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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 8

AUGUST, 1959

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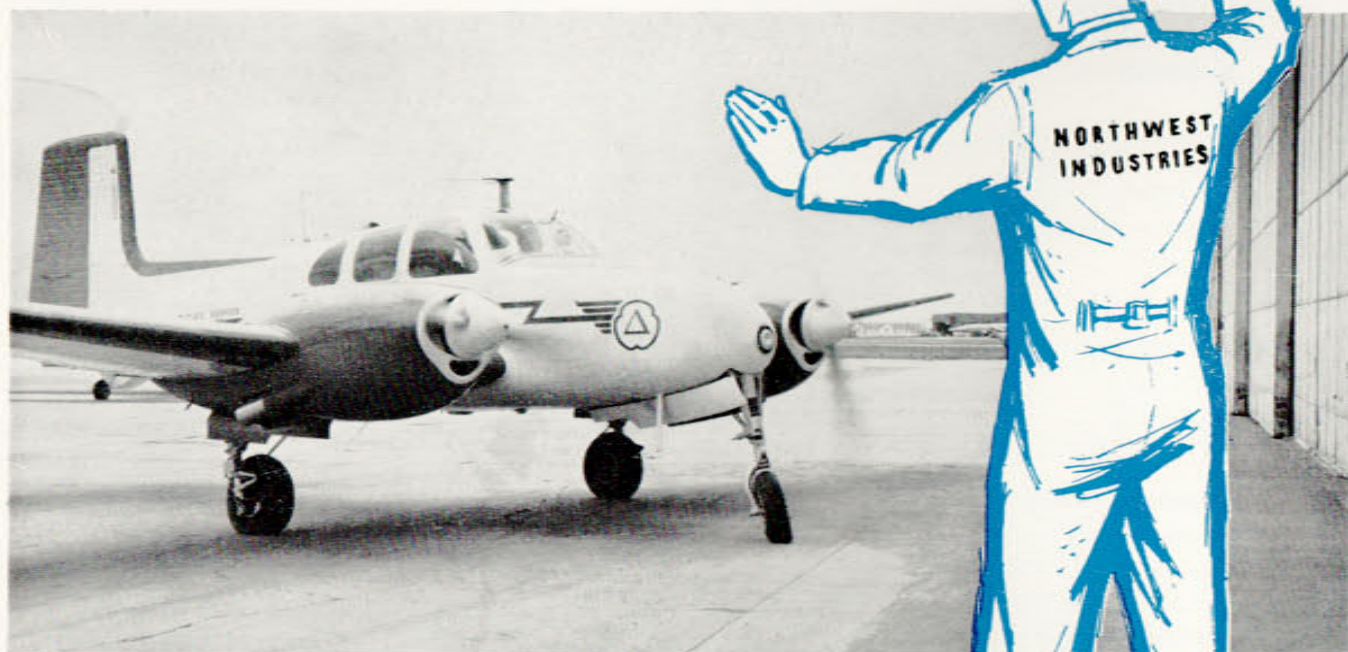
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## EDITORIAL CORNER

# BLOOD AND LIFE

If tomorrow your life,—or the lives of your family were to depend upon a blood transfusion, would you accept it?

And if you did—do you know where it would come from?

It is too simple to say that the Red Cross would supply it, for though the Red Cross is a warm-hearted organization, it is only an organization. Its supplies of blood were donated by someone. Maybe a mechanic who read about the local blood donor clinic in the paper and decided to help. Or a housewife who heard a radio announcement. Maybe a convict in prison who answered society's call.

People from every walk of life, from many creeds and racial origins supply the Red Cross Blood. They have one thing in common. They care enough to make sure that when the blood is needed, probably by someone they will never know, it will be ready and waiting.

That's where the blood will come from when you need it. Not from some anonymous amorphous organization, but from people like yourself. Unless you would not accept a blood transfusion, you should think about doing your bit.

The Red Cross Blood Donor clinic will be at RCAF Station Winnipeg, 12th and 13th of August at the Drill Hall.

### COVER STORY

The view from the cockpit of a T-33 Silver Star jet is almost as good as a joy-ride for two little girls, Debbie Baynes (left) and Patti Parkman (right) of Jameswood Park, the RCAF housing development near Station Winnipeg.

(Picture: George Noseworthy)

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# 35 YEARS WITH THE RCAF

He can remember when Married Quarters set you back \$10.50 a month — there were other differences too.

BY RON BAYNES

NOT many, if any, members of the RCAF, can claim an intimate 35-year association with the Force. But FS John D. Boyd, of Winnipeg's Photo Section can. This fact becomes the more impressive with the knowledge that he, and the Service, are both only 35 years old.

One of the first RCAF dependents, John was literally born into the service, the son of a "charter member" who had served both with the RFC and the CAF, predecessors to the RCAF. John has watched the force grow from infancy to its present strength. He has watched it change too.

"It was bound to change," he says. "But in those days it was a more closely-knit group. Everyone knew everyone else." He remembers some other differences too. For the "cottage" type married quarters in which the Boyds lived at Camp Borden, occupants were assessed \$10.50 per month. This included heat, water and lights. Then as now, not everyone had them. But for Service people, during the Depression years, life was better than for most.

Moves were not as frequent but they occurred occasionally. John's father, in the engineering branch, moved from Borden to Ottawa to Winnipeg, which John first saw in 1931. The station was across the field then, a shadow of its future self.

With such a background, it is surprising to learn that John joined the RCN during World War Two. Or perhaps, not so surprising, when one thinks of the urge of most youngsters to try something, different. Whatever the reason, seeing the error of his ways, he joined the RCAF in 1947.

Now on transfer to Cold Lake, John was preparing last month, for a familiar procedure — moving. He and his wife Dorothy, and their four children, Sharon, John, Heather, and Patricia, at present in MDPRS were looking forward to the transfer.

John does not subscribe to the theory that constant moves are entirely prejudicial to a child's development, and has some powerful

arguments to support his case. "Staying in one place always, isn't as wonderful as it's cracked up to be" he says. "Constant exposure to new situations is, in my book, necessary. How else are you going to develop self reliance or adaptability?" As a Service-kid, John speaks with authority.

The author of a memorable series of biting satirical and hilarious essays, which "VOXAIR" printed under the title "Boyd's Eye View," John writes as a hobby. He does this for personal satisfaction, rather than for publication, a fact which has caused "VOXAIR" some frustration in trying to get more of his material. He paints in oils and water colours, and as a professional photographer, finds his work satisfying.

His cooperation, and that of his section, with "VOXAIR" has been without equal. Without his patient attention to the magazine's frequent calls for help, "VOXAIR" would have been in bad shape indeed. Good luck to him and his family in their new location.

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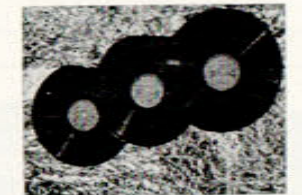
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The Band of the Royal Canadian Air Force (Training Command) taken in front of the Legislative buildings in Edmonton, Alberta.

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Among the many RCAF formations which worked hard towards giving Her Majesty the Queen a Royal welcome to Canada, none worked harder, or more continuously than the Band of the Royal Canadian Air Force (Training Command).

The Bandsmen, pick of the RCAF crop, played nine times in the presence of Queen Elizabeth and Prince Philip, during their July tour of Western Canada. Under the direction of F/L Carl Friberg, the 56 internationally famous, Edmonton-based bandsmen played Royal Salutes, special fanfares on Coronation trumpets and even soft background music at all western provincial capitals, in the Queen's presence. Public concerts from Victoria to Winnipeg, kept the musicians busy between Royal Tour performances. These concerts commemorated the RCAF's 35th anniversary as well as the Golden Anniversary of Powered Flight in Canada.

The bandsmen first played for Queen Elizabeth on July 9th at the Calgary Stampede welcome. Later performances took them to the official opening of the Deas Tunnel in Vancouver and to ceremonies at

Empire Stadium. Guards of Honour at Pat Bay, Regina and Winnipeg were featured in their activities during this period.

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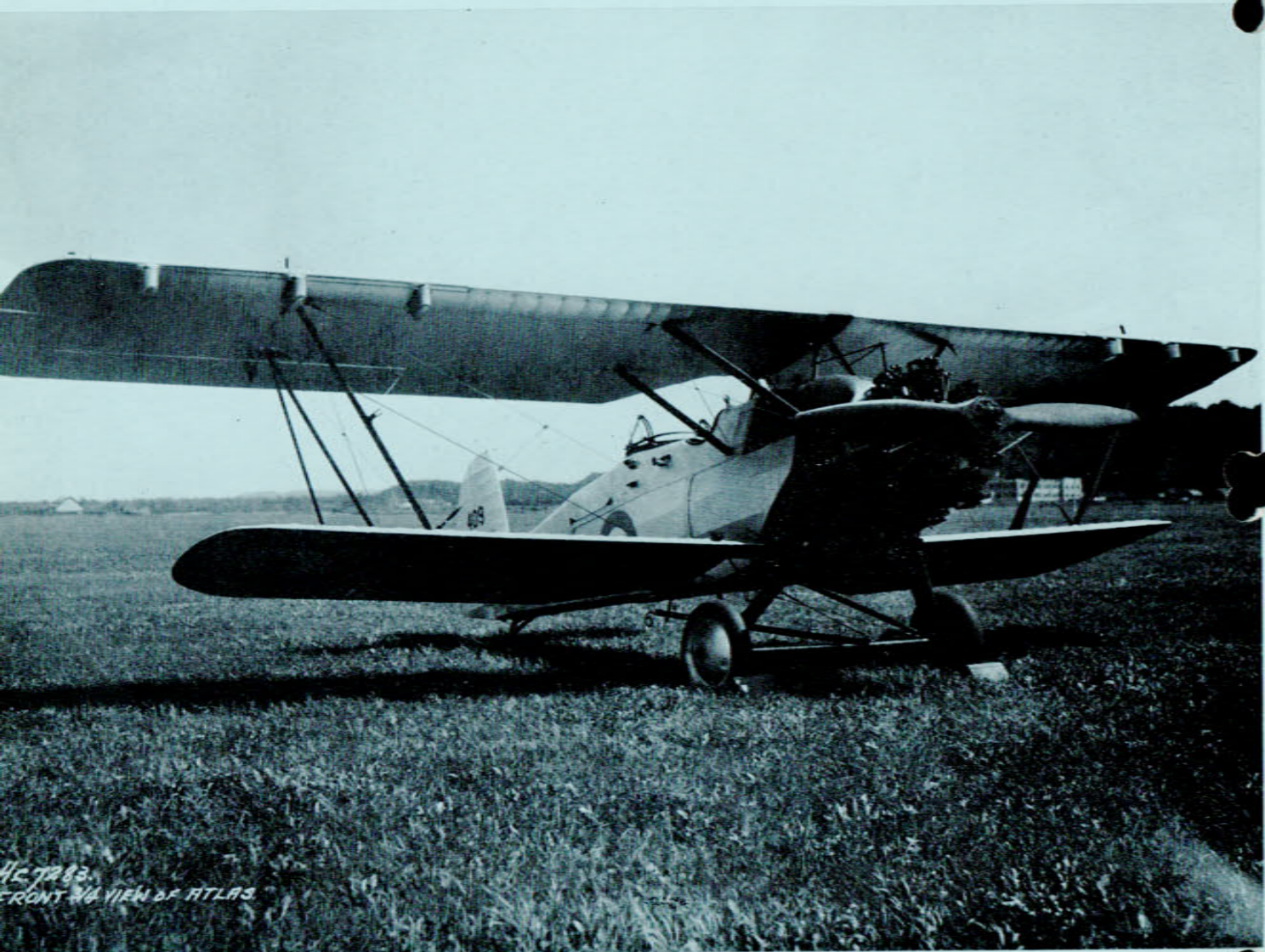


## THIRTY FIVE YEARS

ON a cold spring morning,—April 1st 1924—the RCAF was born. The initial establishment: 68 officers, 307 airmen. Photographic survey, civil transportation, forestry patrol, anti-smuggling work,—even air mail services were provided by the infant force. Worldwide depression descended in the late twenties and early thirties. In 1932 cuts in appropriations slashed the RCAF to a skeleton force and for a time its survival was a matter for conjecture.

In aircraft such as the one above, pioneers of the twenties etched the beginnings of a tradition in Canadian skies. They built on the foundations begun by men like Bishop and Collishaw in the first World War and the weapon they forged was to be tested in a greater conflagration.

By RON BAYNES



HC 7283  
FRONT VIEW OF ATLAS

## THE EMBRYONIC YEARS

**I**N 1935 the tide turned and more money was spent on defence. The RCAF began to rebuild its dwindling strength. Freed from many civil functions, except photographic survey, the force developed along military lines. Its expansion reached a peak in 1937-38-39. By then Austria and Czechoslovakia had been incorporated into the third German Reich. Poland was next.



**A**N Army cooperation biplane, the Armstrong-Whitworth "Atlas" joined the RCAF in 1929. Its place was taken by the Lysander early in 1940. The Atlas pilot could soar to a service ceiling of 17,000 feet at an exhilarating speed of 145 mph. His observer manned two machine guns, and he himself controlled one. Four 112-pound bombs were carried.

By 1 Sept. '39 the RCAF's strength was 4,061 officers and airmen, one quarter of whom were in the Auxiliary. As well as the Atlas operational aircraft included the Wapiti, the Shark, and the Vancouver. Newer types were limited to 10 Fairey Battles, and 19 Hawker Hurricanes.

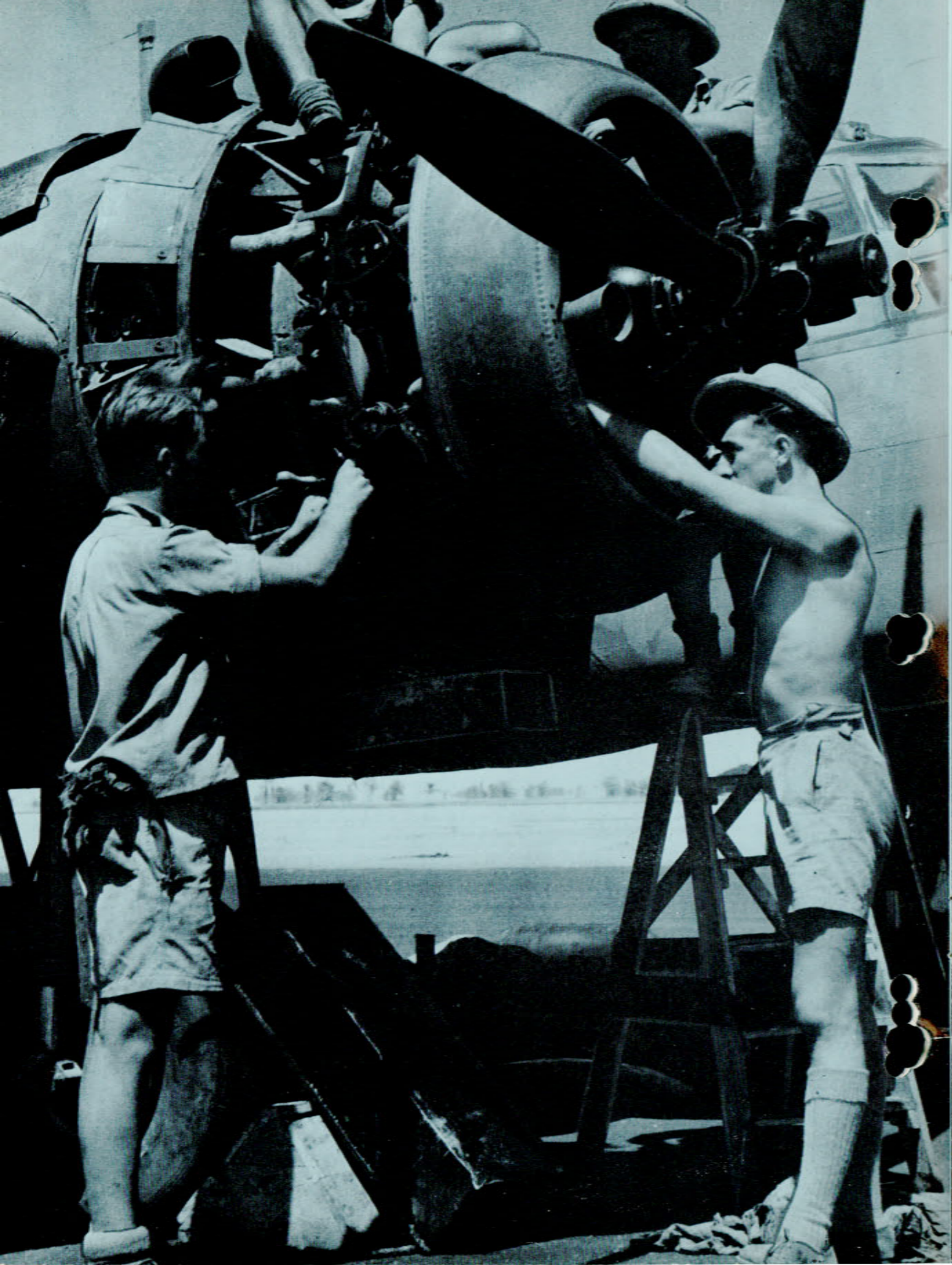


## THE FEW

BY August '39 the RCAF's strength was 4,601 officers and men. On September 1st, Hitler's armour penetrated the Polish border on a wide front. On September 9th, Canada was at war. It was a time of urgency, calling for rapid growth in order to survive. On its small core of professionals, Canada began to fashion a mighty weapon which for the next six years would play an ever increasing part in the affairs of the world.

THE first members of the RCAF to reach England were these members of 110 (later 400) City of Toronto Squadron. They would be followed by Number 1 Fighter Squadron which fought in the Battle of Britain, and still later by a mighty force of men and machines. But when they faced the camera on their troopship on the cold morning of February 26th, 1940 they were the first. The "phoney war" was ending. The invasion of Denmark and Norway loomed near. The Battles of France and Britain had not yet begun.





## THE FINEST HOUR

A CANADIAN squadron of the RAF (No. 242) was in combat from the first day of the first phase of the Battle of Britain. No. 1 Fighter Squadron RCAF, arrived on August 19th, 1940, with the Battle at its height. From then on, Canadians waged war from the air with increasing power and effect, in bombers, fighters, maritime patrol, reconnaissance, transport and other aircraft. They ranged from the frigid wastes of the North Atlantic to the flak-torn skies of the Rhur, to the brilliant sunlight of the Indian Ocean and the Western desert.

“ . . . we have lived in the sand under canvas since our arrival in the Middle East, and by this time, are quite inured to the heat of the day and the cold of the night, sand, flies, fleas, and mosquitoes; endless bully-beef and hard tack, all aside from the expected hazards of War with the Eighth Army. Our ground crews are real front line soldiers, exposed to bombing, strafing and the threat of German commando raids . . . Cards and letter writing fill our evenings, whilst swimming when we are near the Med., and softball are our recreations . . . Our path from Alamein to Aghelia could be traced by rough baseball diamonds in the sand . . . ”

(CO RCAF Squadron in the Libyan Desert—1943)



*"You leave this country after all you have done with a reputation that is equal to any and surpassed by none."*

*(RAF Official to Canadian Bomber Group, 1945.)*

AT one minute after midnight, 6 Canadian Bomber Group came into being. Based in the soft rolling hills and ancient towns of Yorkshire, the Canadians lent their growing weight to the Allied air offensive. In June 1941 when the first RCAF bombers hit Germany, the force was made up of 33 Wellingtons. When the war ended the Canadians were sending out 200 heavy bombers at a time. In one 16 hour period, 501 Canadian bombers unloaded on a German target. The weapon had grown to maturity.



## FOR VALOUR

*P/O Andrew Mynarski, VC, one of two RCAF winners of the award. Other medals won by the RCAF included: 4000 Distinguished Flying Crosses, 515 Distinguished Flying Medals, 4 George Crosses, 427 Air Force Crosses.*

... without hesitation Pilot Officer Mynarski made his way through the flames in an endeavour to reach the rear turret and release the gunner. Whilst so doing his parachute and his clothing, up to the waist were set on fire. All his efforts to move the turret and free the gunner were in vain. Eventually the rear gunner clearly indicated to him that there was nothing more he could do, and that he should try to save his own life. P/O Mynarski reluctantly went back through the flames to the escape hatch. There as a last gesture to the trapped gunner, he turned toward him, stood at attention in his flaming clothing and saluted, before he jumped out of the aircraft. He was found eventually by the French but was so severely burned that he died from his injuries. The rear gunner . . . subsequently testified that had P/O Mynarski not attempted to save his comrade's life, he could have left the aircraft in safety and would doubtless have escaped death. Despite this, with outstanding courage and complete disregard for his own safety he went to the rescue. Willingly accepting the danger P/O Mynarski lost his life by a most conspicuous act of heroism which called for valour of the highest order.

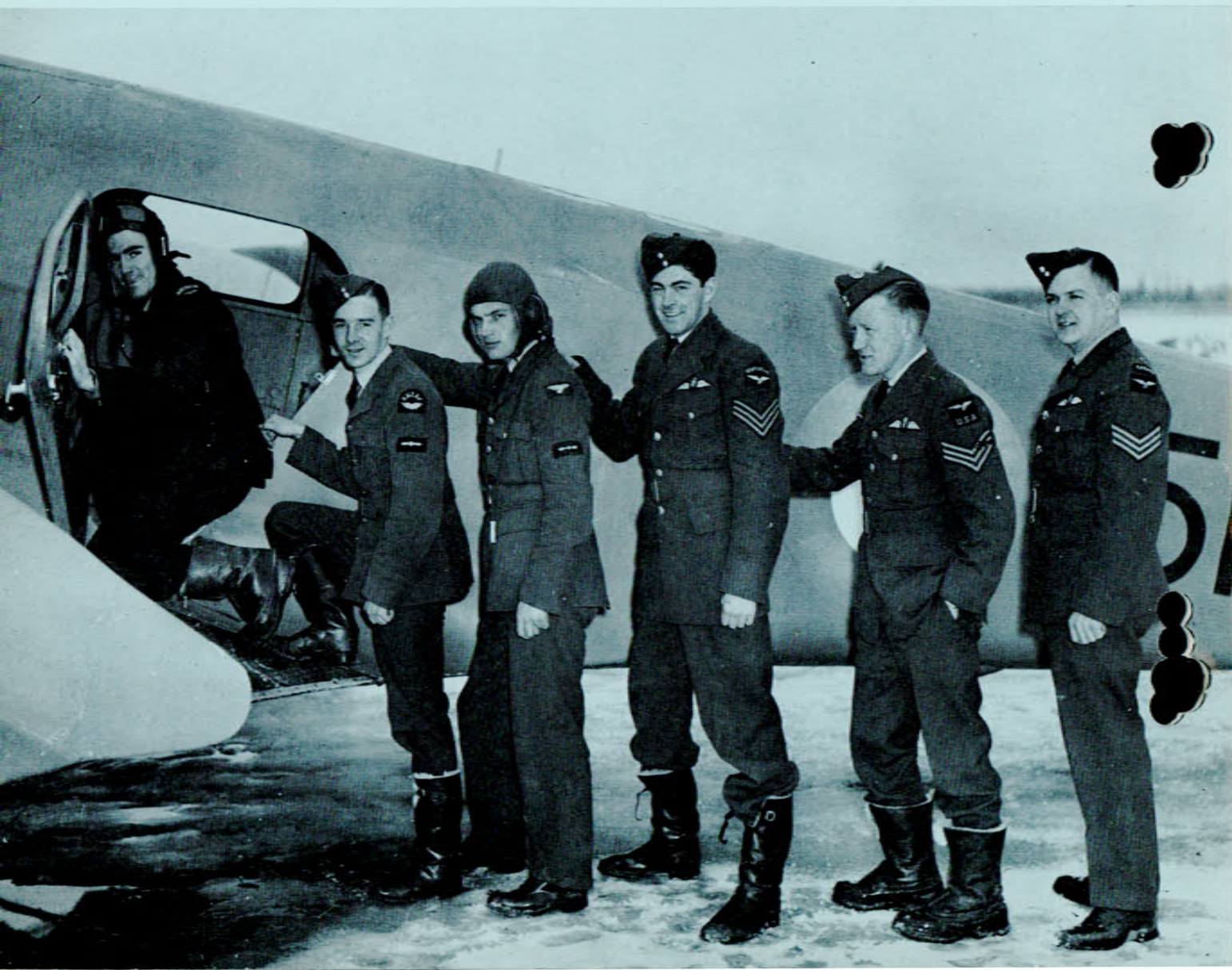
*Official Citation*



The first British trainees greeted at Winnipeg early in the War.

## CLASSROOM FOR THE WORLD

THEY came from all corners of the Commonwealth, and from the U.S.A. In the vast expanse of Canada, they were changed from recruits to professional aircrew for the Air Forces who would wrest air superiority, then air supremacy, finally total victory, from the enemy. Canada trained over 131,000 aircrew for the allied war effort, before the British Commonwealth Air Training Plan terminated in March 1945. Two months later World War 2, in Europe, was over.



"as the months went by it was to become apparent that the early plans, richly conceived as they had been, had far from exhausted the genius of the architects. All the Dominions were to undertake and to fulfill much more than they had originally promised — Canada in particular, with mounting pride in the splendid edifice rising before her eyes . . ."

(Official History of the RAF — on the British Commonwealth Air Training Plan)



## HIGH FLIGHT

*Pilot Officer John G. Magee, Jr. was a Spitfire pilot, an American citizen and a member of the RCAF from September 1939, the month of the war's outbreak. He was killed on active service, Dec. 11, 1941. His sonnet, (below) was scribbled on the back of a letter to his mother in Washington.*

Oh! I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings,  
Sunward I've climbed, and joined the tumbling  
mirth  
Of sun-split clouds—and done a hundred things  
You have not dreamed of—wheeled and soared and  
swung  
High in the sunlit silence. Hov'ring there  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, nor even eagle flew—  
And, while with silent lifting mind I've trod  
The high untrespassed sanctity of space  
Put out my hand and touched the face of God.

## THE COLD WAR

**I**N January 1944 the RCAF's strength had been 215,000 men. In May 1945 it dwindled to 165,000. By 1946 it was down to 11,329.

Postwar plans called for an RCAF of about 16,000 men. But increasing tension in the world changed the plan. In December 1948 the Minister of National Defence announced an increase in the Armed Forces. Nine months later Canada signed the North Atlantic Treaty. In 1951 the RCAF grew to 25,000, in 1952 to 35,000. A new weapon was being built, for a new purpose, for a situation quite unlike any the world had faced before.

**A** NEW era in aviation had begun with the evolution of the jet near the end of World War Two. The Vampire, beloved of the pilots for its easy handling, joined the RCAF in 1948. Until '51 it reigned supreme as the Service's firstline fighter. Then with the swift onset of obsolescence which was the feature of the time, the Vamp gave way to faster and more deadly types.



## THE PRESENT

**I**N the second half of the nineteen fifties, the RCAF numbered some 50,000 men. An Air Transport Command had distinguished itself in the Korean airlift. NATO aircrew had been trained in large numbers in the best tradition of the Wartime BCATP. Canadian squadrons stood guard for the West in France and Germany, and ranged on maritime patrol, far out over the Atlantic and Pacific. Ahead lay a new age—that of rocketry and guided missiles, a new task for a force which in 35 years had built up a tradition in keeping with its motto, "through hardship to the stars".

**C**ANADIAN Sabres assemble at Gros Tenquin in 1952 after crossing the Atlantic to fulfill Canada's NATO commitment. With 12 squadrons in Europe, Canada was the first member of the Organization to fulfill her obligations under the treaty. CF-100's replaced four of the Sabre Squadrons later. F-104's will replace the others before long.

# the FUTURE

TODAY the RCAF operates 40 regular force and auxiliary squadrons, 21 of them being regular force fighter and interceptor units. At home, nine CF-100 all-weather squadrons stand guard around-the-clock, while overseas four CF-100 and eight F-86 Sabre jet day fighter squadrons are serving with NATO. Offering a strong deterrent to any attack on the North American Continent are the integrated air defence forces of the RCAF and the USAF. Under NORAD, the forces of both countries operate as one to protect North American airspace while retaining their individual identities.

As a counter to the growing threat of the submarine, two squadrons equipped with Argus and Neptune aircraft stand ready on the east coast of Canada to seek out any hostile aggressor of the sea, and a squadron of Neptunes carries out similar operations on the west coast.

The Argus, which came into squadron service with the RCAF last year, is not only the biggest aircraft ever built in Canada, but the largest and best-fitted anti-submarine aircraft in the western world with respect to modern electronic and detection equipment. The 74-ton giant anti-submarine aircraft when compared with the one-ton flying boats used shortly after the RCAF was formed in 1924, gives an indication of the advancements made in aircraft development over the past 35 years.

#### THE NEW FRONTIERS

The road that has led the RCAF from the era of wood and fabric

aircraft onto the doorstep of the missile age has not all been smooth. There have been days of depression, days of war and days of peace. But whatever the condition, the Force has fought back with increased determination to achieve its objectives. In addition to its military role, the RCAF has also benefited Canada greatly through its civil achievements. New frontiers have been opened, more accurate maps have been made, large areas of the country have been surveyed, and hundreds of searches and rescues have been carried out, not to mention the hundreds of sick and injured people who have been flown by RCAF aircraft to areas where hospital treatment could be given. In its growth, much credit goes to the RCAF's training program—a plan which has enabled the Force to keep abreast of the latest developments in the field of aviation,—a plan that has taken the Air Force to the gateways of the missile age.

#### CARLING'S APPOINTMENT



R. H. (Bob) CHRYSTAL

Mr. H. T. Spohn, vice-president and general manager of the Carling Breweries (Manitoba) Limited announces the appointment of R. H. (Bob) Chrystal as a sales representative. Previously Mr. Chrystal was in the accounting department at Carling's.

Mr. Chrystal has had an extensive professional hockey career, which included several seasons in the N.H.L. Last year Bob played with the Winnipeg Warriors.

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Model Aircraft Winners

### LEAVE FOR EUROPE

Off to Europe for a 16-day trip as guests of the RCAF are these four Western prizewinners in the recent "Golden Anniversary of Flight" National Model Aircraft

Contest. Waving goodbye as they board an aircraft at RCAF Station Winnipeg last month are (front to rear) Norman G. Snihur, Transcona, Man.; David E. Kuntz, Moose Jaw, Sask.; Bob Armstrong, Vancouver, B.C., and Clarice Seaborn, Calgary, Alta.

With the ten other first prize-winners from the Eastern Provinces, they flew from Ottawa by RCAF Comet jet for Paris. After two days' sightseeing in the French capital, visits to the RCAF's four fighter wings in France and Ger-

many, and to Belgium and Luxembourg, the tour concluded with a weekend in London.

While in England, the young modellers were guests for a day at the Armstrong-Siddley aircraft works, including a flight in the huge new "Argosy" turbo-jet transport.

Accompanying the tour was Flight Lieutenant Young, Ottawa, tour director, Flying Officer Lou Richards, contest editor, and Mr. Lorne Williams, RCAF technical adviser, who drew the plans for the models.

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## SECTION NEWS

### CROWBAR HOTEL

CPL. T. H. DARLING

A strange sight greeted our tired old eyes the other day — AWI 'Peggy' LYNN sitting back in her chair in the 'gent' Office SMOKING A CIGAR!

Yep! No kidding — there she was, large as life, with a ceegar almost as large.

The occasion? A new addition to the family of LAC and Mrs. 'George' LAZIER. A fine baby girl, Michele

Patricia, weighing 7 lbs. 14 ozs. So when 'George' passed round the smokes, 'Peg' got on the gravy train.

Cpl. 'Andy' ANDERSON has joined us from Langar, England. No doubt he will be happy enough here, but it seems his Ford Consul doesn't care too much for the change. He tells me that no sooner had he got his car off the boat than the wheel came off! I thought such things were only figments of the imagination of TV comics. However, no one was hurt, nor was there any

great damage to the car, so he can look back now and laugh with us.

Cpl. 'Ted' WHITE has been 'cleared' and is waiting for the Boat.

Not once in the past few days have I been asked "Where's your Taxi?" so I reckon it can be safely said that the new style hats have been accepted by all.

Seriously, everyone at the guard house at least, agrees they are very comfortable and a definite improvement on the wedge cap.

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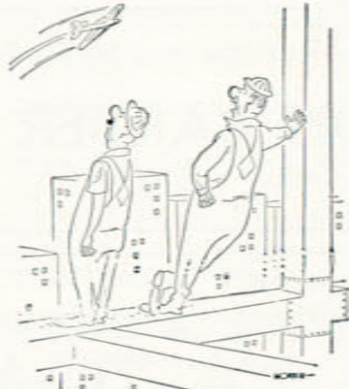
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