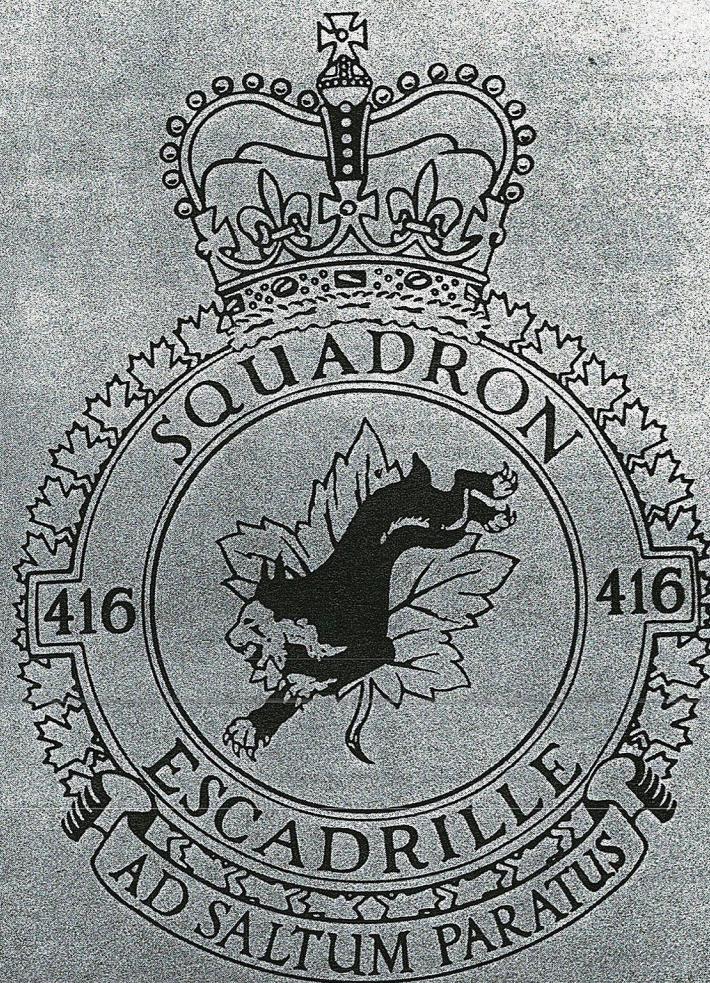


416

SQUADRON HISTORY



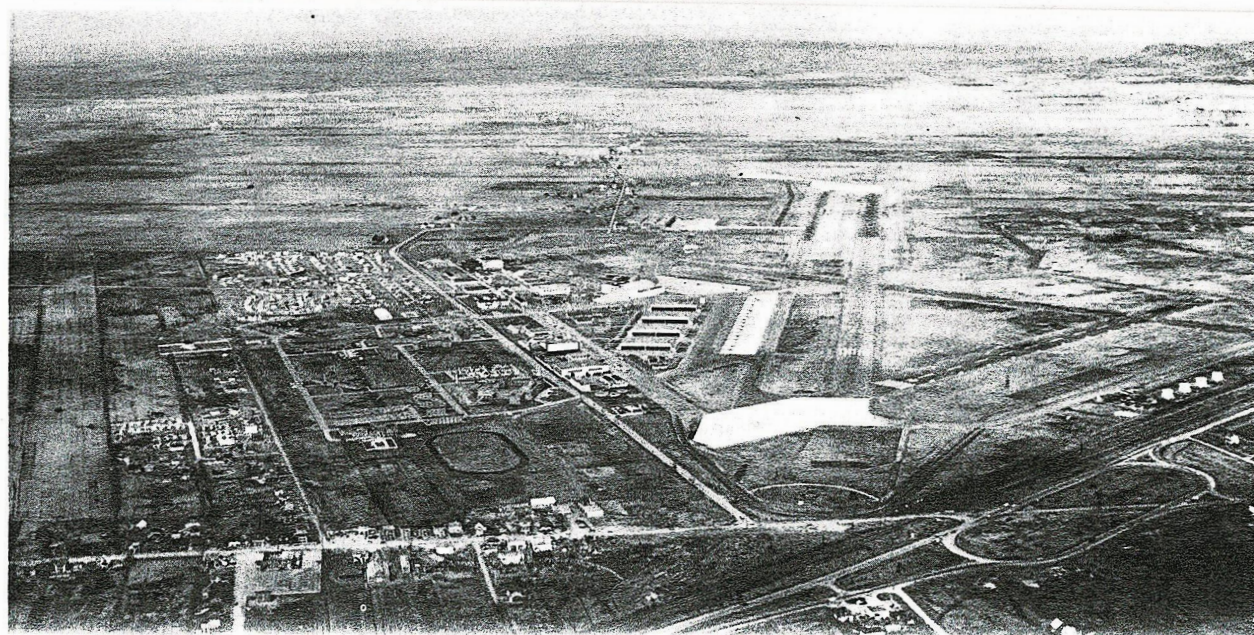
Chapter Four: Air Defence Command and the Clunk

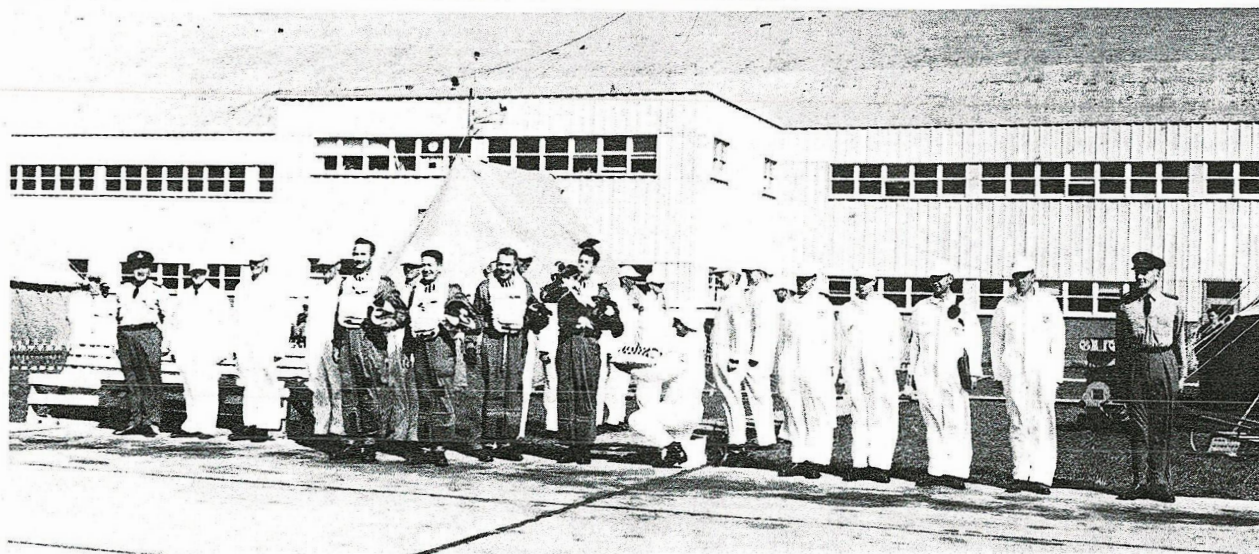
4 16 Squadron was reactivated at St. Hubert as an all-weather fighter squadron on February 1st, 1957. The new Commanding Officer was W/C W.L. Drake, and the squadron was equipped with CF-100 Mk.5s. Their first scramble occurred on February 13th — a demonstration for visiting Staff College personnel. Four more scrambles were conducted the same day, getting the Squadron's new operations off to a busy start. The remainder of the month was spent conducting normal flying training, sorting out the 15 minute alert routine, and preparing for weapons practice to be held at Cold Lake in March.



W/C W.L. Drake was 416's first CO when it began operations in the Air Defence role on February 1st, 1957. (PL75981)

The Lynx's new lair — RCAF Station St. Hubert just south of Montreal. (PL125586)





Half the Squadron spent the first two weeks of March at Cold Lake. Then on the 16th they flew back to St. Hubert while the remainder of the Squadron flew out to the Weapons Practice Unit.

Squadron aircraft were often scrambled to intercept unidentified aircraft which invariably turned out to be friendly and the intercepts were seldom more than routine. On April 28th, however, the scrambled aircraft found a CF-100, a B-52 Stratofortress and a Sabre at 35,000 feet, and a C-124 Globemaster at 9,000 feet — all 'unknowns'. Air traffic control has obviously come a long way since then.

One other intercept which made the Squadron daily record was conducted on August 4th by 'Punch Bowl 17'. The crew identified a flock of geese at 8,000 feet travelling at 50 knots. The appropriate intelligence report was made out certifying that no hostile act was committed.

The Air Defence Command evaluation team (known as the "Trappers") arrived at the Squadron on October 2nd. Five days of testing and examinations followed, ending with a mass debriefing of crews and GCI (Ground Control Intercept) controllers.

Early in 1958 the Squadron began its crew exchange with 409 Squadron in Comox. The first crew left St. Hubert on January 3rd, arriving in Comox on the 5th after a rather leisurely trip. The Comox crew arrived in St. Hubert on the 6th — just before a power failure which resulted in car headlights having to be used to light the runway for the recovery of two of 416's aircraft.



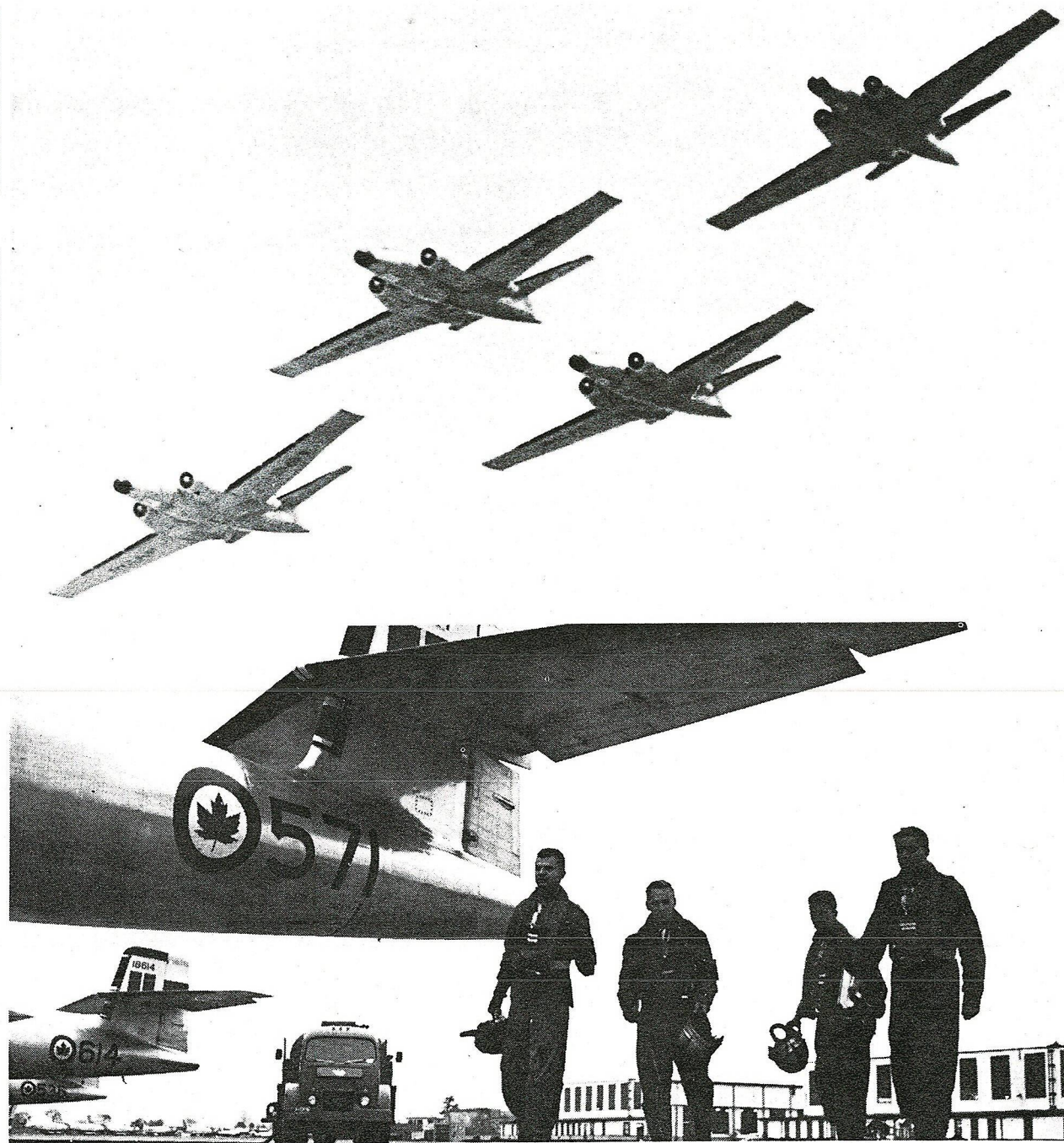
Opposite page: Squadron aircrew assembled for a very sombre group photo in early 1957. Note the early CF-100 era markings on the air intake. (PL75982)

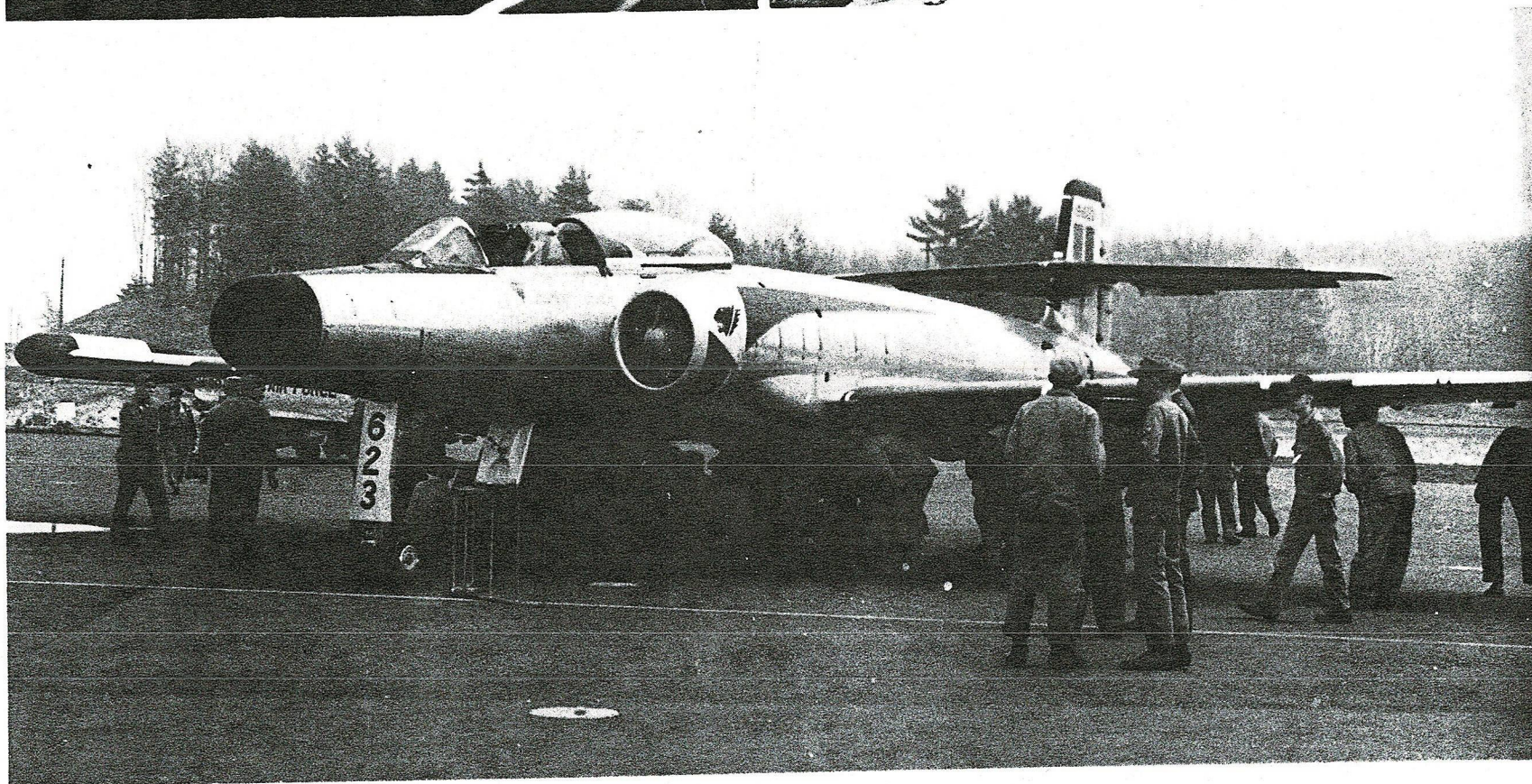
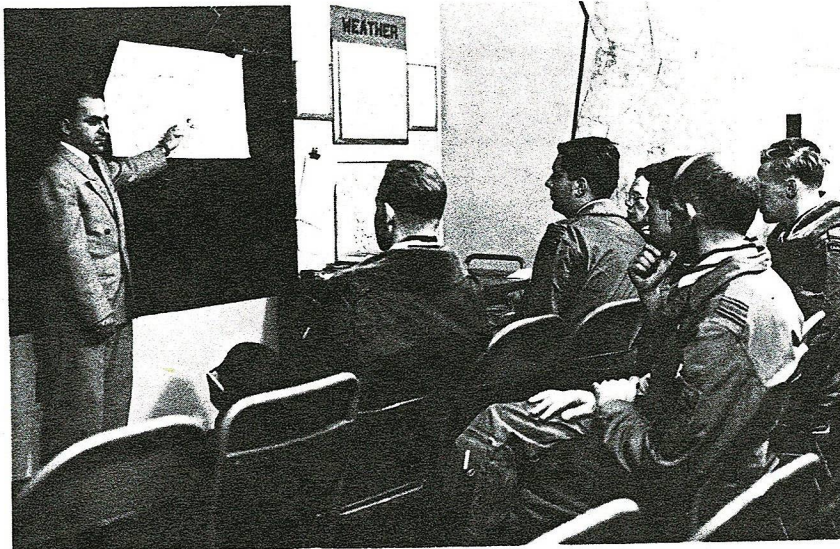
Opposite page: A bugle adds a little pomp and ceremony for the 416 team at the ADC weapons meet at Cold Lake, September 1957. (PL108543)

Top left: The stylized lynx head crest as it appeared on the Squadron hangar at St. Hubert.

Top right: Four 'Clunks' in a tight box formation.

Bottom right: Two crews prepare to go flying.





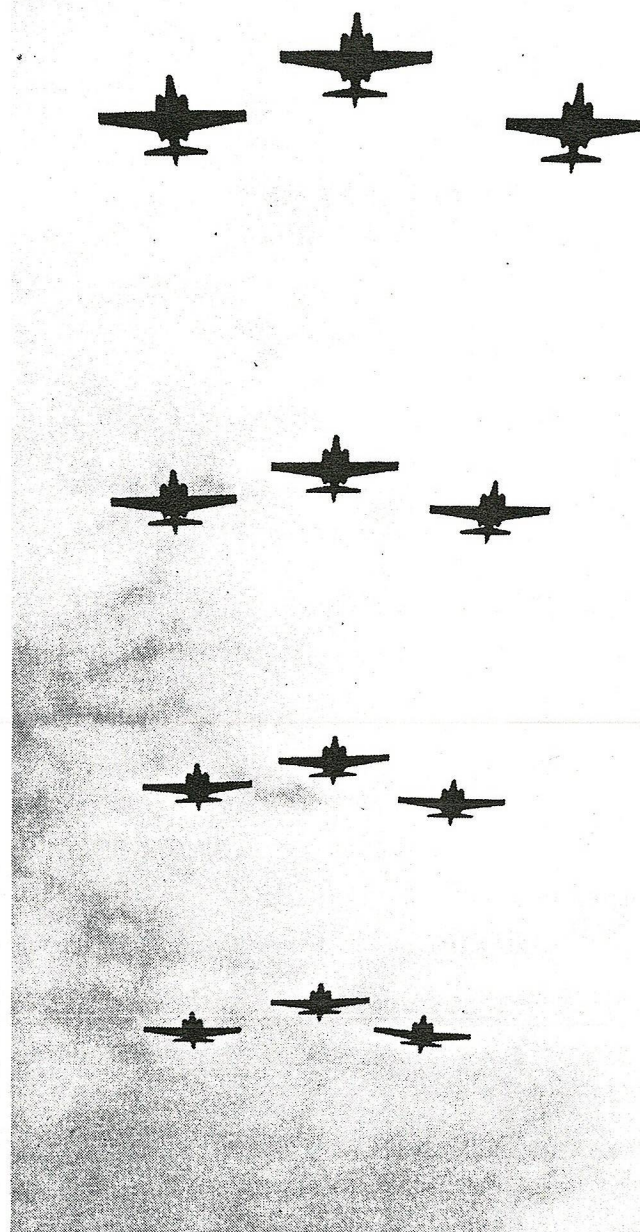
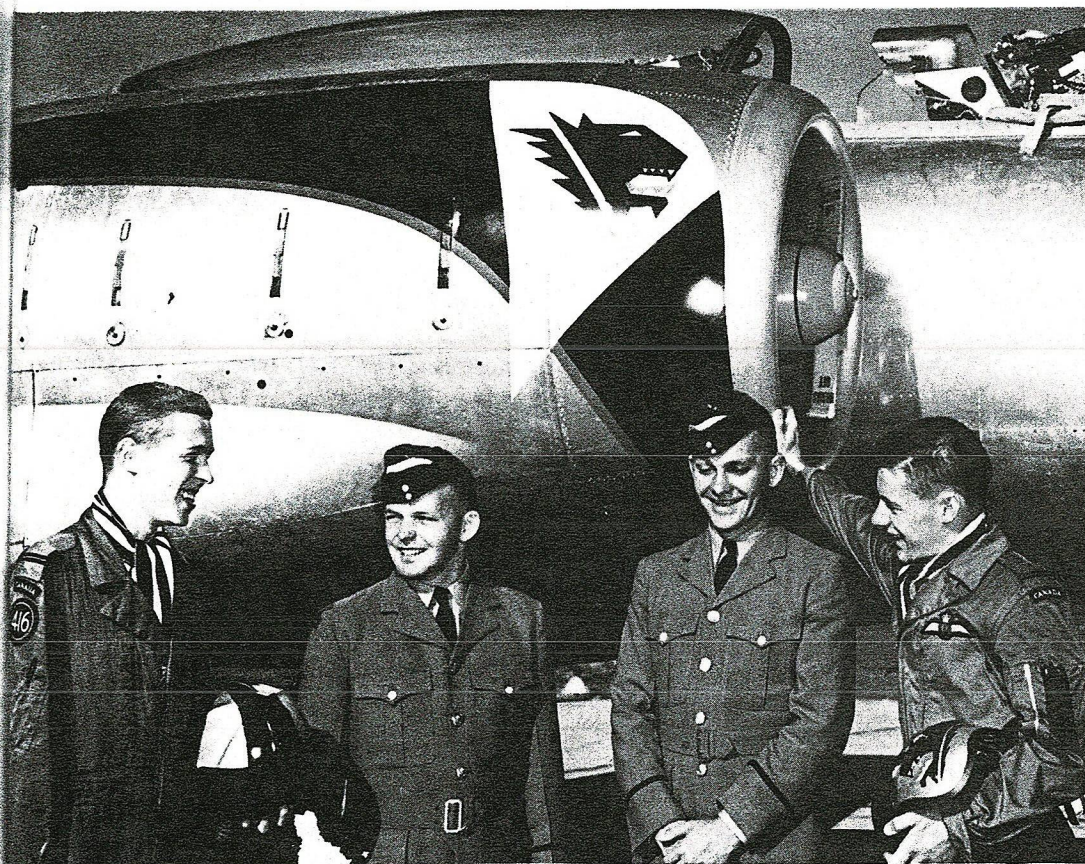
Top left opposite page: A pre-flight met briefing. (PL 108599)

Top right opposite page: The aircrews 'work of art' for the winter carnival, "Punch Bowl Lil." (CM72-459-19)

Bottom opposite: '623 gets a close inspection from local personnel during a visit to an American base.

Right: The Squadron puts in a little formation practice for the 1958 Air Force Day.

Below: Two self-conscious Officer Cadets pose with a suave CF-100 crew from 416.



In February 416 showed its versatility by performing scrambles and precision flying for the benefit of National Film Board cameras. This was the beginning of an acting career which lasted almost three years. Unfortunately the cameras did not catch one of the prettier performances of the month when PB 23 made a wheels-up landing after the starboard elco had been lost during take-off.

The early part of June was spent getting ready for Air Force Day and practising for a 12-plane formation fly-past. The actual show went well with an estimated 20,000 spectators on hand. Another show was put on for the visit of the Chief of the Air Staff and the Minister of National Defence on July 5th.

August was devoted to

preparations for the annual Rocket Meet at Cold Lake and for the CNE airshow in Toronto. Two crews went to Cold Lake on September 6th, returning with sad stories and tears two weeks later. No trophies this year. W/C Drake's trip to the CNE leading 16 aircraft was more successful.

The last part of 1958 was spent on routine flying training and holding alert. During one scramble on October 15th Punch Bowl 22 identified a DC-6B, a C-119, an Otter and a Cessna within the space of an hour ... improvements in the ATC business were being made slowly.

Exercise Dirty Dart was called on January 7th. Six aircraft were dispatched immediately to Cold Lake, and an additional six 'spare' crews followed by C-119. All crews

and aircraft returned to St. Hubert on the 12th after a very successful exercise.

February brought the sad news that the Diefenbaker government had cancelled the Avro CF-105 Arrow project — the sleek new supersonic interceptor that crews had been hoping to get a chance to fly.

In March CBC camera crews visited the Squadron to get film of practice scrambles and fly-pasts for their documentary to mark the 50th anniversary of powered flight in Canada. To complete the filming a 416 crew flew to Downsview on March 15th.

Bottom: Squadron aircrew in May 1958. Of interest is the addition of the 'Royal Canadian Air Force' inscription on the nose.

Top left opposite page: Air and groundcrew from the competing squadrons observe scores being posted at the 1958 rocket meet at Cold Lake. (CM72-459-19)

Top right opposite page: W/C Drake and S/L Hanul — 416's team at the 1959 Rocket Meet. One wonders for whose benefit it was necessary to add the 'CF-100' notation above the new ensign. (PL77212)

Bottom opposite page: Everyone was waiting for the day when the Avro CF-105 Arrow would replace the CF-100, a day which sadly never came. (Via D.M. Peden)

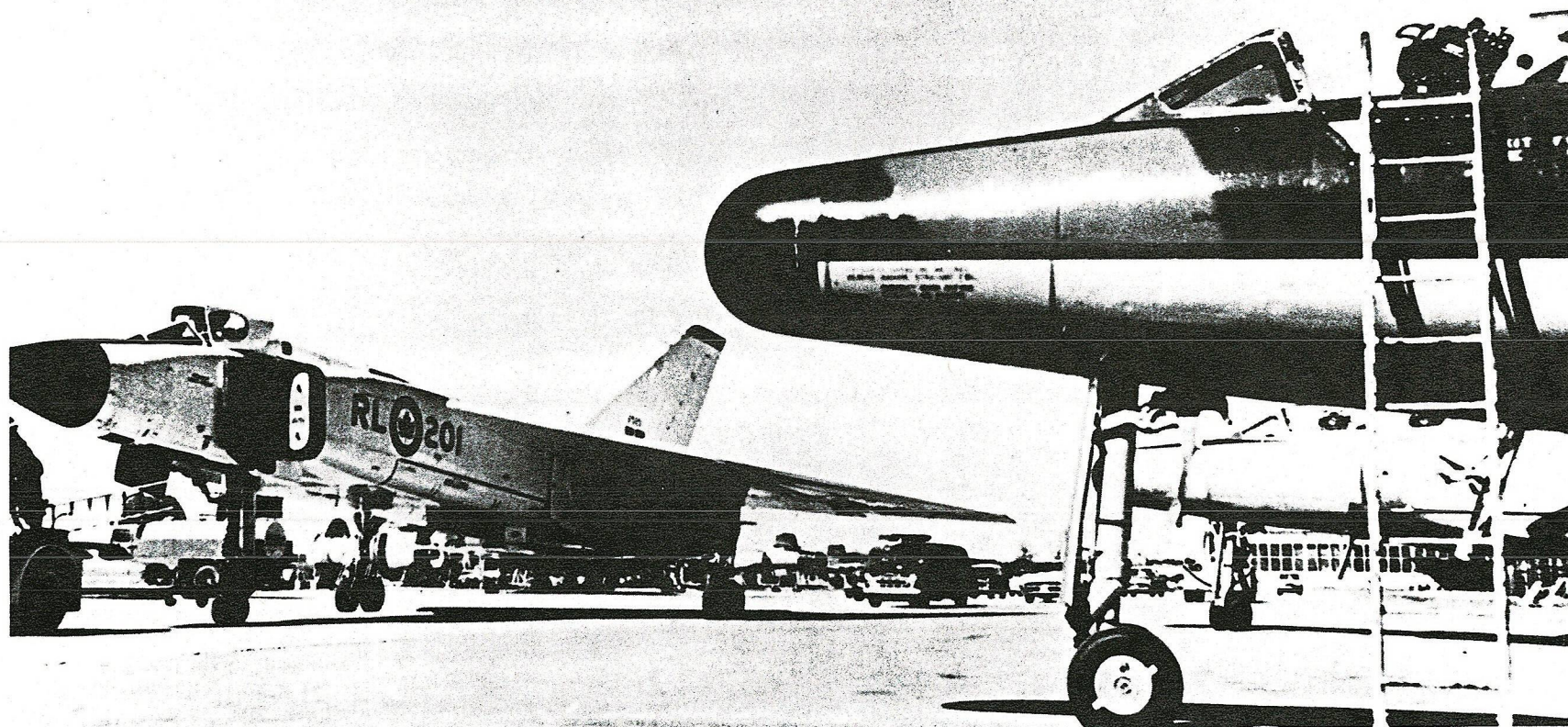


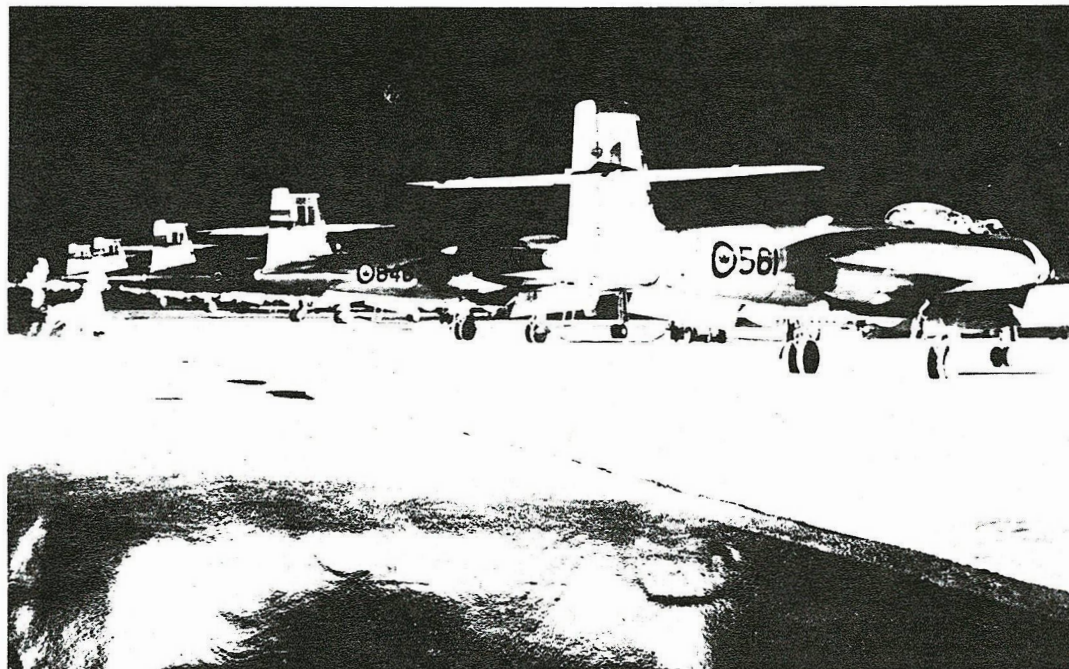
GROUND CREW							ADC ROCKET MEET														GCI CONTROLLER													
STATION	DAILY SCORES						TOTAL STDG	SCORE	TEAM	ENTRANCE	PLAS SCORES						TOTAL	SCORE	TEAM	ENTRANCE	MISSIONS						TOTAL							
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409 Squadron

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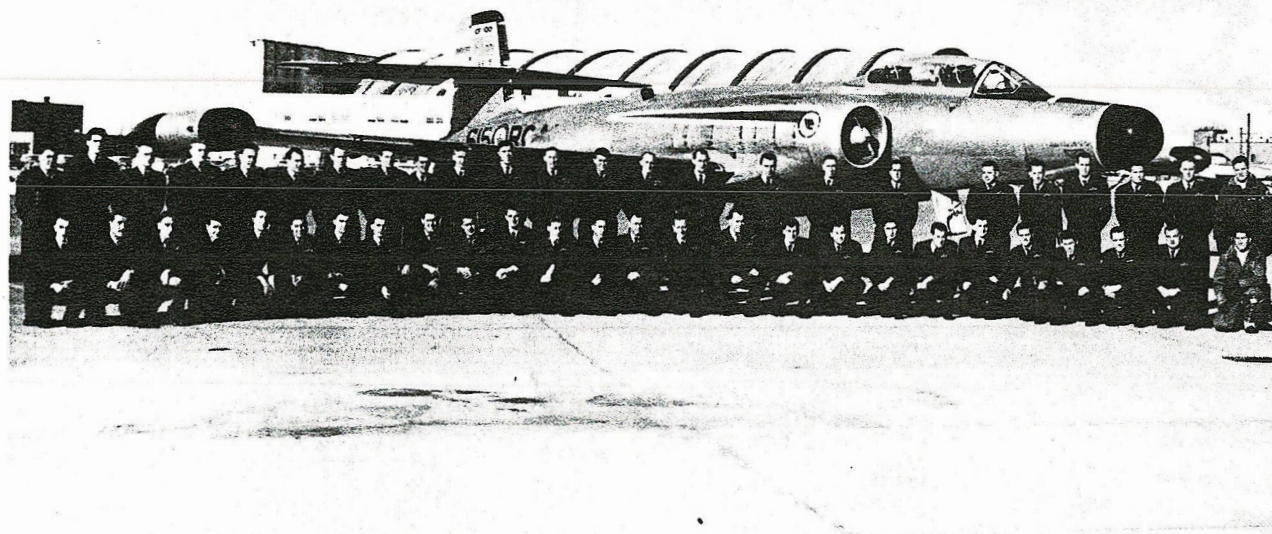




A night scramble for the benefit of CBC cameras. (CM84-262-6)

S/L R.B. West was CO for a very short period from August 20th to November 30th, 1959. (PL95897)

This group shot shows further changes to aircraft markings — the Lynx head has been reduced in size and stripes have been added to the rudder. (CM72-459-22)



S/L R.B. West assumed command of the Squadron on August 20th.

Throughout the year the Squadron took part in many joint exercises with USAF squadrons. Visits were made to bases at Niagara Falls, Rome (NY), Burlington (VT), and Harmon. In return a good number of USAF aircraft and crews visited St. Hubert.

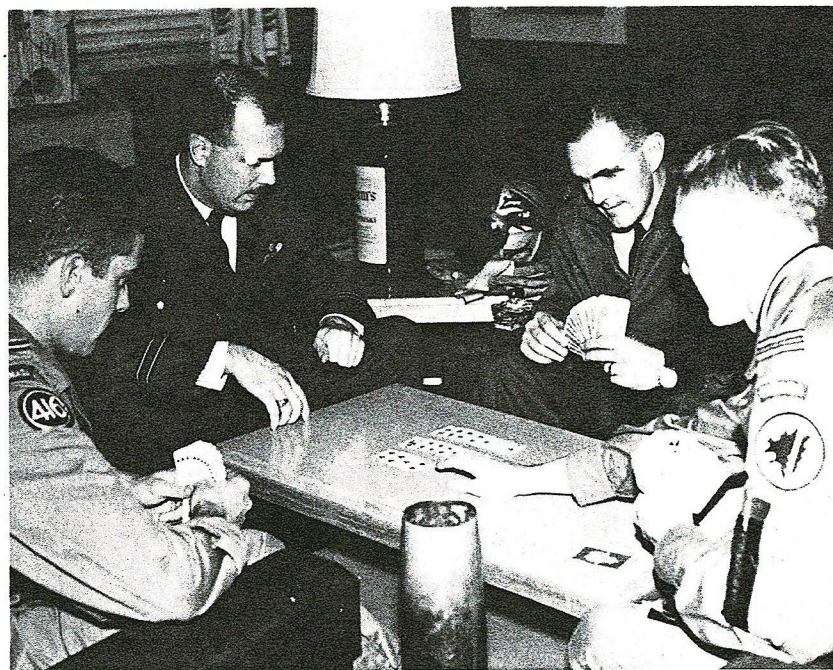


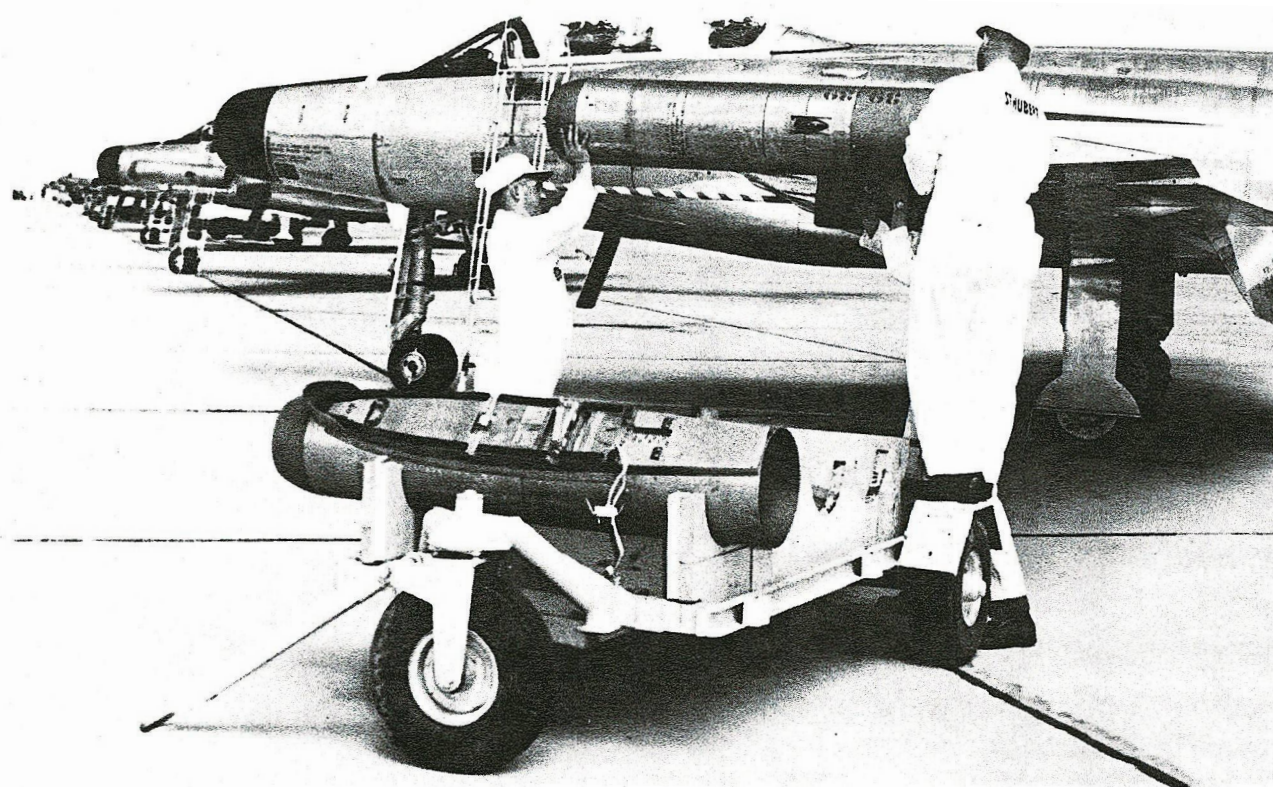
The members of 'A'-Flight while at Chatham for Exercise Checkerboard in May 1960. (CM73-29-1)

The alert crews while away the time with the Senior Duty Officer of the day, F/L Don Doyle. (F/O Pete Jordan, S/L Don McKechnie and F/L Lyle Hall.) (PL21792)

The top guns at the 1960 Rocket Meet, F/Os Murrell and Wardstrom accept the Vincent Trophy on behalf of 416 Squadron. (PL77706)

The 1960 Rocket Meet, held from May 28th to June 4th, was much more successful for 416. The Squadron was represented by the crews of F/Os Robinson and Turcotte, and F/Os Murrell and Wardstrom. The latter crew obtained the highest score of the meet — an average of 93.9% — and brought home with them the Vincent Trophy.





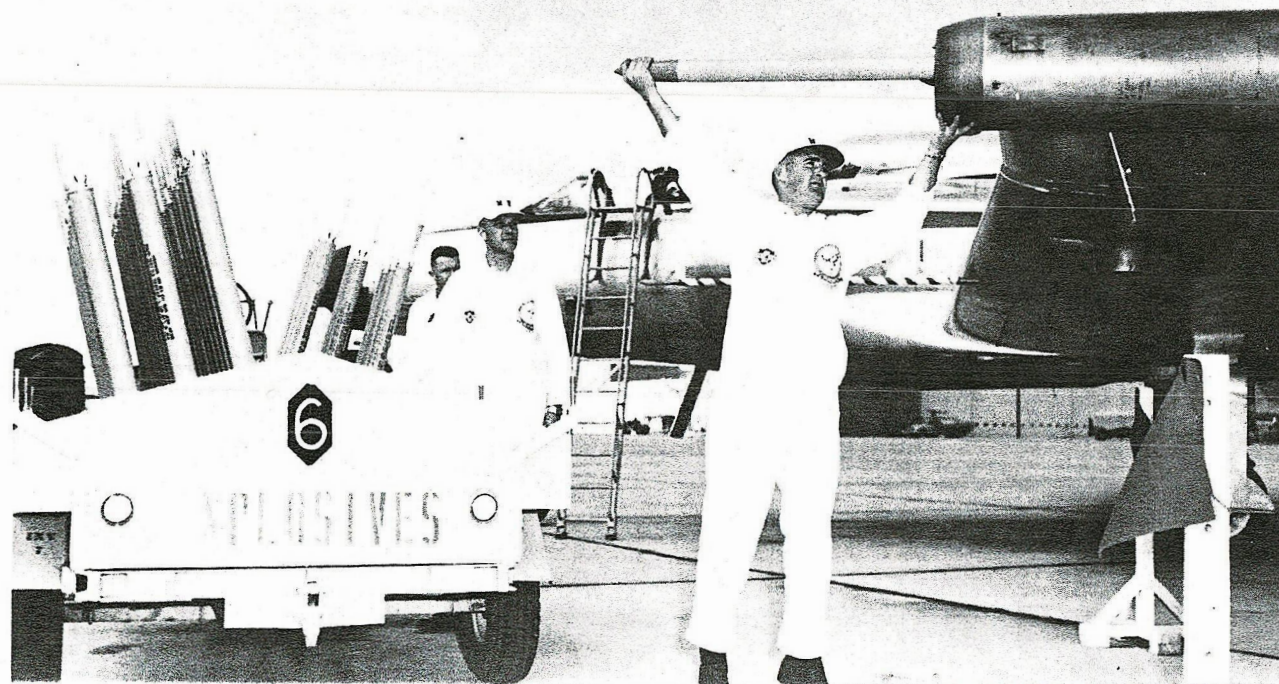
Dressed in spiffy white overalls for the 1960 Rocket Meet, armourers from St. Hubert fit a new pod to the wingtip of a 416 Sqn. 'Clunk' and then proceed to fill it with rockets. These missiles were not guided. (PL77687 and PL77637)

A glimpse of 416's future was indicated in a newspaper report of August 12th, 1960. It stated that a decision to re-equip the CF-100 squadrons with 70 F-101 Voodoos was imminent. This seemed like an ironic twist since the Arrow had been cancelled on the basis that there was no future need for manned interceptors and that missiles such as the Bomarc would be all that were required. History shows that the conversion was a little slower in coming than the newspaper suggested — it was not until 1962 that 416 saw its first Voodoo.

At the end of November, after little more than a year on Squadron, S/L West was posted out and command of 416 was transferred to S/L D.J. Gagnon.

1960 was closed out with crews shuttling back and forth to Chatham for Operation Checkerboard. The new year brought news of yet another disbandment: on February 14th, 1961, it was announced that 416 would be one of four CF-100 units to be shut down by September 30th. One of the first squadrons to be disbanded was 425 Squadron, and 416 provided a fly-past for their closing ceremony on April 21st.

The next five months were a phasing out period as 416 prepared to disband. Numerous crews were posted out, and on September 30th, 1961 yet another phase of 416 Squadron's life passed into history.



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'A' Flight displays the trophy it brought back from Chatham in September 1960. Standing: Ian Graham, Robbie Robinson, Doc Purich, Andy Horoshko, Laurie Woolett, Bob Wonless, Ray Sovergrove, John Follows. Front: Bob Gillet, Dave Lennox, Bud Toggart, Bill Ferguson. (CM73-29-60)

No doubt sweltering in their winter flying suits a self-conscious group of pilots and navs provide the CBC-TV cameras with a laundered version of the ADC song. (CM73-29-61)

416's pilots and navs pose in front of the Squadron hangar at St. Hubert in July 1961, just prior to the unit's disbandment. (CM72-29-87)

S/L D.J. Gagnon, 416's CO from Dec. 13th, 1959 to Aug. 31st, 1961.

