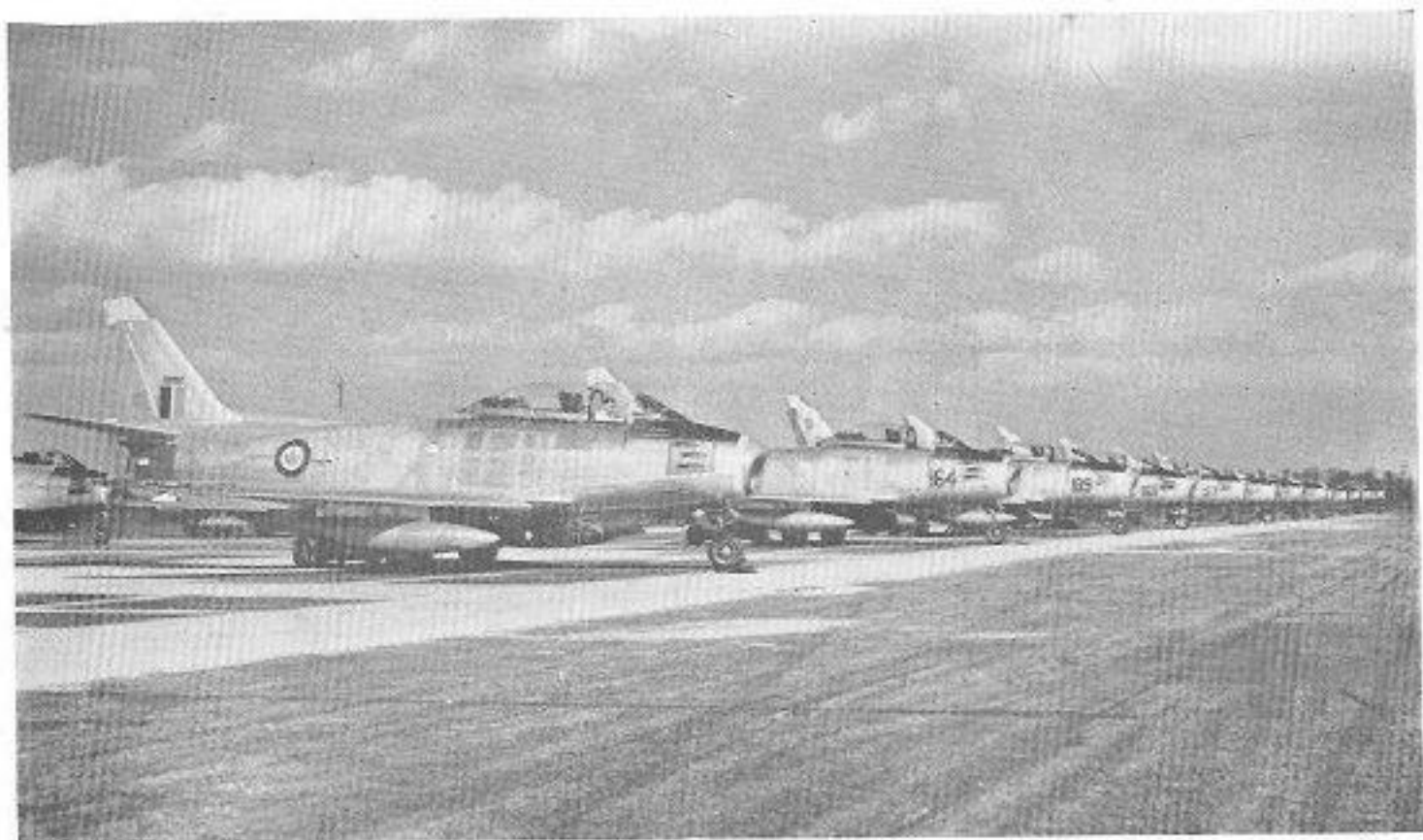
Adjusting the powerful jet engine after flight



Servicing aircraft



Ground crew converses with Guards of the Belgian Air Force at Chievres, Belgium



Aircraft of 441 lined up



439 Fighter Squadron

NO. 439 SQUADRON of the RCAF was the successor of No. 123 (Army Co-operation Training) Squadron which formed at Rockcliffe in January, 1942. In the same month it moved to Debert, N.S., where it was to provide close support and reconnaissance training for Army units which were training preparatory to going overseas.

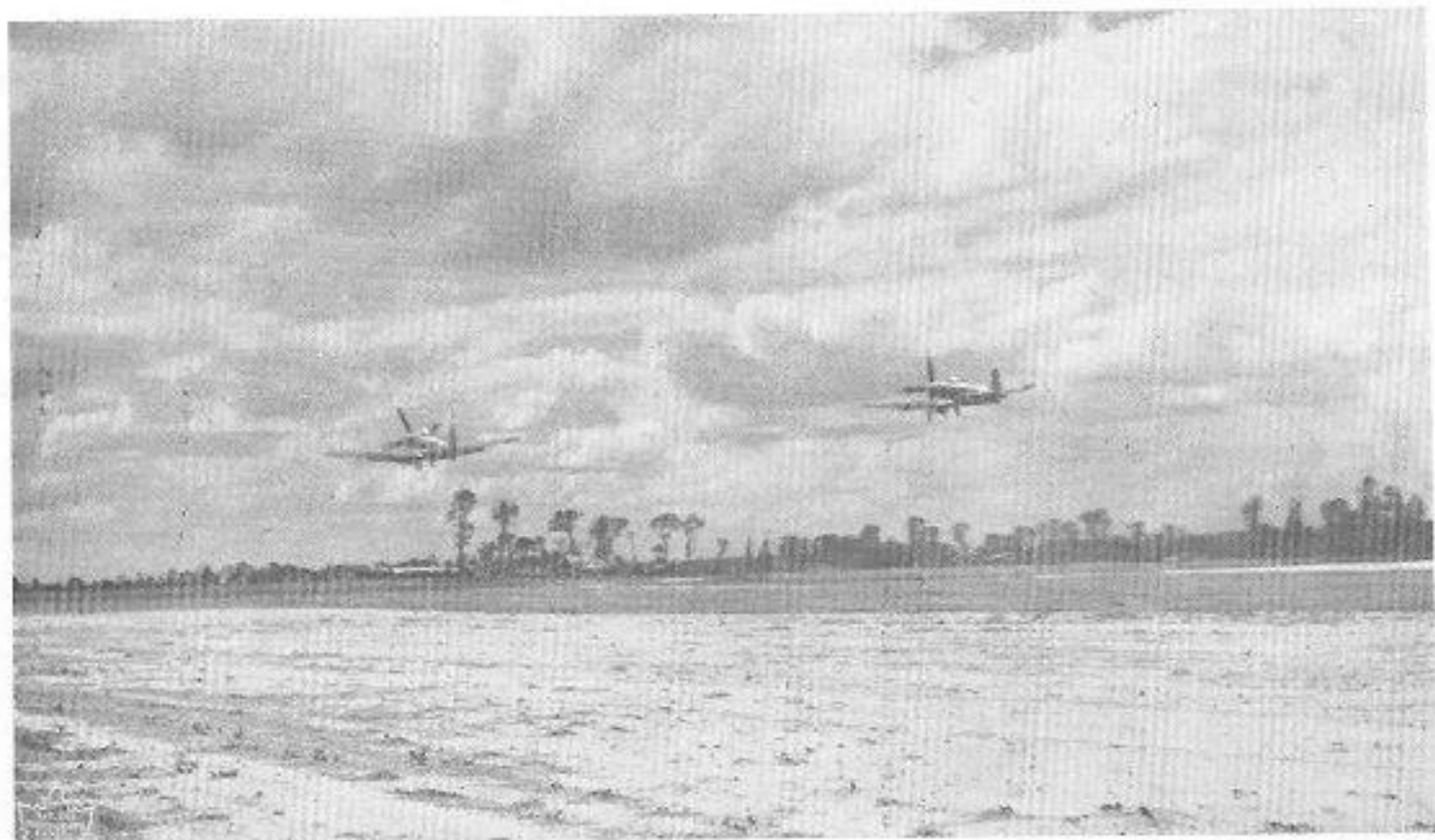
Flying Lysander aircraft, the squadron took part in varied activities, until it proceeded overseas in December, 1943.

The squadron was given its overseas designation of No. 439 at Wellingore, England. Shortly after, it moved to Ayr, Scotland, and started using Hurricane IV's but they were soon replaced by Typhoons. The first operation against the enemy took place on March 27th, 1944. The statistics of the job done by 439 during World War II speak for themselves: 3,999 sorties flown, 1,800 tons of bombs dropped, 270,000 rounds fired, 360 rail lines cut, six bridges knocked out, five locomotives, 65 freight cars, 237 vehicles, seventeen tanks and thirteen barges officially destroyed and hundreds more damaged. Eleven aircraft destroyed, one probable and nine damaged. Twelve members of the squadron were awarded D.F.C.'s

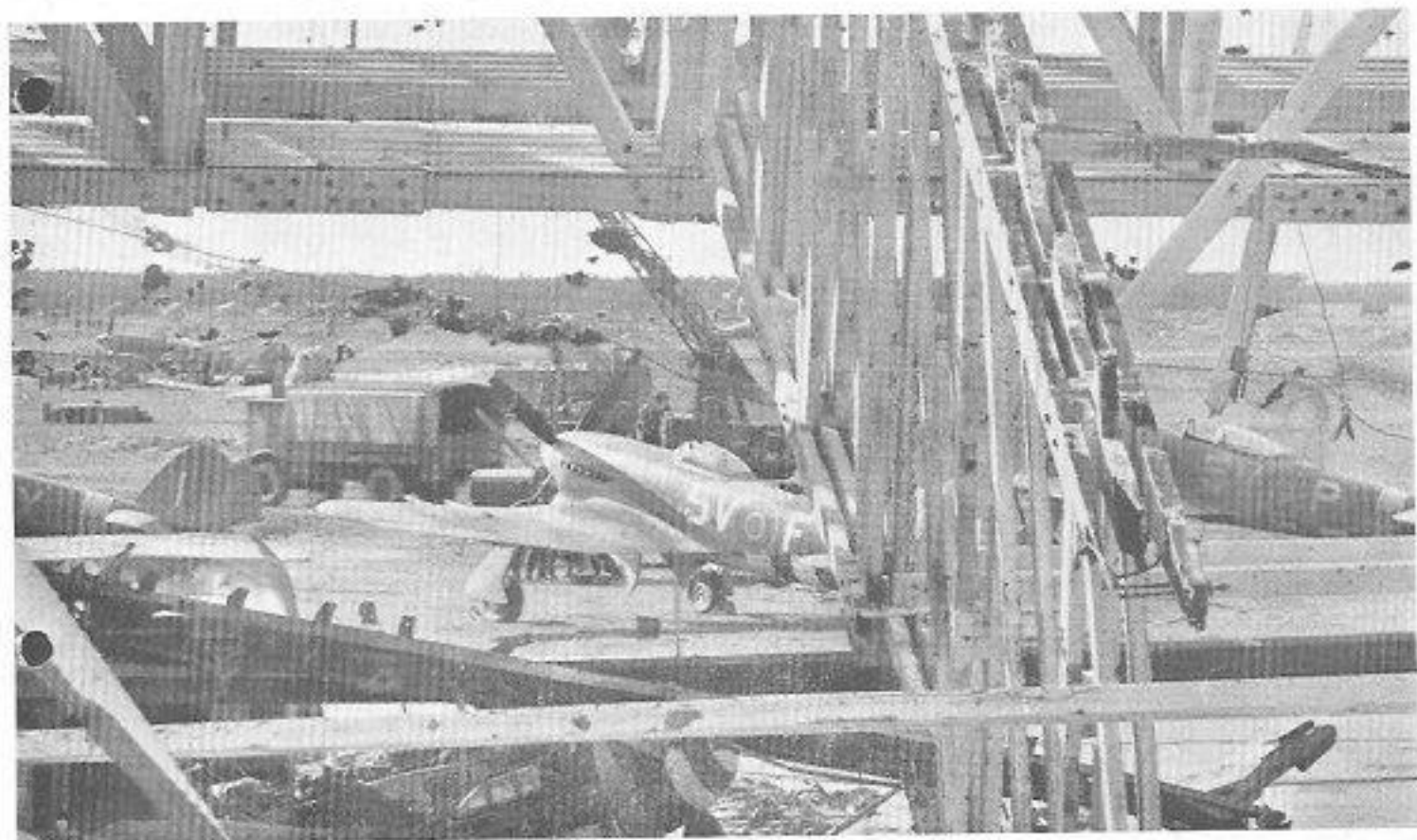
Six years and one month after it was disbanded at the end of the war, 439 re-formed in September, 1951, as a jet fighter squadron. In November the squadron was equipped with F-86 Sabres and under the command of S/Ldr. C. D. Bricker, D.F.C., 439 revived its role of an RCAF fighter squadron.

439 "Tiger" Squadron was the third unit to join the Wing, bringing it up to its normal complement of three squadrons. The "Tigers" made Air Force history as the first RCAF jet fighter squadron to fly the Atlantic on "Operation Leap Frog I." It left Uplands (Ottawa) base on May 30th, 1952 with en route stops at Bagotville, P.Q., Goose Bay, Labrador, Bluie West in Greenland, Keflavik in Iceland and Kinloss in Northern Scotland before landing at North Luffenham on June 15th, after a flight of more than 3,560 miles.

Since arrival the squadron has adapted itself to European and U.K. flying conditions and is now fully operational. On our Anniversary Day, twelve 439 Sabres escorted the aircraft carrying Field Marshal, the Earl Alexander of Tunis and his party to North Luffenham.



439 Flying Typhoons into the "blue" at Lantheuil, during World War II., August, 1944



The Squadron Dispersal at Eindhoven.



Sunset Eindhoven, February, 1945



Mid-day at Uplands, May 30th, 1952. 439 Squadron being wished good luck on their trans-Atlantic "Operation Leap Frog One"—Their post war return to the United Kingdom

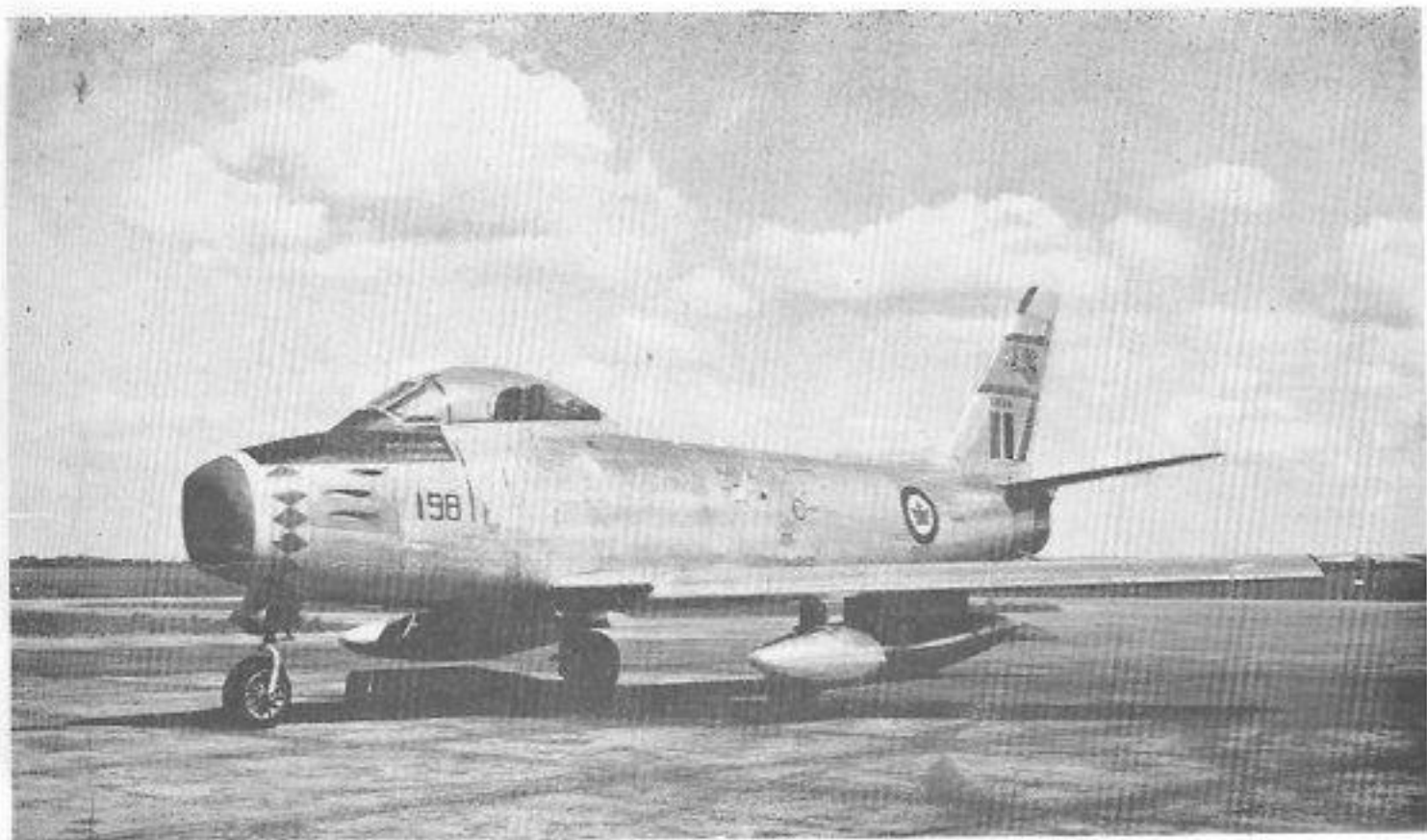
ROUTE FOR
439 SQUADRON
ATLANTIC CROSSING



Trans-Atlantic route map



Ground crew flies ahead in a 426 Squadron's North Star transport plane.



Serviceable.



Feeding the "Brute"



Keeping records



To ensure safety



Ways and Means Committee



Hands across the ocean



De-Briefing



Family re-union



Tradesmen All

The Wing thanks Richard A. MacLeod, of the Canadian General Electric Company's Radar Section, for splendid assistance during his six months with us. "Dick" is from Calgary, Alta, and is a member of the Air Force Reserve.

Alteration, page eleven: Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C., E.D., L.L.D.

Remembrance Day Service



A Canadian airman placing wreath on the War Memorial.

Borough
of
Stamford

Sunday,
November 9,
1952

Lest We Forget

“O Valiant Hearts”

O VALIANT hearts, who to your glory came
Through dust of conflict and through battle
flame;
Tranquil you lie, your knightly virtue proved,
Your memory hallowed in the land you love.

Proudly you gathered, rank on rank, to war,
As who had heard God's message from afar;
All you had hoped for, all you had, you gave
To save mankind—youself you scorned to save.

These were His servants, in His steps they trod,
Following through death the martyred Son of God:
Victor He rose; victorious too shall rise
They who have drunk His cup of sacrifice.

O, Risen Lord, O, Shepherd of our Dead,
Whose cross has brought them and whose staff has
led,
In glorious hope their proud and sorrowing land
Commits her children to Thy gracious hand.
Amen.



1954 GJC EB HALE DFC C.D.
COMMANDING OFFICER

NO.1 FIGHTER WING RCAF
NORTH LUFFENHAM
RUTLAND ENGLAND
SEPT. 1 1951



20465
W/C H.P. DAVIDSON DFC C.D.



78
W/C THYMAR



1910
W/C A.S. STUSTON M.B.E.



37431
W/C LOCHNAN DFC



20000
S/L D. BAIN DFC



1923
S/L T. BYRNE



20226
S/L J.P. DAVIDSON



2780
S/L H. HENSLEY



30024
S/L M.W. LANGLAND



22815
S/L J.A. BROCK



3046
S/L H.A. ROSENTHAL C.D.



28227
MAJOR J. BUTLER



20485
W/C R.T.P. DAVIDSON D.F.C. C.O.



76
W/C T.H. SPEAR



1910
W/C T.A. SPRUSTON M.B.E.



37831
W/C L.G. SCHWAB D.F.C.



20009
S/L D.T. BAIN D.F.C.



1933
S/L T.L. BYRNE



20366
S/L J.J.P. DAVIGNON



9789
S/L H.J. HEMSLEY



30134
S/L W.W. LAUGHLAND



22815
S/L J.A. BROWN



1948
S/L M.A. ROSENTHAL C.O.



ZB2279
MAJOR J.G. BUTLER



20238W
F/L V.M. BRANSAGER



14506
F/L W. FINK



20753
F/L J.P. FORTIN



9078
F/L G.C. HODGINS



20175
F/L M.J. JENNINGS



38410
F/L A.J. LITTLEWOOD



20121
F/L J. PEDEN



30018
F/L J.H. SPRATLEY



340
F/L P.A. TOWNLEY



9722
F/L E.T. WILLIAMS



20451Z
F/O G.R. HOWSON



36246W
F/O O.G. HARNETT



3042
F/L A.J. LEWIS



44464W
F/O E.M. MEADOWS



43251
F/O C. ADAMS



32551
F/O G.H. CAMPBELL



25170
F/O H.J. CAMPBELL



57375W
F/O H. CAVANAGH



60383
F/O H.C. CHALMERS



2073
F/O L.T. COX



40830
F/O G.B. HAWKINS



40855
F/O M.E. HAYDEN



121421
F/O J.F. HAJOR



10518
F/O G.A. MINNES



21507
F/O B.D. MURCHIE



22523
F/O R.J. OLIVER



12871
F/O E.A. POITRAS



4018
F/O J.E. REEVES



46150
F/O E.G. STEEVES



4234
WOI E. EDEY



1038
WOI H.M. GOONE



9695
WOI T.A. WILKINS



21468
WOI J.L. HIGHT



10754
WOI A. MACAULEY



2408
WOI J.H. OLDHAM



2351
WOI A.S. REID



9615
WOI S.W. THOMPSON



20835
WOI L.S. WILLIAMS



24519
F/S R.A. BAKER



22418
F/S M.R. BROWN



9872
F/S W.W. ELLIS



24164
F/S C.R. GRANDY



16884
F/S W.A. MITTON



21007
F/S W.A. JOHNSTON



20171
F/S R.F. LITTLE



20864
F/S J.C. LORD



21889
F/S E.F. MCCARVILL



21654
F/S R.J. WALDEN



9775
F/S W.B. SABOURIN



9681
F/S H. SEWELL



21744
F/S E.W. SHEPHERD



4003
F/S E.H. WARING



24649
F/S R. WHELAN



26416
SGT D.R. BAMFORD



10322
F/S W.H. WILKINSON



24702
SGT R.F. LEATHARD



22681
SGT L.R. BERGERON



7025
SGT R.W. BARTON



21954
SGT H. BOWERMAN



2370
SGT H.W. BROWN



23049
SGT A.G. CHRISTIE



10555
SGT E.K. CHURCHILL



26995
SGT E.F. HOGAN



26929
SGT W.H. COEN



22452
SGT A.W. CONNELLY



21533
SGT R.H. CUNNINGHAM



23976
SGT A.H.J. DEAN



20790
SGT B.S. DEARLOVE



2607
SGT J. DEVOST



18451
SGT H. GOETZ



22598
SGT F.R. GOLDING



24748
SGT A.E. GRAVES



24542
SGT K.F. HICKS



20669
SGT G.F. LALONDE



36876
SGT D.J. LEONARD



3002
SGT C.A. LEVEILLE



26579
SGT R. MCGRINDLE



SP22265
SGT D. CESSFORD



21745
SGT A.D. HOFFATT



24924
SGT W.R. PEARSON



29246
SGT R.G. RICHANSON



21068
SGT T.H. RIDLEY



24599
SGT P.A. HUMBALL



24806
SGT W.B. SMITH



10021
SGT J. TURNER



21997
SGT W.J. WILKINSON



23552
SGT J.S. HOWARD



22986
SGT G.D. YOUNG



SD117529
SGT A.D. BROWN



SB30634
SGT A.C. VOUT



25950
SGT E. MAC KENZIE



27841
CPL A. ABLETT



27530
CPL G.L. ADCOCK



14340
CPL E.V. ANDERSON



38947
A/CPL W.B. BAKER



25568
CPL E.C. BECK



16295
CPL S.J. BENDLE



22158
CPL J.B.R.J. BERUBE



13407
CPL A.A. BEVAN



37122
A/CPL B.R. BOYER



7555
CPL A.J. CADIEUX



26319
CPL JH. COTE



25606
CPL JH. COTE



27522
CPL CK. CRAWFORD



40046
CPL J.G. DESPATIE



27470
CPL D.V. FOLEY



70061
CPL H. DYRDA



26711
CPL JPA. DULUDE



27809
CPL WSG. EDGSON



22695
CPL JAH. EDWARDS



18662
A/CPL ER. GRAHAM



19133
CPL JR/JL. FALARDEAU



25137
CPL JVR. FILION



15553
CPL V.D. FOLEY



27586
CPL G.S. FORD



13084
CPL CM. GARRETT



41613
A/CPL A.T. KUSHINSKI



4300
CPL KI. GIBSON



17583
CPL PG. GILES



14259
CPL DA. GODDYN



12452
CPL HO. GOODWIN



27465
CPL JAG. HAMELIN



24200
CPL E.M. HARRIS



16518
CPL H. HART



15389
CPL G.R. HEMPSTOCK



14133
CPL A.W. HODGINS



28936
CPL CA. HOLT



15650
CPL EB. KINDREE



25206
CPL A. KUSHNER



26917
CPL A.J. KNAPIK



19462
CPL ED. JACKSON



18915
CPL G.R. LAMBERT



12265
CPL C.P. LANYON



22084
CPL B.G. LAPIERE



18570
CPL C.K. MACDONALD



26328
CPL T. LEACH



27477
CPL AL LITKE



19312
CPL J.L. LONGMIRE



13834
CPL L.B. MULOIN



17229
CPL R.A. MACLEAN



16724
CPL S.A. MACLEAN



27967
CPL H.W. MCFARLAND



18182
CPL J.J.R. MENARD



23851
CPL W. MILLER



12371
A CPL T.A. MOFFAT



12237
CPL D.J. MONROE



23206
CPL J.W. PATON



21362
CPL W. PETERSON



28514
CPL C.E. PETTIGREW



12472
CPL A.R. PHILLIPS



14505
CPL L.W. PICKETT



26199
CPL J.H. PITTS



12263
CPL H.M. PRICE



15759
CPL R.G. REED



16616
CPL A.N. ROBERTS



33835
A/CPL F.C. LIMOGES



27387
CPL J.B. RODGERS



25939
CPL R.B. RODDY



27786
CPL R.W. SANDERSON



28196
CPL V.E. SANDERSON



25060
CPL J.F.G. SHANE



28828
A.CPL L. SHEARD



27534
CPL MP. SHEEHY-SHEEHY



28095
CPL R.F. SMALLEY



27512
CPL A.C. SPRINGATE



24102
CPL LA. STEEVES



28958
CPL W.H. STEWART



25160
CPL G.M. SULEK



19121
CPL LL. TURNHULL



25392
CPL F.J. URSICH



23965
CPL D.F. VAUGHAN



19017
CPL A.D. WADMORE



13498
CPL H.S. WATTIER



15809
CPL K.E. WESLEY



20315
CPL K.D. WHITBY



26854
CPL A.J.H. WHITEHEAD



27555
CPL G.M. WILLIAMS



38147
AN.CPL J. BELCOURT



15567
CPL S.G. DOVE





12267
LAC L.J. ABEL



29901
LAC F.F. ADAMS



36516
AC G.J. ALLAN



49687
AC A. HUME



29667
LAC R. THERIAULT



201656
AC E.F. WILSON



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LAC JEL AUGER



33820
AC C.F. BAKER



14349
LAC B.E. BEACOCK



17407
LAC WHITTAKER



27964
LAC MC BANKS



14050
LAC L. BARRS



35859
LAC D.J. BRYANT



24526
LAC JER BEAUENE



14733
LAC R.J. BECHTOLD



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LAC R.O. BEIRNES



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LAC J.L. BISSON



47109
LAC H.L. BLOOMFIELD



18078
LAC H.D. BOEHMER



29075
LAC E.E. BOLAND



33421
LAC C.L. BOURKE



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LAC L.V. BRAME



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LAC A.G. BRETT



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LAC J.B. BRISSON



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LAC E.J. BRYNE



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AC M.G. CAREY



24273



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LAC H.F. CARROLL



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LAC F.T. CARTER



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LAC J.M. CASEY



12892
LAC M. CHICORI



19342
LAC JJP. CHRETIEN



12125
LAC JA. CLARK



18004
LAC RC. CLARK



37801
AC FT. CLARKE



39361
AC ER. CLEARY



28128
LAC EA. CAMPION



33901
AC EJO. COMTOIS



35161
AC JA. CONSTANT



14772
LAC AM. CORFIELD



39281
AC RL. COYE



35463
AC JHP. COX



13914
LAC JW. CROXFORD



37004
LAC K.D. CURREL



27559
LAC TH. DAVIDSON



29526
LAC JHJR. DERASP



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AC JFL. DOUCETTE



12748
LAC E. DRAKE



13957
LAC G. DUGDALE



17195
LAC GA. GURNING



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LAC R.S.J. GUNCHER



29642
LAC WM. EDWARDS



13956
LAC R.S. ETCHES



40084
LAC GE. FLAXMAN



18200
LAC KA. FOWLER



36894
LAC HCD. FONT



18346
LAC LD. FORTIN



18090
LAC HE. FRENETTE



17696
LAC BE. FRETTS



16940
LAC G.J. GAGNE



35265
CPL N.D. HAMILTON



35423
AC R.J. GEHL



33807
AC K.M. GELBERT



19182
LAC R. GIRARD



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LAC J.L. GOETTLER



35913
AC G.A. SAULD



28533
LAC C.J. SPANDERSON



36147
AC K.M. GRANT



17003
LAC L.O. GRAY



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LAC T.J. GRAY



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LAC D.L. GREEN



19269
LAC D.M. GREIG



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LAC J.H.R. GRIMARD



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LAC J.D.R. GUILBEAULT



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LAC E.P. HAKANSSON



36908
LAC W.C. HART



14531
LAC J.C. HATTON



14716
LAC D.K. HAUSAUER



12981
LAC L.E. HAY



29546
LAC J.L. DESJARDINES



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LAC R.A. HEAKES



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LAC J.G. HENDERSON



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LAC V.A. BENT



14674
LAC G.C. HORNE



19168
LAC H.L. HOUGHTON



29844
LAC J.L. HUDSON



12399
LAC G. HUNT



24260
LAC W. HUNTER



17308
LAC H.E. IRELAND



14414
LAC R.A. IRVINE



18969
LAC J.E. JARVIS



33248
AC HA JAVENS



15217
LAC WA JENNINGS



14283
LAC EDS JOHNSON



28072
LAC GA JOHNSTON



29447
LAC F.C. KENLEY



19286
LAC W KENNEDY



17366
LAC RO KIDSON



15258
AC W KOWALUK



18446
LAC E.W. LANDRY



35058
AC J.L.H. LAVICTOIRE



38494
LAC T.E. LAY



29195
LAC J.B.A. LEBLANC



29189
LAC J.G.I. LEBLANC



203166
LAC E. JONES



33624
LAC GA. JUDSON



29216
LAC R.C. LUKER



12277
LAC RA. LUNDIN



34091
AC M.C. LUNDQUIST



36711
AC J.A.D. MACDONALD



15025
LAC M.A. MACDONALD



18021
LAC C.O. MACKEN



17374
LAC D. MACPHERSON



19092
LAC R.N. MCGOWAN



32591
LAC L.B. KINGYENS



12591
LAC L.R. LEWIS



35056
LAC E.A. MAGILL



18156
LAC W.M. MATTHEWS



33877
AC J.A. MAY



35416
AC D.J. MCCARTHY



36705
AC H. MEENS



14156
LAC RB. MEGILL



12160
LAC DJ. MEFHAM



16056
LAC J.G.R. MERCIER



33663
AC W.W. MOIR



17176
LAC D.K. MELDRUM



35720
LAC A.R. MASSICOTTE



33143
AC G.G. MOSES



30416
AC W.A. MUNRO



17973
LAC J.G.L.C. MORIN



36001
LAC R. MORRISSEY



13845
LAC P. NEUFELD



32317
AC E.E. NICHOLSON



13341
LAC JR. NICHOLSON



38048
LAC D.M. NELSON



15608
LAC JR. O'CONNOR



15318
AC A.W. OLSON



38038
LAC N. OWSIANIK



19137
LAC J.R.G. PAPILLO



32318
LAC K.H. PUHAM



28447
LAC JA. PELLETIER
SUP TECH 2



19138
LAC J.L. PEPIN



29741
LAC J.G.A. PIQUETTE



29454
LAC J.M. OLESEN



35716
AC L.E.J. POTTS



29055
LAC X.W. POWELL



14475
LAC J.D. REID



41142
AC J.J. REIGATE



35417
AC E.E. REIMER



15473
AC I. RENNIE



18058
LAC RICHARDSON JG



36591
AC D.R. RINGROSE



14183
LAC BJ RITCHEY



27853
LAC I.R. ROBINSON



49534
LAC P.D. ROBINSON



16807
LAC R.A. ROSE



28033
LAC R.A. ROSE



28877
LAC J.G. ROUSSEAU



23508
LAC W.T. RUSSELL



13955
LAC D.N. SALISBURY



14892
LAC W.A. SAPSFORD



28382
LAC R.F. SCOTT



37791
AC G.L. SEABA



12243
LAC J.A. SHINNAN



17815
LAC R.M. SINNOTT



15245
LAC J. PONGRATZ



28290
LAC M. SLANEY



17648
LAC D. SMITH-DOIRON



38388
AC W. SKOMOROK



34015
AC D.S. SMITH



29586
LAC J.N. SPENCER



38140
AC J. STARK



29745
LAC C. STATHER



35130
AC J.M. STEWART



39325
LAC J.C. PAYNTER



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LAC J.R. STONE



12665
LAC M.P. STORM



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LAC H.A. STRANDLUND



14756
LAC A.H. TAPP



80047
LAC L.E. TAYLOR



16794
LAC H.F. TERRY



29457
LAC J.D. THOMPSON



28937
LAC W.C. THOMPSON



28632
LAC R.H. TOMLINSON



14064
LAC G.H. TUPPER



20872
LAC J.M. VALLIER



36726
LAC L.H. VIAU



19027
LAC W.J. VOYLE



39203
AC R.L. WORMAN



14381
LAC J.A. WATT



33135
AC E.L. WEBB



33224
LAC J.L. WEBBER



18256
LAC D.J. WEST



35313
LAC K.E. WILDE



13421
LAC S.T. WILLIAMS



24321
LAC W. WISEMAN



33138
AC J. WINCENTOWICH



34279
AC P.H. WHITING



29791
LAC J. WOOD



34066
AC R.E. YOUNG



12914
CPL W.G. KENDALL



13206
LAC I.E. LARSON



SN1243
PVT G.M. CARBERRY



5A2505
PVT D.E. LEMMONS



33427
AC H.J. BAKER



33211
AC D.J. FLINT



12575
LAC D.W. HEAD



35326
LAC R.G. ROY



33636
AC J.A. RICARD



35886
AC A.A. BOWEN



14909
LAC JA. ALLARD



12563
LAC G.C. BATEMAN



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AC E. BOLLO



42146
LAC E.W. BURLEY



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LAC Y.L. DLOUTIER



200532
CPL CASEYMOUR



39266
LAC R.G. CROWE



42166
AC E.A. CONSTANT



39250
LAC W.J. FROTEN



17660
LAC H. FROMAN



45864
AC E.J. GIGNAC



18155
LAC GA. DONCASTER



45179
AC R. GILBAULT



202102
AC A. HETHERINGTON



20924
LAC E.D. LINDSAY



201569
AC L.H. McCARTY



39385
AC J.E. MCGOUTRY



46363
AC D.L. McHUGH



12913
LAC G.J. MIDDLETON



204528
AC C.B. O'CONNOR



241567
AC T.W. PALMER



44614
LAC C.C. MOODY



39174
LAC J.A. LOSIER



32296
LAC W.P. ROWE



26676
CPL J.A. O'CONNOR



17745
CPL J.I. FIRLOTTE



12349
LAC A.B. BEARDMORE



36540
AC JNA. NEAULT



24096
CPL R. LOVEJOY



(Name obscured)



23099
SGT. J.J. ROBINSON



17632
CPL. J.G. DESJARDINS



16763
CPL. J.R. GAUVIN



14451
CPL. W. MUZYCHKA



17205
CPL. M.J. ROCHLEAU



34406
LAC. R.L. ASHLEY



25164
LAC. P.A. COIFFEE



35479
LAC. R.A. HENDERSON



18215
LAC. T.F. HUGHES



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AC. J.J. LEMIEUX



18447
LAC. G. LOVELACE



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AC. G.F. MAGNAN



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LAC. H.S. MILLER



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LAC. C.J. NADEAU



19068
LAC. J.R. NOISEAUX



16321
LAC. P.J. ROONEY



15971
LAC. E.B. SMITH



13355
LAC. V.K. STIRLING



16001
CPL. H.L. ELLIS



12691
CPL. D.J. KING



17304
CPL. M.R. WATTERS



12735
CPL. R.I. CAIRNS



21519
WO2. A.D. COOPER



27366
LAC. V.W. ATKINS



25063
CPL. D.A. DEWAR



29282
LAC. W.J. MAINE



28809
LAC. J.S. PORTERFIELD



16761
LAC. J.J. BELLAVANCE



28687
LAC. X. MORRIS



17189
LAC. P.J. BALTZER



S/L D. WARREN



120522
F/L M. DOYLE



19021
F/L W.H. GILL



30004
F/L G.H. NICHOLS



2038
F/L H.W. PRINCE



30191
F/L R.P. ST. JOHN



32155
F/O W. BAIN



20421
F/O L.J. BENTHAM



14099
F/O R.R. BIGGAR



30550
F/O F.D. BROADBENT



2161
F/O C.M. CAMPBELL



15062
F/O D.G. CINNAMON



30331
F/O R.W. FOUND



30448
F/O R.W. GIBSON



32176
F/O R.J. MAHAR



34052
F/O R.K. JOHNSON



30164
F/O J.G. JOY



30501
F/O J.A. KERR



29466
F/O R.H. KNOX-LEET



32024
F/O T. CAUSTON



35365
F/O R.W. LEWIS



30264
F/O J.J. MARICH



205108
F/O W.G. HEWEN



30302
F/O R. MORRIS



15120
F/O D.J. MORRISON



30480
F/O A.E. RAYNER



15256
F/O A.H. ROBB



15594
F/O J.L. RENCUDEN



32639
F/O L.P. SAVEROUX



32361
F/O R.S. POTTER



90116
F/O F.E. SYLVESTER



18225
F/O N.B. FLAVIN



7874
F/O W.H. THOMPSON





0043
WO2 J.L. LACHANCE



2392
WO2 G.P. POULOS



11611
FS K.D. LESLIE



21784
FS J.D. PATERSON



24042
FS E.F. PEARSON



10242
SGT A.J. BOTTING



10070
SGT M.H. BROWN RIGG



24657
SGT C.F. COOKE



24772
SGT A.R. COULTS



20694
SGT J.I. FISHER



27137
SGT G.L. GRANT



10069
SGT J.L. GROULX



21042
SGT L.D. HAWKINS



22749
SGT H.A.D. KING



24848
SGT J.A. LANGSTON



23815
SGT M.H. BINGHAM



21397
SGT W.J. WIDGER





17315
CPL M.W. AUMAIS



15687
CPL H.C. BEATON



26750
CPL J.A. BERNIER



26010
CPL C.J. CANGAUE



22510
CPL J.J.R. CANTIN



24135
CPL G.D. COMEAU



23123
CPL W.J. COPLAND



17680
CPL F.J. DALTON



20856
CPL J.W. DESROCHES



27535
CPL F. DEVINS



25978
CPL J.G.L. DION



13552
CPL F. ELKES



10202
CPL J.H. FERGUSON



18618
CPL D.W. GILZEAN



27533
CPL A.C. GUNNELL



24741
CPL R. HAGLUND



29483
CPL J.E. HARLEY



20461
CPL R.K. HEMPSEED



85031
CPL A.E. HORMAN



24609
CPL O.G. HUDSON



13606
CPL M.J. JACKSON



25256
CPL J.P.G. JACQUES



24298
CPL W. KOZAK



26831
CPL S.O. LARSON



24402
CPL D.G. LAYCOCK



27520
CPL J. LEEMING



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CPL W.J.J. LONG



18827
CPL A.E. MACGILLIVRAY



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CPL R.P. MCLAREN



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CPL C.W. MCLEAN



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CPL J.E. PRINDIVILLE



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CPL A.L. RAND



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CPL C.L. RISELEY



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CPL P.J. ROBERTS



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CPL H.W. SASS



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CPL T.W. SCOTT



21708
CPL J. STRUCHINSKY



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CPL L.A. WATKINS



23808
CPL J. WHITEHEAD



36625
LAC J.A. ARSENAULT



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LAC W.L. ATKINSON



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LAC C. BABINEAU



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LAC P.P. CARTMELL



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AC J.J. CHOUQUETTE



27584
LAC F.R. CORFE



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LAC L.V. CUPIK



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LAC J.F. DESROSIER



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LAC F. DRAUS



32688
LAC J.A. DUBUC



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AC B.H. EMBURY



25605
LAC J.M. FONTAINE



15603
LAC J. FOX



36092
AC J.H. GOODWIN



32803
LAC J.L.P.A. GUIMOND



27589
LAC A. HARVATT



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AC J.A. HOULAHAN



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LAC H.A. KENT



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LAC R.G. KRUSE



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AC D.A. LABRANCHE



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LAC J.A. LASCILLE



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LAC Y.J.D.B. LAVIGNE



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LAC W.J. LIGHTFOOT



14509
LAC J.W. LOGAN



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LAC R. LOVEJOY



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LAC G.T. MCGLEAN



36004
AC J.M. MCCAFFREY



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LAC T. MCCARTHY



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28780
LAC L.S.M. MITCHELL



19492
LAC J.P.G. MONTREITT



30032
AC G.J. NICHOLSON



17430
LAC A.E. NICKSON



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LAC J.C.E. DUELLET



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LAC C.G. PATRIQUIN



19066
LAC J.P. PAQUETTE



33043
AC J.E. PEARSON



16778
LAC J.G.C. PERRAULT



28012
LAC J.T.A. PICARD



37403
AC J. RIDLER



26513
LAC G.V. SMITH



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LAC D.J. STEPSON



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LAC J. R. TALBOT



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LAC J.K. TERRIO



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LAC R.B. TOLLENTON



17324
LAC D.H. WEBSTER



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LAC G.E. BOLCH



28826
LAC V.S.W. WHITE



39898
LAC J.R. SCARFE



32873
AC H.E. WOODS



36937
LAC R.M. EMBURY



37740
AC R.B. LEE



38214
LAC K.A. SAMRAU



39593
LAC H.J. DUVAL



38881
LAC L.E. POMEROY



29402
LAC W.F. HOPKINS



40028

AC T.S. ARSENAULT



32789

EAD J.E. ALLAIRE



140161

AC J. BOETCHER



14014

CPL D.L. EVANS



45338

AC R.M. HEADLEY



59096

LAC G. LABRECQUE



44356

LAC S.C. LOSANSKI



40174

AC N.A. MACDONALD



37557

AC R.S. McDONNELL



46334

AC H.P. M'INTOSH



40033

AC J.A. PETRIN



52058

LAC G.J. RAYNOR



43658

AC R.E. SHANNON



35523

LAC W.R. STANYER



40064

AC J.S. TROTTIER



19704
S/L A.R. MACKENZIE DFC.



30403
F/L D.W. COOKE



20086
F/L E.D. KELLY



17293
F/O RH ANNIS



20245
F/O DN ATHERTON



15004
F/O LB BENSON



33052
F/O G BRINE



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F/O PK CRANSTON



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F/O JE ECKER



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F/O AW FELHAGER



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F/O MJE GAUDRY



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F/O DRN HANSON



32325
F/O RB HAVERSTOCK



30257
F/O RD HIMMELMAN



14970
F/O JR JOLLEY



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F/O DC HOLLHAITH



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F/O GARDINER



105001
F/O LRMCDONALD



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F/O NAPAQUETTE



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24710
F/O PC WALKER



15135
F/O DR WILLIAMSON



35007
F/O FA WISE



2079
WO1 WA. CRAIG



11522
WO2 RJ. BOWES



2009
WO2 CD. WRIGHT



5526
FS RC. PARKER



1851
FS LM. WATSON



21247
SGT JO. W. BRIARD



24376
SGT WK. CHRISTIE



23159
SGT WG. CRAIG



26794
SGT R. ARDUHAMEL



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SGT G. R. LAY



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SGT P. S. MALOWSKY



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SGT M. J. TASCHEREAU



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SGT J. R. VARY



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CPL F. V. HACHEY



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CPL J. G. HAWRYLUK



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CPL R. I. HORNER



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CPL C. A. JERMYN



12882
CPL L. LAMB



15892
CPL H.D. LAND



17801
CPL A.J. MAIDENS



14202
CPL D.R. MCKENZIE



24681
CPL W.J. MCTAGGART



17052
CPL S.R. MARCENKO



21849
CPL J.W. PAIRE



24649
CPL R.F. SEGUIN



26787
CPL W. STAN



24979
CPL G.M. WELLS



25696
CPL T. ZABIELSKI



35064
AC J.H. ARSENAULT



32907
AC REBAILEY



45180
AC J.A. CHAMPIGNY



32802
AC J.G.R. BEAUDET



32066
AC J.J.C. BEAULNE



45356
AC C.A. BECHARD



35840
LAC N.F.M. BIBEAU



30500
AC J.O. BONNER



29953
LAC J.P.L. BOUCHER



39471
AC J.P.J. BOURBEAU



33830
AC J.L.G. BOURDON



36163
AC G.L. BRIGGS



35050
AC W.G. BUKER



45661
AC J.G. CAMPBELL



39139
AC J.R.J. CHANTIGNY



40020
AC J.R. CHARNLEY



29104
LAC J.L. CHARTRAND



46070
AC W. CLOSS



15962
LAC C.V. COURSEY



18210
LAC R.T. DAIGNEAU



35000
AC R.R. DALLOW



33835
AC J.R.R. DESFORGES



52862
AC D.S. EDWARDS



32075
AC D. EPSTEIN



35087
AC R.J.M. FAIVREAU



52574
AC D.D. FOLKER



204019
AC R.A. MCCORMACK



20733
LAC J.C. FURDIS



35087
AC J.H. GAGNON



40015
AC A. REGALARNEAU



33023
AC H.J.B. GRENIER



35042
AC J.E. HACHE



35262
LAC A. HAMPFEL



30532
LAC W.J. HILL



15701
LAC N.P. JEFFERSON



38175
LAC J.W.M. KELLY



34467
AC R. KING



35731
AC R.L.J. KING



37715
AC S. KUCHMA



36487
AC P. ELAINE



37316
AC S.J. LEECE



28433
LAC J.R. LEVASSEUR



30890
AC A. ELUKER



36385
AC D. MAITLAND



34404
AC J.D. MALCOLM



28918
LAC J.E. MATTIE



23781
LAC J.A. MIGNAULT



35946
AC R.B. MORIN



34309
AC R. MORTON



40710
LAC K.V. MACDONALD



45417
AC A. G. HUGH



13100
LAC R. A. PARK



40580
AC G. W. WATTIER



110253
AC J. F. FERRON



36750
AC M. PILDN



18000
LAC G. PINEAU



37520
AC I. P. RAICHE



35505
AC J. G. FRUCHER



32605
AC B. ROBERTS



39384
AC R. H. ROBINSON



10574
LAC D. D. SCHELAN



10387
LAC J. M. SCOTTE



52861
AC J. R. SAINTE MARIE



45047
LAC H. W. ST. LAURENT



40512
AC R. L. STUART



40561
AC K. D. SURMAN



10335
LAC J. B. TARDIF



35691
AC J. E. TREMBLAY



35360
AC J. A. P. VAIGIS



32642
AC R. G. VAN THOURHOOT



39071
LAC T. WALTON



50157
LAC R. E. WHITE



52967
AC A. YOUNG



33324
AC S. ZOLMER



26685
CPL G. H. LARUSH



42927
AC DC AVERY



29291
LAC J.P. AZIZ



202812
AC C.G. BAILEY



200131
AC J.G. BOULAY



29522
LAC J.T. BRASSARD



75115
AC C.H. CLARK



47189
AC D.B. COLE



15469
LAC N.H. COOPER



48066
AC R.A. FAULKNER



42197
AC B.G. FERGUSON



47597
AC M. GINGRAS



43369
AC L.E. LACOMBE



202574
AC A.A. LINDBECK



49365
AC T.C. MASON



44292
AC J.C. ROTHWELL



49902
AC R.F. SMITH



201514
AC W.J. STERLING



16223
AC W.H. URQUHART



23850
CPL W. WARBURTON



30697
LAC R.B. WRIDE



20072

S. L. C. D. BRICKER



17822

P/L H. F. WENZ



30590

P/L D. C. WEBB



17921

P/L W. H. BLISS



32494
F/O J.J.R. BEDARD



15132
F/O K.A. CHEESMAN



30620
F/O A.A. CHIVERS-WILSON



30315
F/O A.J. EVERARD



25557
F/O G.J. FITZGERALD



36888
F/O E.G. FOWLER



20579
F/O A.R. GREGORY



15157
F/O J.L. HAMILTON



40243
F/O J.S. HANNAH



30024
F/O K.J. JENNETT



30342
F/O J.R.J.B. LAROCHÉ



24370
F/O N.H. MACKERRACHER



35124
F/O J.M. NELLIGAN



30025
F/O L. PAPPAS



32292
F/O F.R. RAYMOND



14979
F/O H.F. REICHMAN



13511
F/O H.C. RUECKER



30158
F/O E.A. SEITZ



40249
F/O M.W. SILLS



90159
F/O D.A.B. SMILEY



38438
F/O T.D. WHEELER



15227
F/O H.T. WILSON



38421
F/O C.F. WILKINSON



37820
F/O H.R. WINGATE



40444
F/O K.K. GILDNER



2290
WO2 J.J. COOK



9842
WO2 N.J. MATTHEWS



21558
WO2 P.A. THOMPSON



20639
F/S H.V. HOGARTH



21395
SGT W.J. ALEFOUNDER



23235
SGT T.G. ANDREWS



23126
SGT V.A. BILLEDEAU



21973
SGT C.L. CARROLL



22385
SGT H.D. DRANEY



27529
SGT G.O. GIRVIN



27892
SGT F.S. HECTOR



941
SGT R.J.E. PARENT



23017
SGT H.F. QUATTRILL



4147
SGT W.E. RUNIONS



25856
CPL C. BROWN



21099
CPL F.A. BUNSTONE



22553
CPL G. FAFARD



24182
CPL L.G. GRAVELINE



20871
CPL F.C. HILL



13537
CPL A.K. HIRD



14104
CPL T.D. HUGHES



25754
CPL J.A.J.M. JOLIN



25236
CPL J.G.H.T. MAYER



23512
CPL G. MERKEL



22692
CPL B.A. MACDONALD



26268
CPL J. MCNALLY



25490
CPL G.S. ONISHENKO



24808
CPL D.R.L. PARKINSON



25316
CPL J.H. PEDLAR



24699
CPL A.J. PETERS



27536
CPL. S.J. POLLOCK



17796
CPL. A.S. ROTHWELE



12373
CPL. R.D.G. SIMPSON



13298
CPL. W.A. WILTZEN



22995
CPL. R.A. TURNER



27543
CPL. H. WHYTE



33159
LAC. H.G. BATTERSBY



14937
LAC. B.W. BENNETT



18352
LAC. L.C. BOSWELL



13398
LAC. F.R. BUSHEY



28730
LAC. J.C.G. CARIGNAN



41060
LAC. G.W. CARPENTER



29839
LAC. J.Y. CHAMBERLAND



46025
LAC. W.R. CURRIE



28893
LAC. J.P.J. COTE



42109
LAC. W.A. DUNCAN



12131
LAC. C.L. EMPEY



18600
LAC. E.J. EVERILL



33231
LAC. H.G. FERGUSON



29879
LAC. T.C. FISHER



14375
LAC. E.R. FORTNEY



17405
LAC. J.B.Y. GARCEAU



28535
LAC. G. GRATTON



18251
LAC. L.W.E. HAMILTON



39585
LAC. H.L. HARDY



12746
LAC. E.O. HYPPIA



29933
LAC. G.D. JANES



17442
LAC. R.H. KENNEDY



14009
LAC. H.C. KIPLING



18167
LAC. J.Y.A. LAVOIE



14765
LAC C. W. MASON



28020
LAC L. E. MASON



40819
LAC P. G. MACNEEL



33301
LAC J. L. MCINNIS



41300
LAC J. H. MCKEE



36548
LAC J. P. MEMINN



36895
LAC E. A. NAUSS



14274
LAC F. B. NEFF



203220
LAC S. G. NORTHROP



14279
LAC A. S. PETRENY



29768
LAC G. L. PHILLIPS



22090
LAC P. J. QUINN



28607
LAC P. R. REGIMBAL



17780
LAC L. M. REID



45725
LAC R. F. REID



19923
LAC W. R. ROGERS



48311
LAC J. W. SPENDER



200604
LAC E. E. THOMAS



13450
LAC W. B. VAN BLARICOM



27580
LAC W. L. WARDLAW



4665
AC1 L. C. ALCORN



41739
AC1 H. J. W. BARBER



45535
AC1 A. K. BARKETT



35834
AC1 J. P. J. D. BEAUDET



50561
AC1 A. J. BERGERON



14308
AC1 L. N. BOYD



45535
AC1 T. E. BRADFORD



41696
AC1 N. H. K. CARSTENS



44350
AC1 H. H. CLAASSEN



39491
AC1 C. P. CUPP



14698
AC J. H. COAKETT



41211
AC F. E. DODD



57497
AC P. B. DORATTY



58908
AC P. B. DRUIDE



39093
AC J. N. P. D. FILION



16554
AC J. F. FOURNIER



35528
AC I. R. GALBRAITH



122013
AC J. R. A. GIRARD



38385
AC J. S. H. GRAY



33694
AC J. O. B. GIBEAU



40573
AC S. J. HILL



37398
AC I. D. A. HOHN



38137
AC J. E. HOLMES



34369
AC W. H. KNUDSLIEH



35557
AC R. O. G. LASCHIE



38128
AC J. E. LAPIERRE



33258
AC F. A. LITTLE



49612
AC F. W. MORTON



40152
AC R. J. D. MORRISON



40930
AC J. F. J. MCLAUGHLIN



38172
AC J. S. NASH



35062
AC F. NEWBERRY



35689
AC J. A. OAKES



35091
AC R. J. OLINK



34011
AC F. H. RIEZE



41518
AC D. G. STALHAM



35243
AC J. O. L. W. SUNDBLUM



33858
AC J. G. A. J. TARDIF



45014
AC L. TOTH



45746
AC R. S. WILTSHIRE



LAC R. N. TASKER



41603
AC I. P. ZASKAJBIDA



44570
LAC F. S. GARDNER



3 53766
LAC J. M. BOURGET



29539
LAC JE. D'AMOURS



202566
LAC N. B. DEVLIN



49054
AC J. F. DICKSON



40776
AC W. H. GREGORY



45216
AC D. E. NASH



48243
AC A. R. SAVAGE



41180
AC G. O. SWAIN



49868
AC N. A. TERRY



50519
LAC I. J. A. PELLETIER



KELLY — ONE OF OUR SUPERSONIC SONS



TENOR DRUMMER



BASS DRUMMER

