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JULY, 1960
PRICE 25c
Vol. 9 No. 7

AN AIRFORCE
NEWSMAGAZINE



SOUVENIR ISSUE
AIRFORCE DAY, JULY, 1960



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AN AIRFORCE NEWSMAGAZINE

VOL. 9, No. 7

JULY, 1960

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Cover Story

The famous RCAF Golden Hawks in one of their manoeuvres. The Hawks are in their second year of operations and will be the feature attraction of Air Force Days all across Canada this year.

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EDITORIAL CORNER

Air Force Day

Each year RCAF Stations throughout Canada and Europe designate one day as Air Force Day.

On this date the General Public are invited to visit the station to acquaint themselves with the roles, responsibilities and functions of the peacetime RCAF.

To many, this visit will hold a special significance as it will bring back memories associated with past wars when they themselves or members of their family were closely associated with either the RCAF or the RAF.

To others the visit will provide an insight into the vast workings of what is one of the largest businesses in Canada today, The RCAF.

Our responsibility as members of the RCAF is to provide a capable efficient and loyal defence force both for the people of Canada and the other free countries of the world.

We know our responsibilities, and through the medium of Air Force Days we have the opportunity of making the general public more aware of these responsibilities.

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STATION WINNIPEG

A KEY LINK IN OUR DEFENCE

THIS establishment is located in the City of St. James, but the mailing address is Westwin. The single quarters are located in the electoral division of St. James, but only some of the residents of the married quarters vote in St. James, as the others live in Assiniboia riding. This Air Force station has no runways of its own, but its aircraft fly 4,100 hours in a typical month, and some of these aircraft provide search and rescue facilities for sixty-six percent of Canada's land area, plus all of the Canadian portion of the Arctic Ocean.

This is R.C.A.F. Station Winnipeg, one of Canada's largest Air Force installations. It provides all of the observer training for the R.C.A.F., and is the home of Training Command Headquarters, 111 Composite Unit, several Auxiliary units, and many smaller "lodger units."

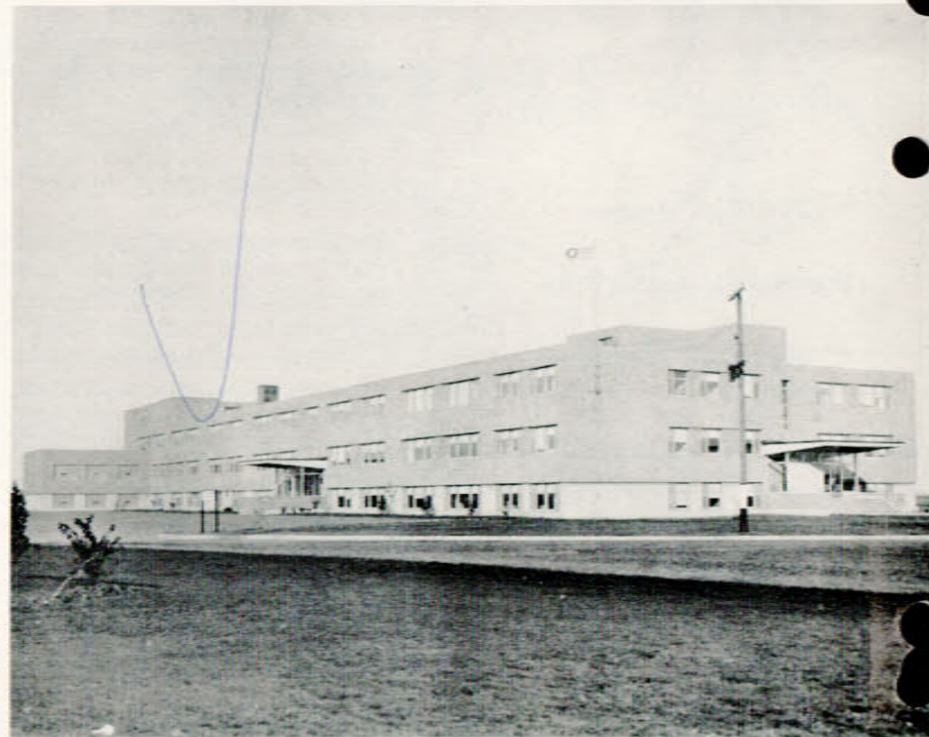
PRE-WAR HISTORY

Winnipeg's association with government flying services dates back to 1922, when an Air Board station was established. Different agencies have maintained a base there continuously, including No. 1 Wing, R.C.A.F. (1925-1927), a Civil Government Air Operations station (1927-1932), a R.C.A.F. Station (1923-1935), 8 Squadron, R.C.A.F. (1935-1936), and No. 2 Equipment Depot, which operated from 1936 to 1940.

Winnipeg was also the home of No. 112 (Army Co-operation) Squadron, one of the first of three non-permanent active air force squadrons in the R.C.A.F., from 1932 until the outbreak of the Second World War, when it moved to Ottawa. After a few months in Ottawa, it proceeded overseas where it became known as No. 2 (Fighter) Squadron, later renumbered 402. This, the City of Winnipeg Squadron, was the second R.C.A.F. unit to proceed to the United Kingdom.

THE SECOND WORLD WAR

At home during the war, Winnipeg was one of the R.C.A.F.'s major training centres. In 15 April, 1940, No. 2 Training Command was



The main role of RCAF Station Winnipeg is the training of Observers. All ground training is carried out in Mawdesley Hall.

formed there as one of the four commands set up across the Dominion to operate the British Commonwealth Air Training Plan. No. 2 T.C. was disbanded on 30 November, 1944, when No. 2 Air Command was formed at Winnipeg to embrace the areas formerly included in Nos. 2 and 4 Training Commands. In addition, Winnipeg was the war-time home of many subordinate units. These included three B.C.A.T.P. schools, No. 14 E.F.T.S. (for a short time), No. 5 A.O.S., and No. 3 W.S.

On 28 October, 1940, No. 14 Elementary Flying Training School was formed at Stevenson Field, Winnipeg, operated by Central Manitoba Flying Training School, Limited, under R.C.A.F. supervision. The opening of the school at Winnipeg was only a temporary measure, and it was moved upon

construction of an airfield at Portage la Prairie.

No. 5 Air Observer School opened at Winnipeg on 6 January, 1941, under the operation of Winnipeg Air Observers School Limited, with R.C.A.F. supervision. It disbanded on 30 April, 1945, after the B.C.A.T.P. had been terminated.

No. 3 Wireless School was located at Tuxedo Park (Winnipeg), using the grounds of the School for the Deaf. The first trainees, 144 in number, were from the R.A.A.F. and R.N.Z.A.F. Training continued until 20 January, 1945, when No. 3 W.S. was disbanded as the B.C.A.T.P. was being reduced. All, 48 courses of pupils passed through the school.

Many other R.C.A.F. units were located at Winnipeg during the war, including equipment and repair depots, an aeronautical inspec-



GROUP CAPTAIN J. F. MITCHELL, DFC, AFC, CD
Commanding Officer RCAF Stn. Winnipeg.



WING COMMANDER W. B. M. MILLAR, CD
Chief Administrative Officer



WING COMMANDER C. J. EVANS, CD
Chief Technical Services Officer

tion district, a construction and maintenance unit, a ferry squadron, and three units located at the University of Manitoba.

R.C.A.F. STATION WINNIPEG

The present R.C.A.F. Station Winnipeg was established in March, 1947, when No. 11 Group

Headquarters was formed there. At first it consisted only of 111 Composite Flight and No. 402 (City of Winnipeg Squadron (Auxiliary)), using the site formerly occupied by 5 A.O.S. The station expanded rapidly in keeping with the general post-war expansion of the

R.C.A.F., and many permanent buildings were constructed on the west side of the airfield. Many of the new units had training functions, and Winnipeg was transferred from the control of North-West Air Command to Training Command in 1951.

WING COMMANDER D. C. EVANS, DFC, CD
Officer Commanding Air Observer School

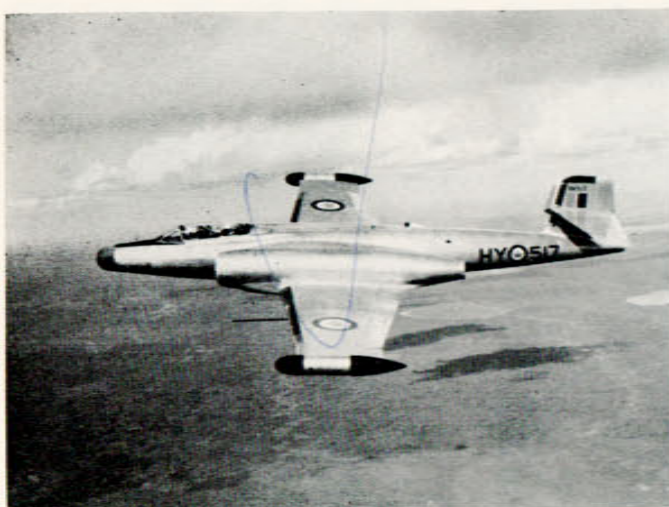


WING COMMANDER K. R. GREENAWAY, CD
Central Navigation School



SQUADRON LEADER H. J. GALEN, CD
111 Composite Unit





The majority of students to graduate from the Air Observers School at Winnipeg during the past two years have been Radio Officers and Airborne Interception Officers. The Radio Officers will eventually fly the Argus aircraft (right) and the Airborne Interception Officers will fly in the CF100 (left).

Station Winnipeg now controls or provides administrative services for 111 Composite Unit, 2 Air Observer School, Central Navigation School, 10 Technical Services Unit, 3 Communications Unit, Western Special Investigation Detachment, 51 Ground Observer Corps Detachment, 2 Movements Detachment (Air), a Recruiting Unit in downtown Winnipeg, the University of Manitoba Squadron (P.R.), many Royal Canadian Air Cadet Squadrons in western Canada, and six Auxiliary Units — 17 Wing Headquarters, an Auxiliary Recruiting Unit, 4003 Medical Unit (Auxiliary), 402 (City of Winnipeg Squadron (Auxiliary), 3052 Technical Training Unit (Auxiliary), and 2402 Aircraft Control and Warning Squadron (Auxiliary). Of these

402, 3052, and 2402 units are located at R.C.A.F. Station.

Since September of last year, Winnipeg has also been the home of Training Command Headquarters.

With a service and civilian personnel total of approximately 3,100, R.C.A.F. Station Winnipeg is one of the largest defence organizations in Canada. The monthly payroll is in the vicinity of one million dollars, a significant economic factor in the area. The six auxiliary units at Winnipeg have a total enrolment of approximately 425.

Three different types of married quarters are provided for Winnipeg personnel, 647 units in all. In addition to the normal P.M.Q. units, Winnipeg has several Multi Dual - Purpose Row (M.D.P.R.)

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housing units, which can be converted to barrack blocks if required. Station Winnipeg is the first unit in Canada to acquire Rental Unit housing. Located adjacent to the fashionable Silver Heights residential area of St. James, 430 rental units have been built. These are single-unit houses, many different designs. Ownership of these rental units is held by a contractor, who provides them to the Department of National Defence on a bulk lease. The present lease is of ten years' duration, and the government has an option to renew the lease for further periods.

Of the many R.C.A.F. (Regular) units located at Station Winnipeg, 111 Composite Unit, 2 Air Observer School, and Central Navigation School are probably best known. Two of the Auxiliary Units, 402 Squadron and 3052 Technical Training Unit, are well known in the local area.

111 COMPOSITE UNIT

There is rarely a day throughout the year on which the exploits of 111 Composite Unit are not prominently featured by the various news media. The unit is responsible for search and rescue operations from eastern British Columbia to northwestern Ontario, all of the North West Territories except the southern half of Baffin Island, the Yukon Territory, and the Arctic Ocean. The unit is frequently called upon to provide air evacuation flights from remote northern outposts, in addition to the regular rescue operations.

Operating under the control of a Rescue Co-ordination Centre at Winnipeg, the unit uses two Lancasters, four Dakotas, two Otters, and two Sikorski H-34A Helicopters in their rescue work. A team of highly experienced para-rescue personnel is always on stand-by at the unit.

2 AIR OBSERVER SCHOOL

Since the Air Observer School at Summerside, P.E.I. closed in 1954, 2 A.O.S. at Winnipeg has been the only A.O.S. in Canada. Having absorbed the Air Radio Officer School (R.O.S.), formerly located at Clinton, Ont., this unit now provides all of the training to wings standard for observers in the R.C.A.F.

2 A.O.S. provided all the N.A.T.O. observer training given by the



SQUADRON LEADER R. E. CHURCH, CD
Senior Accounts Officer



SQUADRON LEADER C. A. BAYLEY, CD
Station Air Services Officer

R.C.A.F. in the post-war years. Observers for many nations were graduated at a rate of approximately 40 per month during the period of N.A.T.O. training, and 2,024 foreign personnel received their wings at Winnipeg.

Training at 2 A.O.S. is now largely for the R.C.A.F., although several of the N.A.T.O. forces still send a few observer trainees for training under separate national contracts. The school employs 70 aircraft for observer training. Expeditors are used for the basic phase, and Mitchells and Dakotas for the advanced training.

Several different courses are conducted, all located in the modern G.I.S. building at Winnipeg. The courses include a basic observer course for all observer trainees, after which the flight cadets are given one of the three-pronged observer courses; i.e., applied long-range navigation, applied radio, or applied airborne interception.

A new course commenced in the school this spring is designed to train ground crew airmen to aircrew efficiency in the operation of Radar and Electronic Counter Measures equipment. Upon graduation these aircraft will be transferred to Maritime Anti Submarine operations.

Refresher courses are also given to senior observers (navigator) and observers (radio) who are leaving ground tours, prior to resuming flying duties.

CENTRAL NAVIGATION SCHOOL

The Central Navigation School is well known in navigation circles in the U.S.A.F. and R.A.F., as well as in Canada. The Specialist Navigation (Spec.N.) Course is conducted at C.N.S., and the students are given visits to research, manufacturing, and operational units of Canada, the United States, and United Kingdom. Similar annual visits are made to C.N.S. by the Specialist Navigation Course of the R.A.F., and by staff members of the Royal Air Force Flying College and the United States Air Force Academy.

One Spec.N. course is conducted at C.N.S. each year. This is the most advanced aircrew course given in the R.C.A.F. The course extends from September to June, and there are normally seven students on each course, including one U.S.A.F. navigator. The course is open to all aircrew trades. Several pilots and one observer (radio) have graduated as Spec.Ns.

Post-graduate instructors' courses are given at C.N.S. There are

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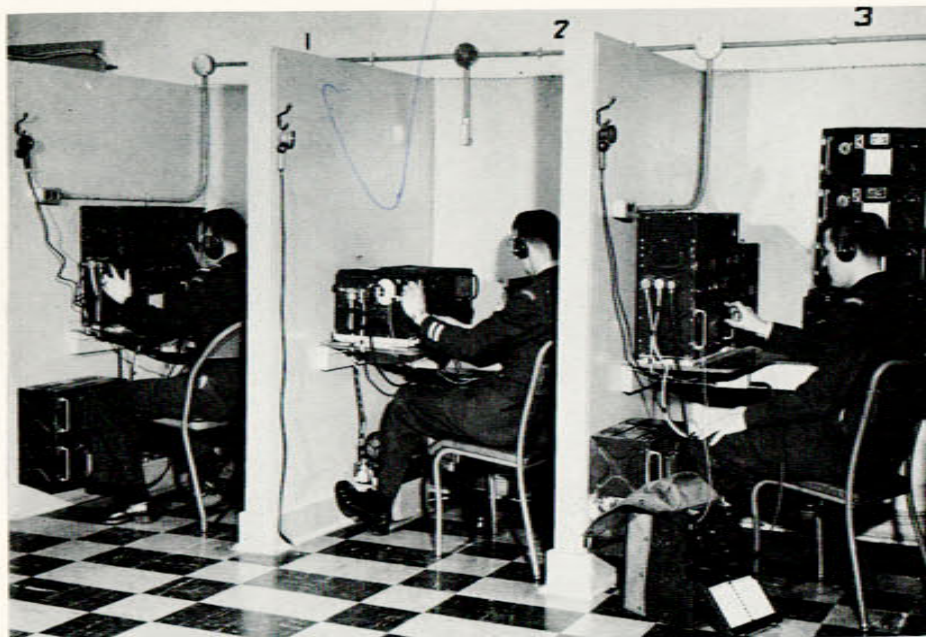
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One of the major requirements for aircrew personnel is for Radio Officers. Students selected for this training complete many exercises in ground training prior to attempting air work. The ground exercises are carried out in the trainers shown above and duplicate in most ways the actual conditions they will encounter when they get airborne.

three separate courses, corresponding to the three-pronged "applied" courses at 2 A.O.S. These are known as the Staff Observer Navigation Instructor (S.O.N.I.) Course, the Staff Observer Radio Instructor (S.O.R.I.) Course, and the Staff Observer Airborne Interception Instructor (S.O.A.I.I.) Course. The students attend the School of Instructional Technique (S.I.T.) before arrival at C.N.S.

Another function of Central Navigation School is the maintenance of the standard of observer training for the R.C.A.F. An Observer Standards Flight prepares training manuals, lecture outlines, syllabi, etc., and sets, monitors and marks all the examinations given at 2 A.O.S. and C.N.S., with the exception of Specialist Navigation Course material.

C.N.S. also maintains a publications section which produces the printed matter required for observer training, and publishes the quarterly "R.C.A.F. Observer," which is distributed throughout the R.C.A.F. and in many foreign countries.

TRAINING COMMAND HEADQUARTERS

Whether a new recruit in the Air Force has been selected for training as a pilot, observer, cook, radar

technician, fire-fighter, typist or supply technician, he or she will receive the necessary training at a unit of Training Command.

Aircrew Training is concentrated on the prairies, while groundcrew training takes place in Eastern Canada.

Supervising the far-flung training organization which stretches from Penhold, Alberta to St. Jean, Quebec, is Training Command Headquarters, now located in Winnipeg. Here, Air Vice Marshal J. G. Bryans, Air Officer Commanding, and a specialist staff of 400 officers, airmen and civilians guide, direct and monitor the 15,000 instructional and student personnel at six flying stations and five ground training units. As well, the Air Force College in Toronto, University Squadrons across Canada and the tri-Service College Militaire Royale de St. Jean come under the supervision of Training Command.

The present Training Command evolved from 1 Air Command, formed at Trenton, Ontario in 1945 by the merging of the wartime 1 and 3 Training Commands. In 1947, it was designated Central Air Command and altered in April 1949 to its present title.

The Headquarters has been located at RCAF Station Winnipeg since September 1959 when it

moved its long-time home at Trenton. At the same time, 14 Training Group Headquarters, formed here at the time of the Korean build-up to administer the re-opened western flying stations, was dissolved.

In the present era of rapid change and ventures into the mysteries of outer space, it is more important than ever to keep abreast of new techniques and develop personnel with a potential to utilize this knowledge and skill. In the past, Training Command of the RCAF has been successful in moulding a force capable of meeting the challenges of the air.

Today Training Command Headquarters continues in its essential role of keeping the force's aircraft manned and flying.

402 SQUADRON (AUX.)

Having served from 1932 to 1940 as an army co-operation squadron, then as a wartime fighter squadron equipped with Hurricanes and, later, Spitfires, 402 (City of Winnipeg) Squadron was re-organized in May, 1946, as an Auxiliary Squadron. Flying training was conducted in Harvard aircraft, preparation for the Vampire, which arrived in 1948. Another change occurred in 1950, when the squadron was equipped with Mustangs, and squadron personnel found themselves back in the army co-operation role, which continued until July, 1956.

World conditions had changed, and there was now a need for trained auxiliary units to help stricken communities if Canada were attacked. The squadron would have to change. The Mustangs were regrettably placed in storage, and 402 Squadron commenced the training of pilots, co-pilots, and navigators for their new role. The use of crew is a new experience for this squadron, but much teamwork is now evident in the operation of the Expeditor aircraft. The aircraft maintenance is all done by Auxiliary personnel, and 402 is now an efficient emergency rescue squadron.

The most startling change of role concerns wartime operations with the civil authority, the Metropolitan Civil Defence Organization. In this role, 402 will give authorities confirmation of ground zero, and assessments of damage in the bomb

area. They will also report the extent of the fire zone, and determine the radiation intensities within the fall-out pattern. Finally, there will be evacuation route reconnaissance, and provision of transportation for relief columns and communications.

The people of Winnipeg are most familiar with one of the facets of 402 Squadron activity. An excellent pipe band has performed in all major parades, and other functions, for several years. In their kilts of R.C.A.F. tartan, the band presents a striking appearance on parade.

3052 TECHNICAL TRAINING UNIT

Training for ground tradesmen of the Auxiliary and Reserve is provided by 3052 Technical Training Unit (Auxiliary). Located at R.C.A.F. Station Winnipeg, the T.T.U. provides summer training each year for 125 to 150 high-school-age members of the Reserve Technical Tradesmen Plan (R.T.T.P.) During the winter months, technical training is provided to tradesmen of Auxiliary units detailed by 17 Wing Headquarters.

The summer R.T.T.P. training course provides training to the Group I level in the aero engine, airframe, safety equipment, clerk typist, clerk accounts, supply, instrument, electrical, and fighter control trades. R.T.T.P. personnel are examined by a trade board in August, and those who subsequently enlist in the Regular are granted an outright Group I trade category.

The R.T.T.P. training is very popular with high school students, as evidenced by the fact that no recruiting activity was required to fill the quota of trainees in 1959. The training is divided into two phases. In Phase I, which commences after Easter, the trainees receive indoctrination training one night each week, and every second day. Commencing on the first working day in July, the full-time Phase II program provides formal trades training.

Many R.T.T.P. graduates of 3052 T.T.U. have enlisted in the R.C.A.F. (Regular).

RECREATION UNLIMITED

Being stationed in a large, cosmopolitan city, the personnel enjoy the advantages of many recreational, cultural, and sports facilities. Several fine holiday resorts are within 150 miles of the station. These include Kenora and the Lake of the Wood area; the Whiteshell Forest Reserve with the Falcon Beach resort and many fine bathing and fishing sites; Winnipeg, Victoria, and Grand Beaches on Lake Winnipeg; and Detroit Lakes in Minnesota. Other popular resorts within a one-day drive are Clear Lake (Wasagaming) in northern Manitoba, and Bemidji, in Minnesota.

A large portion of the personnel of R.C.A.F. Station Winnipeg have camping gear or travel trailers, and there is a mass exodus on week-ends during the summer months. Many of the trailer owners establish themselves for the summer on fully-serviced trailer lots in the Whiteshell area.

The cosmopolitan nature of Greater Winnipeg provides many opportunities for the enjoyment of unusual meals and ethnic entertainment. Winnipeg has many fine restaurants and night clubs, all of which have effected major improvements in the past year, made possible by the added revenue

they have received since being licensed to serve wine and spirits. A large variety of European-style foodstuffs can be obtained in the many bake-shops, delicatessens, and food stores in Greater Winnipeg.

Personnel who enjoy classical music, ballet, and the legitimate theatre are well entertained in Winnipeg. In addition to the many events scheduled throughout the year, two summer theatres, one a "Theatre Under the Stars," provide excellent productions of well-known musicals and dramas.

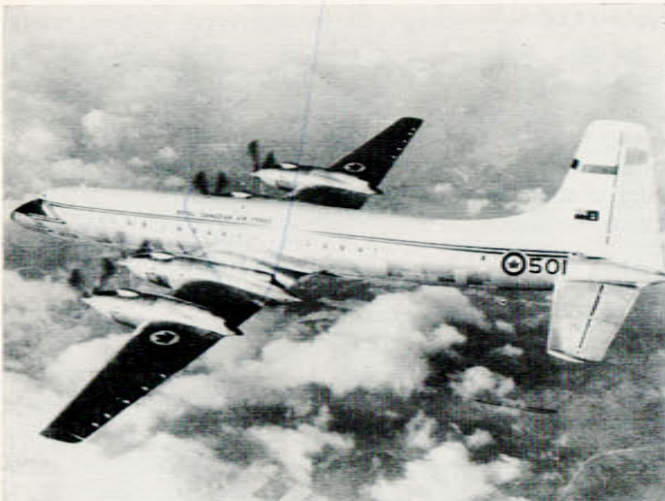
Facilities are provided for virtually all sports in Winnipeg, which has many fine golf, tennis, and boating clubs, and several "community centres," which provide for many sports. The Blue Bombers, Warriors, and Goldeyes provide excellent football, hockey, and baseball for spectators.

R.C.A.F. Station Winnipeg joins forces with the Blue Bombers Football Club for an "Air Force Football Day" each year. The fans, including 1,000 to 1,500 personnel in Air Force uniform from all of the Manitoba units, are treated to fly-pasts, ceremonial drill, band music, and other attractions provided by the R.C.A.F., in addition to a regular professional football game.

(Continued on Page 17)

The station fire hall has a staff of twenty-five men and in addition to their duties of answering all fire calls, carry out an extensive fire prevention programme. This programme includes instruction to many groups associated with the station such as the guides, scouts, etc.



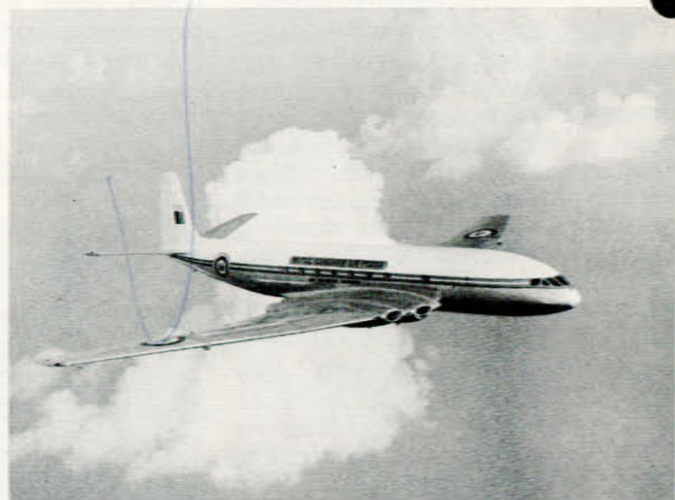


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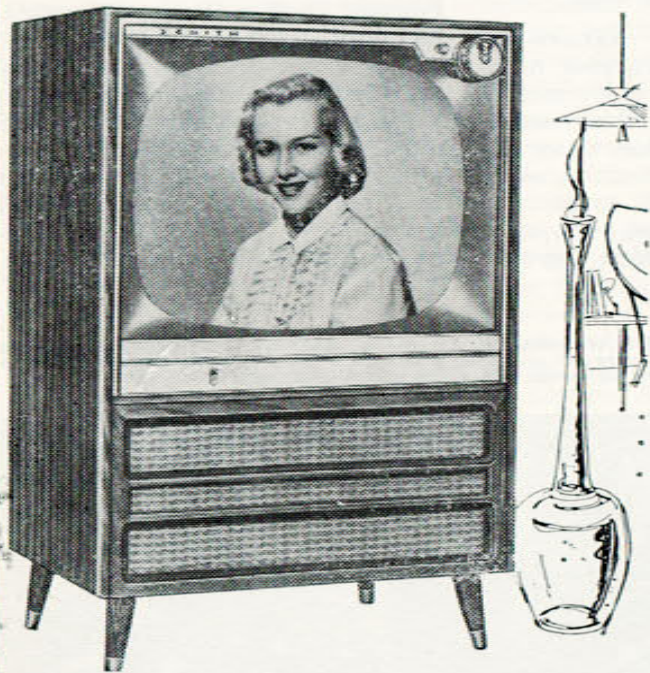
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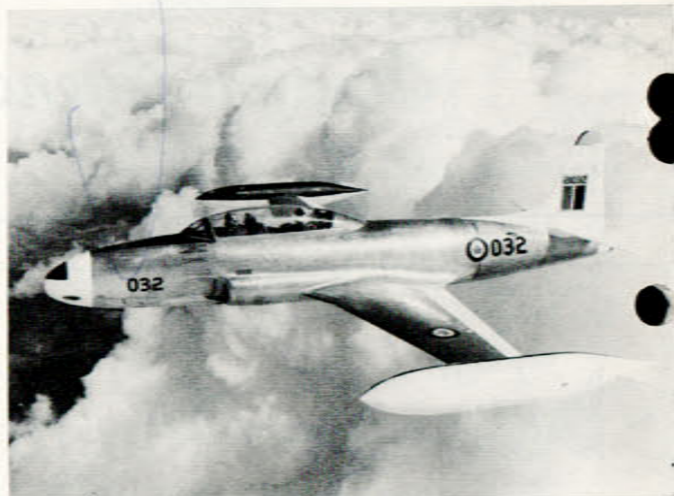
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RCAF AIRCRAFT



The RCAF have over twenty-five different types of aircraft in operation at the present time and have five other aircraft coming into service in the near future. The aircraft shown on this page commencing at the top and reading left to right are: The Sabre which is used by our fighter squadrons throughout Europe; The T33 jet trainer which is used for converting pilots onto jet aircraft and for proficiency flying; The Dakota, the workhorse of the RCAF; The Hercules which will soon be in operation with the RCAF; The C119 flying boxcar used for ferrying cargo and personnel and the Otter which is used extensively in search and Rescue and by the Reserve Squadrons.

AIR FORCE DAY INFORMATION

Ground Displays

16 (Cantilever) Hangar

Surrounding the wall of this hangar are exhibits from various sections on the station. Along the north wall are Telecommunications, Central Navigation School, 111 Composite Unit, Meteorology and special RCAF displays. On the west side will be 111KU and a Ground Handling Equipment display; on the east, the Air Observers School, Instrument and Electrical and Armaments displays; on the south, the Engineering Bay, Ground Training and recreation demonstrations.

An information booth will be located in the centre of the display area.

On the tarmac to the south of the hangar are the static displays of an Argus, Neptune, T-33 and CF-100 aircraft.

A static and flying display of model aircraft by the Model Aircraft Club will take place in the same area.

2 Air Observer School

For the children there are continuous movies being shown in the GIS Theatre on the top floor of the AOS building.

Recreation Centre

The Snack Bar in the Rec Centre is open to the public during Aviation Day.

Combined Mess

This building is typical of the combined messing facilities for airmen and junior NCO's. Your inspection of the dining room and kitchen facilities is invited.

General Information

First Aid

The First Aid Post is midway along the corridor in the centre section of 16 Hangar. An ambulance will be standing by at all times. The St. John Ambulance Corps will be on duty all day.

Children's Playground

A supervised children's playground is located on the south side of the Fire Hall. Visitors are welcome to leave their children at the playground while they view the displays.

Lost and Found

The Lost and Found department is located in the Air Movements Unit at the east end of 16 Hangar. Should you require assistance to find either your property or children report to this area.

The ladies' rest room is located in the Air Movements Unit at the east end of 16 Hangar.

The men's rest rooms are located in the main ground floor corridor in 16 Hangar.

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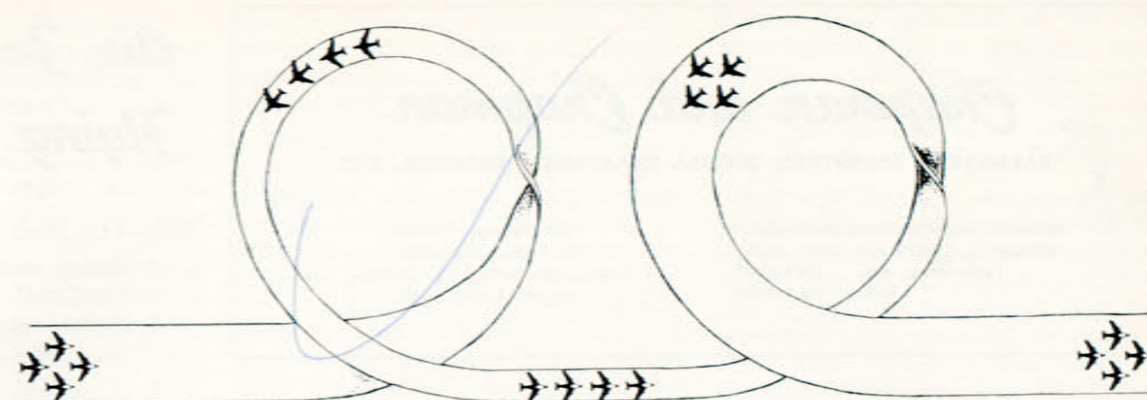
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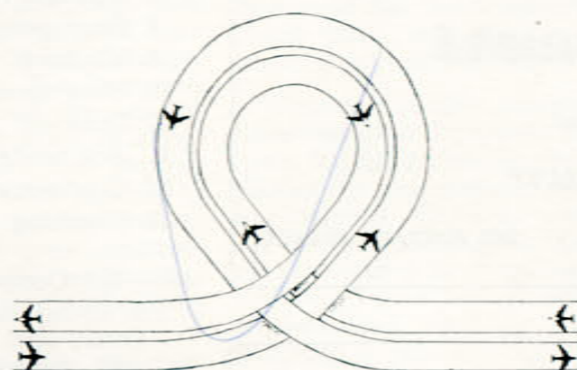
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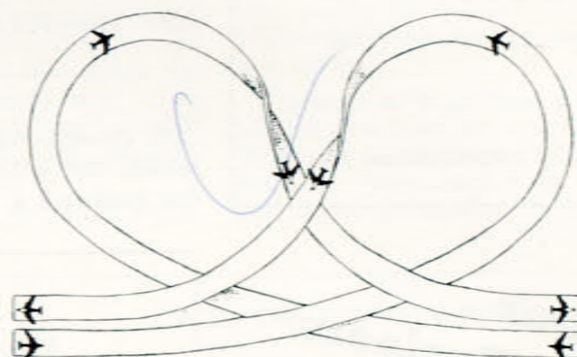
POSITION TWO POSITION FOUR POSITION THREE LEADER LEAD SOLO SOLO SPARE



DOUBLE LOOP



SYNCHRO-LOOPS



CUBAN-EIGHT



BOMBURST AND CROSS-OVER

RCAF GOLDEN Hawks

In their golden Sabre jets, with red and white hawks emblazoned on the fuselage, the Golden Hawks perform a series of rolls, loops, crossovers, bombursts, and Cuban-eights with graceful precision. These manoeuvres are indicative of the skill and high standards of flying to which RCAF pilots are trained.

COMMENTATOR

FLYING OFFICER GEORGE L. MacDONALD, the voice of the Golden Hawks, is a 36 year-old pilot from Ottawa. Prior to enrolling with the RCAF in 1956, George worked at radio stations in Ottawa and Sudbury, Ont. When he is not announcing with the Golden Hawks, F/O MacDONALD is an instructor at RCAF Station Centralia, Ontario.

POSITION TWO

FLIGHT LIEUTENANT JIM D. McCOMBE, 27, is from Fredericton, N.B. His first squadron after enrolling in 1951, was 434 "Bluenose" Fighter Squadron, based at No. 3 Fighter Wing, Zweibrücken, Germany, and from there he was trans-

ferred to the Fighter Operational Training Unit, at Chatham, N.B., as an instructor.

POSITION FOUR

FLYING OFFICER BILL C. STEWART, is 26 years old, from Dalhousie, N.B., joined the RCAF immediately after leaving high school. On completion of his training, he was posted to 434 "Bluenose" Fighter Squadron, at No. 3 Fighter Wing, Germany. In 1957 he returned to Canada on instructional duties until he was selected as a member of the Golden Hawks.

POSITION THREE

FLIGHT LIEUTENANT ED J. ROZDEBA of Bienfait, Sask., was eighteen when he joined the RCAF in 1951. He served with

439 "Sabre Tooth Tiger" Squadron in England and France, then returned to Canada as an instructor at Tactics Flight, of the Operational Training Unit, at Chatham, N.B.

LEADER

SQUADRON LEADER FERN C. VILLENEUVE, 32, of Ottawa, soloed at eighteen after three hours and forty minutes. Since that day he has logged 3,800 flying hours. He joined the RCAF in 1950 and was an instructor at the RCAF Central Flying School prior to being chosen the first captain of the Golden Hawks aerobatic team.

LEAD SOLO

FLIGHT LIEUTENANT RALPH K. ANNIS is a 29 year-old ex-RCAF radar technician, from McAdam, N.B. In 1956 he led a section of two Sabre aircraft which set a transcontinental flight record of five hours elapsed time between Vancouver and Halifax. Ralph, who enrolled in 1948, was an instructor at

the RCAF Flying Instructor School prior to joining the Golden Hawks.

SOLO

FLIGHT LIEUTENANT JOHN T. PRICE, 29, of Knowlton, P.Q., joined the RCAF twelve years ago as an aero-engine technician. In 1951 he was selected and trained as a pilot, then sent overseas to No. 4 Fighter Wing in Germany. He returned to Canada in 1957; assigned to instructional duties at Chatham where he served until he was selected for the Golden Hawks.

SPARE

FLIGHT LIEUTENANT DAVE V. TINSON, 28, is an ex-merchant marine from Toronto, Ont., who enrolled with the RCAF as a pilot in 1952. He served in Europe with 416 "Lynx" Fighter Squadron until 1954, when he returned to Canada as a flying instructor. F/L Tinson is the newest member of the Golden Hawks aerobatic team.



COMMENTATOR

Chapman and Chapman

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LUNCH HOUR
1:00-2:00

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Air Force Day Flying Display

3:00—The Red Knight—T-33

1. Entry via bombshell or vertical roll
2. Cuban eight
3. Maximum rate turn
4. Rhubarb
5. Inverted flypast
6. Upward roll and stall turn
7. Four point roll
8. Rhubarb
9. Slow speed flypast
10. Dumbell
11. Roll under, square
12. Continuous rolls (3)
13. Climbing departure.

3:10—111 Composite Unit

The flying display using Dakota, Otter, and helicopter aircraft will demonstrate the Unit's facilities for search and rescue operations.

3:30—The GOLDEN HAWKS

A model marriage is one in which the wife is a treasure and the husband a treasury.

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(Continued from Page 9)

R.C.A.F. Station Winnipeg itself has many varied recreational facilities. In addition to the amenities available in Greater Winnipeg, the station possesses one of the post-war recreation centres, which houses a modern air-conditioned theatre, a large, completely-equipped gymnasium, swimming pool, bowling alleys, and a modern snack bar and dining room. A wartime drill hall is also used for sports, and an active curling club has its own four-sheet rink with artificial ice.

The curling club has more than 400 members, and operates four leagues — "regular," inter-section, mixed, and ladies. The teenaged dependents are given the use of the ice every Saturday morning during the winter. The Station Winnipeg Curling Club entered 17 rinks in the Manitoba Bonspiel in 1959, and several of these acquitted themselves very well against the "name" rinks for which Manitoba is justly famous.

Other team sports are not neglected, and R.C.A.F. Station Winnipeg has won many service and inter-service titles in hockey and basketball, Softball, soccer, baseball, and cricket are other games in which Station Winnipeg has league representation, and there are strong inter-section softball, volleyball, bowling, flag - football, and hockey leagues.

In all, there are 40 sports activi-

ties for Winnipeg personnel. Individual sports include golf, tennis, badminton, archery, fencing, judo, boxing, and skiing.

Other recreational facilities include a Drama Club, which produces four major three-act presentations each year, a glee club, an auto club with repair facilities, and a large hobby shop with facilities for building any type of article from a small change purse to a large cabin cruiser. Hobby clubs have been established for model aircraft, model railroad, and philately enthusiasts. A volunteer station band has been established for many years, and has appeared at many events throughout Manitoba.

Winnipeg is well equipped with mess facilities. A modern combined mess building provides lounge facilities for airmen and houses a Corporals' Club, in addition to the normal messing facilities. The officers have a large post-war mess building, now being extensively re-decorated, and an identical building is provided for the flight cadet trainees. The N.C.O.'s and women personnel have separate wartime mess buildings for their use, which have been attractively renovated since the re-opening of the station.

Located as it is near the centre of the east-west air route, Station Winnipeg is host to many transient R.C.A.F. personnel from eastern and western Canada. It is probable

that at least one-half of the aircrew personnel in Canada pass through Winnipeg each year, many staying only long enough to refuel, others making an overnight stop during long-range flights.

R.C.A.F. Station Winnipeg enjoys excellent public relations with the residents of Greater Winnipeg. More than thirty thousand civilians attend the Air Force Day observance each year. Many charitable and other committees in Greater Winnipeg, and St. James in particular, have R.C.A.F. members among their personnel.

In all the things which contribute to the satisfaction and enjoyment of service life; including good working conditions, recreation facilities of all types, and excellent relationship with the civilian community; Station Winnipeg rates very high among R.C.A.F. units.

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NEWS IN PICTURES



Flying Officer Des Burge of DPR discusses the Search and Rescue role of the RCAF with two visitors to the RCAF exhibits during the exhibition.

The NATO display which was recently built by Display Craft in Toronto, Ont. This exhibit depicts the RCAF's role in NATO and is divided into two portions, the left half shows the RCAF's contribution to the anti-submarine role in the North Atlantic and the right portion provides a picture story of the RCAF's squadrons overseas.



The 1960 Red River Exhibition which operated from June 24th through July 2nd drew the biggest crowd to ever attend an exhibition in Winnipeg.

The Royal Canadian Air Force played an extensive part both in the display portion of the exhibition and in the large parade on the 25th of June.

RCAF units taking part in the parade were: Station Winnipeg Band, 100 man contingent, flag party, 17 Auxiliary Pipe Band, Royal Canadian Air Cadet Squadron and Band and 15 Air Cadets who took part in the tri-service flag party. In addition the RCAF performed a 12 plane formation flypast over the legislative building during the parade.

Each evening of the exhibition a service band performed a Retreat Service and on Armed Forces Day June 28th bands from the three services amalgamated to perform a combined service under the direction of the Naval band officer. The RCAF retreat service was a joint effort by the RCAF Station Winnipeg Band and a 50 man contingent of men carrying rifles.

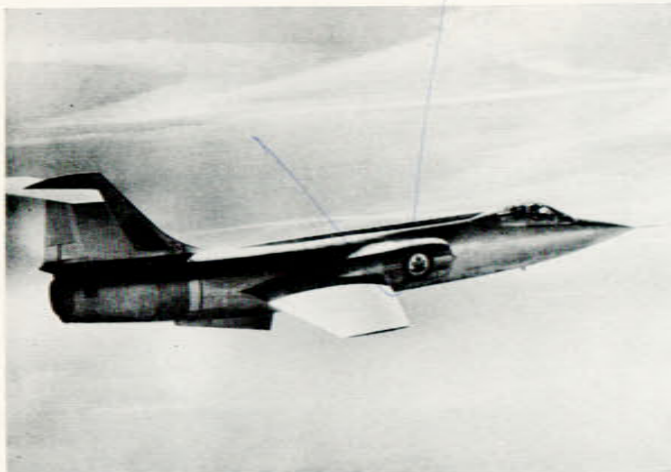
The Armed Forces displays were housed in marquee tents placed between the football stadium and Empress Street. RCAF exhibits consisted of a NATO Display, Search and Rescue Display, Northland Display and a UNEF Display. These displays were made available from the Directorate of Public Relations in Ottawa.

Performances each evening from June 25th to June 29th inclusive by the RCAF's "Red Knight" were perhaps the most colorful of all the performances in the exhibition. The Red Knight, a T33 jet painted completely Red is flown by F/L Bob Hallowell of RCAF Station Saskatoon.

VOXAIR VIXEN

The Voxair Vixen this month is 19-year-old Marilyn Daulby from St. Vital, Man. Marilyn is an employee at RCAF Station Winnipeg and works in Station Headquarters. Photo by P.R.





*The Supersonic Age is illustrated
by the CF104, soon to come into
squadron service.*

Our Air Force "Today"

A COMPARISON of the first powered aircraft to fly in Canada, the 750 lb. Silver Dart which had no instruments, to the 148,000 lb. Argus sub-killer with its complex electronic equipment, gives a significant illustration of the progress made in Canadian aviation.

Today's operational RCAF is to a large degree the product of the expansion program embarked upon after the outbreak of the Korean war, which saw the service triple in size.

A significant addition to the RCAF's defence arsenal, the Argus, is not only the biggest aircraft ever built in Canada but the largest and best fitted anti-submarine aircraft in the world with respect to modern electronic and other equipment. A land-based versatile aircraft capable of very long range patrol and anti-submarine warfare operations, the Argus plays an important part in the fulfilment of the RCAF's commitments to Canadian air defence, and to NATO, under the Supreme Allied Commander, Atlantic (SACLANT). It is intended primarily for deep ocean coverage, and can cover those areas which, because of inadequate aircraft capabilities, were

beyond air-cover range during much of the Second World War.

Scheduled for RCAF service is the CC106, a long-range turbo-prop transport. Like the Argus, it is a development of the Bristol Britannia, but will be used to replace the veteran North Star transport now in service with Air Transport Command.

Another transport aircraft soon to come into RCAF service is the twin-engine Cosmopolitan. Ten of these turbo-prop, medium transports (the all-Canadian version of the Convair liner airframe fitted with "Eland" engines) now are on order.

Many other types of aircraft have been acquired during the past few years. These additions to RCAF air strength include de Havilland Comets for air transport duty; Lockheed Neptunes for maritime reconnaissance duty; C119 Packets used for airborne operations with the Canadian Army and other general transport operations; Otters, used in search and rescue and light transport roles; T33 Silver Star jets in service as advanced jet trainers; and helicopters of various types for training, search and rescue, and communication work.

Recently, the Canadian government announced that an integrated weapons system which includes the Bomarc missile and SAGE (semi-automatic ground environment) would be introduced into the Canadian air defence system. Accordingly, negotiations between Canada and the U.S. have been launched to work arrangements for obtaining the missiles and their ancillary equipment.

Bomarc is a pilotless, supersonic, interceptor aircraft. When used in conjunction with the complementary electronic environment, its comparatively long range puts it in the "area defence" category, providing a protective umbrella over large areas.

Also approved was the extension and strengthening of the Pinetree radar control system. SAGE will serve as the brain of the air defence system, providing the missiles and their controllers with the continuous, immediately computed data necessary to intercept their target.

Two Bomarc squadrons have been authorized for the RCAF. These initial squadrons will be located in northern Ontario and Quebec, providing an overlapping

defence for the eastern Canadian industrial and population complex.

An important aspect of the RCAF's build-up has been the ground construction program. Stretching across Canada and into the northland, the building program has involved construction, or expansion of both operational flying and training station, supply and repair depots, command and station headquarters, radar stations, and many other essential projects.

An additional problem facing the force and consulting architects has been the task of devising structures which will not be outmoded in the near future, but which are not prohibitive in cost. The problem has been solved by dividing new construction into three types, according to length of time and degree to which it is felt the RCAF will require the use of a station or building concerned. Construction therefore has ranged from work of permanent nature to construction of buildings designed for a shorter period. Wherever possible, designs and plans allow for future expansion.

Among the major construction items have been newly designed hangars. Largest of these is the cantilever model, built to house the large aircraft of today and tomorrow. Ingeniously devised, these huge hangars result in space and cost savings by providing office and storage space previously requiring separate buildings.

The air defence of Canada is the responsibility of Air Defence Command, whose major nerve centre is at St. Hubert, near Montreal. Using its radar and communications web, ADC directs the jet interceptor squadrons of the Canadian home air defence system. On their own, interceptor squadrons would be of limited usefulness in striking at approaching hostile attackers. Thus a vital part of the

air defence system is the early warning chain and units required to guide fighter aircraft to their targets.

This early warning and ground control system, a highly complex part of Canada's aerial defences, is in operation along the Pinetree Line, built and operated jointly by Canada and the U.S. and roughly following the international boundary; and by the Mid-Canada Line, an all-Canadian project reaching westward from the Labrador coast along the 55th parallel. A third line, the Distant Early Warning (DEW) Line, built by the United States, stretches across the far north. The RCAF is now in the process of manning most of the operational position on the Dewline sites in Canada.

Air Defence officials in both Canada and the U.S. speak of "the aerial defence of North America" rather than the defence of Canada or of the U.S., for it is unlikely that any aggressor would observe the 49th parallel.

Accordingly, the aerial defence forces of Canada and the U.S. have been placed under a unified command, known as North American Air Defence Command (NORAD) with headquarters at Colorado Springs, Colo. It has been set up to provide co-ordinated planning for, and wartime operational control of, all the air defence forces made available to it by both countries for the air defence of North America.

Under NORAD, the forces of the U.S. and Canada operate as one to protect North American airspace, while retaining their individual identities. NORAD's commander-in-chief, General Earle E. Partridge of the USAF, are responsible to the joint chiefs of staff of both nations.

Another major operational element of the RCAF is its European-based Air Division, a force of 12

fighter squadrons, an air materiel base, an air-firing range and approximately 6,000 personnel.

Coming under NATO operational control, the Air Division has its headquarters at Metz, in north-eastern France. Under it come the four RCAF fighter wings located at Zweibrucken and Baden-Soellingen, in West Germany, and Marville and Grostenquin, in France. Logistic support for the four wings and their 12 squadrons is provided by an Air Materiel Base at Langar in the U.K. An air weapons unit is located at Decimomannu on the island of Sardinia.

Carrying out another high priority operational role is the RCAF's Maritime Air Command. With headquarters at Halifax, MAC is responsible for anti-submarine warfare, reconnaissance, convoy patrols, and naval co-operation duties. Squadrons under MAC are located on both coasts. Twin-engine Neptune and four-engine Argus aircraft are in operational squadron duty on Canada's east coast and Neptunes are replacing the veteran Lancasters of the Command's west coast squadron based at Comox, B.C.

The Air Officer Commanding Maritime Air Command actually has two jobs. He is responsible to the Chief of the Air Staff for the air forces allotted to his control as Air Officer Commanding MAC and

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he is also presently serving as Deputy Commander of the Joint Maritime Headquarters at Halifax. This joint headquarters has been set up to provide integrated operational control of forces assigned to the maritime defence of the Atlantic coast of Canada. Its commander may be either a RCN or a RCAF officer, and in wartime would be responsible operationally to the Supreme Allied Commander Atlantic (SACLANT) under NATO agreements.

Air Transport Command carries out another important task. With headquarters at Lachine, P.Q. its aircraft support NATO and UNEF Forces abroad as well as the forces at home.

When the United Nations Emergency Force in the Middle East was created, ATC was called on to fly Canadian troops across Canada and into the Mediterranean. The job was handled by the North Stars of No. 426 Squadron. In addition, ATC despatched one of its C119 transport squadrons to Naples, where it was used to ferry UNEF personnel and supplies between Naples and Egypt. Evidence of the globe-girdling mobility of ATC was shown by these operations. No. 435 Squadron, based at Namao, near Edmonton, had four of its C119 transports airborne out of Toronto and headed for Naples, with supporting groundcrews, spare parts and ground handling equipment, roughly 48 hours after being alerted and told to prepare for the move.

Another milestone for ATC was chalked up when No. 408 Reconnaissance Squadron, based at RCAF Station Rockcliffe, near Ottawa, completed a nine-year aerial survey of Canada in 1957.

General ground and aircrew training is handled by the RCAF's Training Command, with headquarters at Winnipeg, Man.

When Canada, well known for her ability to train highly skilled aircrew, offered aid to train aircrew of other NATO nations, this was accepted and new schools were formed to bolster NATO's aerial arm. These schools, most of them providing basic and advanced pilot instruction, were opened on the Prairies at reactivated Second

World War training stations. Since then approximately 5,500 NATO aircrew have received training with the RCAF, from Norway, Denmark, the Netherlands, Belgium, the U.K., France, Italy, Portugal, Turkey and Greece.

By 1957, most of the NATO countries concerned were in a position to look after their own aircrew training requirements and training under the original scheme began to taper off. The final intakes arrived in Canada during the summer of 1957. All costs of the training were carried by Canada as a mutual aid contribution to NATO.

Under new and separate agreements, West German, Norway, Denmark and Netherlands aircrews are being trained by the RCAF.

Groundcrew training in the RCAF is more diversified. Recruits report first to the Manning Depot at St. Johns, P.Q., and are sent from there to the various training centres according to their trade. Technical trades such as aero-engine and airframe technician, are taught at Technical Training Schools at Camp Borden and Aylmer, Ont., and clerical trades are taught at Aylmer. Armament instruction is given at Camp Borden while electronics is taught at the Radar and Communication School at Clinton, Ont.

Staff training for officers is provided at two levels; junior officers receive the Junior Officer Administration Course at Centralia, Ont., and senior officers attend the RCAF Staff College in Toronto. Further advanced training is given to senior officers at the National Defence College, Kingston, Ont.

The RCAF also has a parental interest in training provided by the three Canadian Services Colleges. These are Royal Roads, near Victoria, B.C.; Royal Military College, Kingston; and Colège Militaire Royal de St. Jean, at St. Johns, P.Q. These three schools are operated on a tri-Service basis, training young men as officers for the Armed Forces.

Unique in the RCAF training program is the Survival Training School which operates in northern Alberta and at Cambridge Bay, NWT, within the Arctic Circle.

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Service aircrew are instructed in methods of bush and Arctic survival, training being given by experienced RCAF men with Eskimos and Indians assisting. Ultimate aim of the school is to train aircrew personnel in the various survival techniques.

Also in being is a program of ground defence training within the Service. The RCAF has been given responsibility for local ground defence of its bases, and active defence training is proceeding at bases both in Canada and overseas. It is felt that utilization of Air Force personnel in this manner not only broadens their outlook on military matters, but would free Army units in time of emergency for more active and offensive roles.

Possibly the least glamorous but certainly one of the most important of RCAF commands is Air Materiel Command, with headquarters at Rockcliffe near Ottawa. Called the RCAF's super super market AMC's role is to anticipate and satisfy RCAF requirements, based on decisions passed down from Air Force Headquarters.

To fulfill this role AMC controls maintenance and technical services depots and units across Canada. These units in turn provide a flow of materiel, as required, to the various stations; look after repair and overhaul of RCAF aircraft and many other types of equipment; and, serve as direct liaison and inspection units with commercial firms producing or repairing equipment for the Service.

AMC also handles the ferrying of aircraft from the manufacturer

to the squadron, and controls the Central Experimental and Proving Establishment at Uplands, the RCAF's main test and development centre.

Recruiting of women for the Regular Force began in July, 1951. Present strength of women in the Air Force is over 2,500, and they shown themselves capable of performing many highly technical trades. Women fit into the general Air Force pattern, drawing the same pay as the men, and commissions are held by many women.

There is no separate women's corps or group, as existed during the Second World War.

Backing up the Regular RCAF are 11 flying squadrons of the RCAF Auxiliary together with numerous ground training units. Special stress, is also placed on radar and other highly technical trades in the Auxiliary. Behind this is the realization that such skills, vital to the Air Force, cannot be gained overnight, and that valuable qualified personnel having received their training in in-

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dustry, would be available to the RCAF in large numbers in the event of emergency.

Training for members of the Auxiliary is on a part-time basis. Courses are arranged so that members are able to attend summer camp in addition to normal the-year-around training. Reserve units take part in many schemes and exercises with other such units, or with regular force formations.

The RCAF is associated with Canadian universities through an under-graduate reserve training program. Selected under-graduates are given three consecutive summer ground training courses with the RCAF, and on successful completion of this program, and on graduating from university, may be offered a commission in the regular or reserve air force. Seventeen Air Force University Flights, have been formed at major universities, and air force training on a part-time basis is given throughout the school year to members of these flights.

Highly publicized is the RCAF's search and rescue organization, which is constantly in the news through its life-saving operations. Born of the wartime air-sea-rescue units, the present organization was set up as a permanent agency after the Second World War.

The RCAF is charged with the co-ordination and supervision of

all search and rescue activity in Canada, and with the provision of all primary search and rescue facilities. This includes responsibility for search and rescue operations involving aircraft in distress, marine distress cases on the East and West coasts of Canada and portions of the Great Lakes, and as a secondary role, Provision of aid in any necessary circumstances:

"Provision of aid in any necessary circumstances" usually turns out to be a mercy flight. Normally such a mission cannot be handled by a civilian agency. Some of these mercy missions have resulted in the most spectacular operations carried out by SAR, as in the cases of Operation Canon and Operation Dodds, both flights into the Far Arctic to bring out persons requiring immediate hospital care.

A colourful part of the search organization is the para-rescue corps. Specially trained para-rescue men, ready to drop by parachute to lend aid, are stationed at various points across Canada. Volunteer Air Force para-rescue men trained in bush lore, mountain climbing, first aid and parachute dropping techniques, have been joined by both medical officers and orderlies.

The close operational association between the RCAF and the USAF Air Defence Commands has been mentioned. A close general association exists between the RCAF and

the USAF and RAF, on a broader basis.

Today's RCAF is a proud service with proud traditions.

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TV TALK



MAKING THE MOST OF IT

Summer's fun will be short-lived for this bathing belle. She's singer Ruth Walker, seen here making the most of the few days remaining before she starts rehearsals for CBC-TV's new summer show, *Swing Gently*. She'll also be seen as guest when Music '60 presents *The Jack Kane Hour*, Monday, June 20.

TALENT AWARDS

Talent Caravan — CBC-TV's coast-to-coast talent search — wound up its season with a special award show, Thursday, June 30th when the season's six top performers received their prizes from A. K. Morrow, CBC director of English networks and the Toronto area. Singers Ivan Burgess, of Antigonish, N.S., and Homer James, of Ottawa, are two of the finalists.



HOMER JAMES



IVAN BURGESS

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RED KNIGHT

AT

AIR FORCE DAY

THE "Red Knight" which last year performed at Air Force Days and national air shows will appear again this year in his familiar bright red T-33 jet trainer.

At the controls of the aircraft will be Flight Lieutenant CR "Bob" Hallowell of Guelph, Ont., who now is serving on training and research duties with the Central Flying School at Portage la Prairie, Man.

To start his performance he flies low over the field and pulls up into a vertical roll, followed by a Cuban eight, a maximum rate turn, and a rhubarb roll. Next comes an inverted flypast, an upward roll, a stall turn, a four-point roll and another rhubarb roll. This in turn is followed by a slow speed flypast, a dumbbell manoeuvre, a roll-under, three continuous rolls and a climbing departure.

A feature unique with the Red Knight is that all his manoeuvres are carried out within the confines of the aerodrome—a most difficult task with such high-speed aircraft.

F/L Hallowell was born at Brantford, Ont., in 1930, and prior to joining the RCAF, was a forest ranger and scaler with the Ontario Dept. of Lands and Forests.

On completion of pilot training, he joined 421 Fighter Squadron of Air Defence Command, and moved overseas with the squadron in 1952 when it was relocated in Europe as part of the Canadian contribution to NATO. In 1953, he was transferred to the Overseas Ferry Unit at St. Hubert, P.Q. where he served until 1955 when he was transferred to Portage la Prairie.

*Greetings
Air Force Day*

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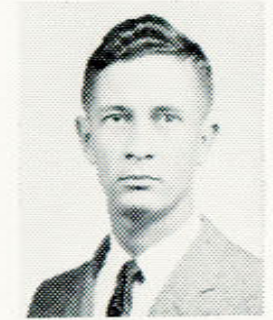
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