



# THE ILLUSTRATED REVIEW OF AVIATION

CELEBRATING THE GOLDEN ANNIVERSARY OF POWERED FLIGHT IN CANADA

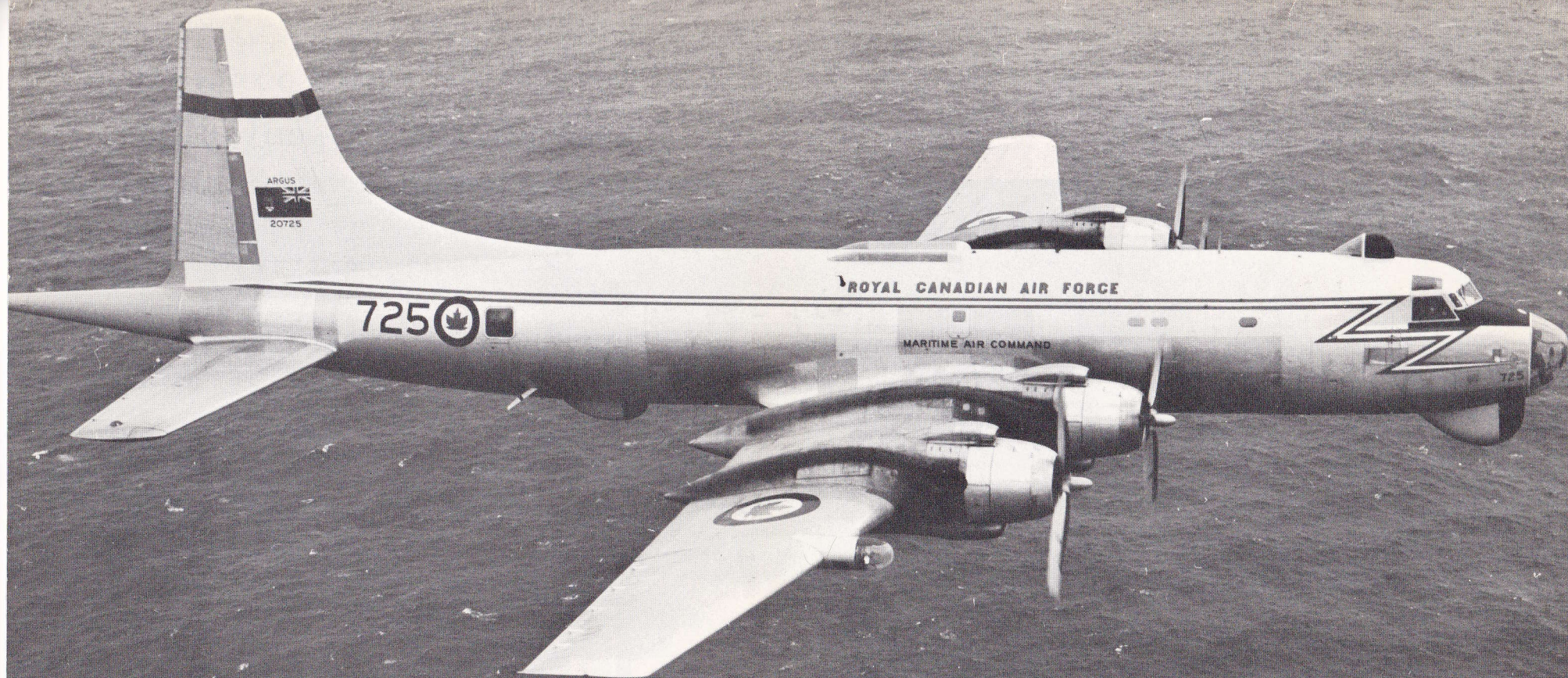




*"The Flight of the Silver Dart", February 23, 1909.*

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*Air Marshal (then Captain) W. A. Bishop, V.C., Canada's greatest  
World War I ace with 72 victories, shown with a Nieuport Scout.*





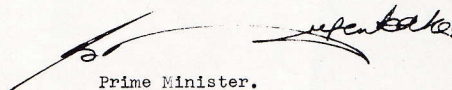
THE RIGHT HONOURABLE JOHN G. DIEFENBAKER, PC.  
*Prime Minister of Canada*



On the occasion of their Ninth Annual Convention and the Tenth Anniversary of their incorporation, I wish to extend my compliments and greetings to the officers and members of the Royal Canadian Air Force Association, meeting in Montreal, from May 14th to 16th.

I am particularly pleased to observe that in order to underline the significance of the year 1959 in Canada's aviation history, which marks the Fiftieth Anniversary of Powered Flight in Canada and the Thirty-fifth Anniversary of the formation of the Royal Canadian Air Force, the Association will hold appropriate commemorative ceremonies at this convention.

May I congratulate the members of the Association on their past endeavours and extend best wishes for continuing and expanding activities.



Prime Minister.

O t t a w a,  
1 9 5 9.





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*RCAF CF-100 over Montreal harbour.*





HIS WORSHIP HONOURABLE SARTO FOURNIER  
*Mayor of Montreal*



CITY OF MONTRÉAL  
MAYOR'S OFFICE

March 31, 1959.

This is my salute to the Royal Canadian Air Force Association! I ask its executive and all its members to accept the sincere congratulations of the City Administration as well as my own on the occasion of the celebration of its 10th anniversary which coincides with the 19th of the British Commonwealth Air Training Plan, the 35th of the R.C.A.F. and the 50th of Powered Flight in Canada.

The officers and men of R.C.A.F. played a wonderful role in the last world conflict. Those who returned did return mission accomplished. To-day let us pay our deep respects and render our sincere homage to those who did not return. While we celebrate the glory of our National Air Corps, let us also remember those, this nation and the free world called upon for the supreme sacrifice.

May long live the R.C.A.F. and all it represents for those who cherish liberty and freedom.

*Sarto Fournier*  
(Sarto FOURNIER)



LA CITÉ DE MONTRÉAL  
CABINET DU MAIRE

Le 31 mars 1959.

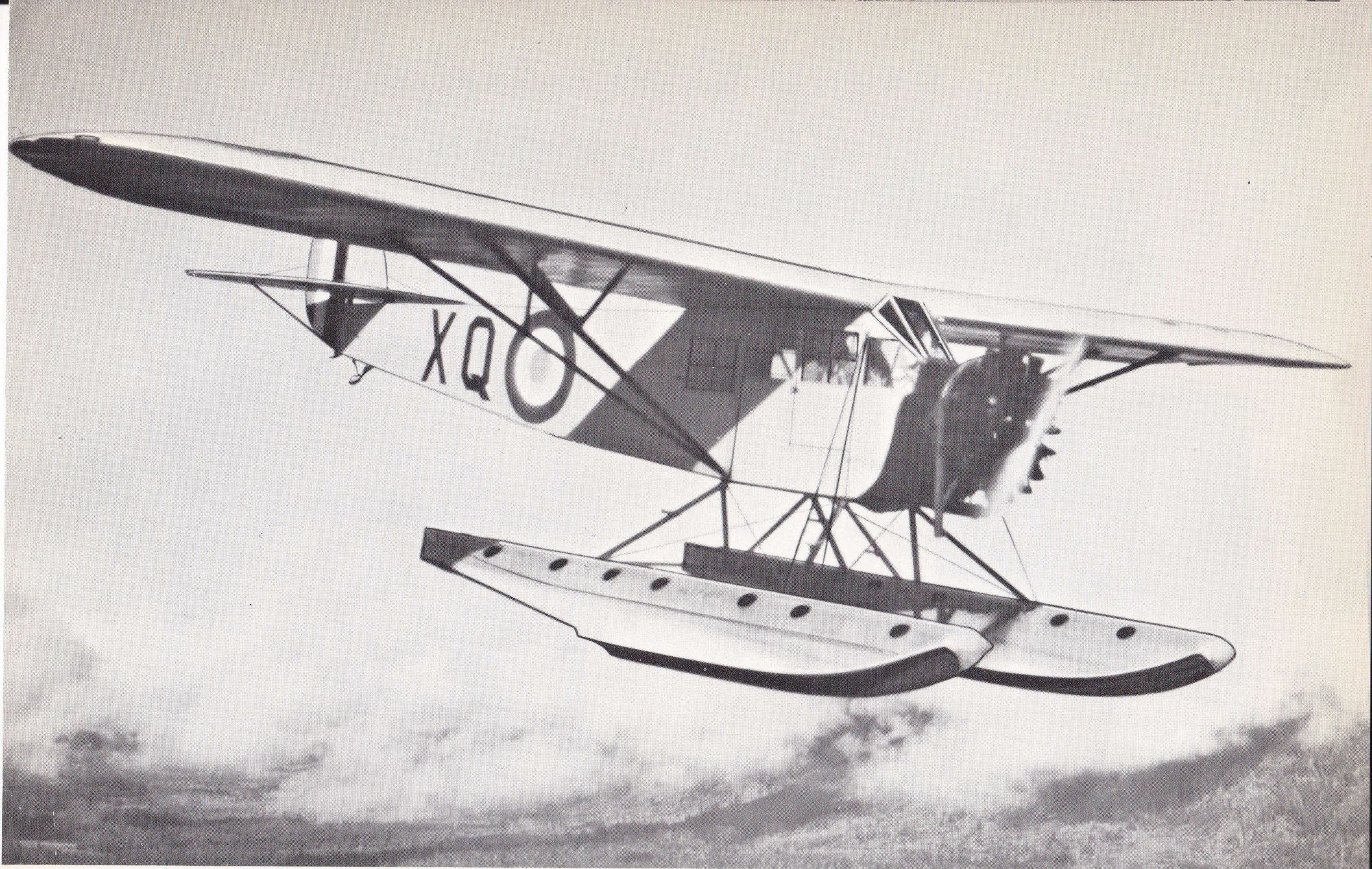
Ceci est mon salut à la Royal Canadian Air Force Association! Je demande à son conseil d'administration et à tous ses membres d'accepter les sincères félicitations de l'Administration Municipale et aussi mes félicitations personnelles à l'occasion de la célébration du 10ème anniversaire de sa fondation qui coïncide avec le 19ème de la mise sur pied du plan d'entraînement de l'air du Commonwealth Britannique, le 35ème de la fondation du Corps d'Aviation Royal Canadien, et le 50ème de la première envolée aérienne au Canada.

Les officiers et les hommes du Corps Royal d'Aviation Canadienne ont joué un rôle magnifique dans le dernier conflit mondial. Ceux qui nous sont revenus, sont revenus tâche accomplie. Aujourd'hui, rendons hommage à ceux qui ne sont pas revenus. Pendant que nous célébrons la gloire de notre Corps National d'Aviation, rappelons à notre mémoire dans un profond respect, ceux qui, pour le bénéfice de la nation et du monde libre, ont dû consentir au suprême sacrifice.

Vive le Corps d'Aviation Royal Canadien et tout ce qu'il représente pour ceux qui chérissent la liberté.

*Sarto Fournier*  
(Sarto FOURNIER)





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AIR MARSHAL W. A. CURTIS, CB, CBE, DSC, LLD, ED.  
*National President of the RCAF Association*



ROYAL CANADIAN AIR FORCE ASSOCIATION

Patron — Her Majesty the Queen

National Headquarters — 424 Metcalfe Street — Ottawa 4, Ontario

It affords me great pleasure to extend a warm welcome to our guests and delegates attending the Ninth Annual National Convention of the Royal Canadian Air Force Association in Montreal. This occasion affords us an opportunity to fittingly observe the three important anniversaries in Canadian aviation history: 50th Anniversary of Powered Flight in Canada, 35th Anniversary of the Royal Canadian Air Force and the 10th Anniversary of the Royal Canadian Air Force Association.

I am sure we all have a feeling of great pride in the accomplishments of Canadians in Canadian aviation. On behalf of all members of the Association, I would like to express sincere thanks to the members of the Montreal Wings' Committee who are our hosts, for the splendid arrangements they have made for us.

W. A. Curtis  
National President

April 10, 1959





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Excerpt from Dr. Graham Bell's day by day record, Feb. 23, 1909

*This may seem to be a small matter at the present moment, but when flying machines have become common, and aerial locomotion a well recognized and established mode of transit, the origin of the art in Canada will be-*

*come a matter of great historical interest and people will look back to the flight made on February 23, 1909 as the first flight of a flying machine in the Dominion of Canada.*



# THE GOLDEN ANNIVERSARY OF POWERED FLIGHT IN CANADA

BY ROSS SMYTH

Just fifty years ago this month the first airplane flew in Canada. Today an airplane takes off or lands in Canada every ten seconds. This year Canadians are celebrating fifty years of dynamic progress from the "Silver Dart" to the Jet Age.

Back in February 24, 1909, the first item carried by the Montreal Gazette on aviation that year was captioned:

**"THE SILVER DART'S FLIGHT —  
DOUGLAS McCURDY FLEW HALF A  
MILE OVER BADDECK BAY."**

The report followed:

"Halifax, N.S., February 23—The people of Baddeck Bay, Cape Breton Island, witnessed today the first flight of a flying machine in Canada, when Douglas McCurdy flew a distance of one-half mile over the ice on Baddeck Bay at an elevation of about thirty feet, in an airplane of his own design named the Silver Dart.

"McCurdy had previously made fourteen flights in the Silver Dart at Hammondsport, New York. Alexander Graham Bell says it was obvious from today's experiment that McCurdy would have flown to an indefinite distance as long as his engine held out.

"He came down very gently on the ice, after only a short flight, because he found that he was getting rather close to the shore, and feared running into land. Two little girls on the ice had a narrow escape from being run over by the machine when it came down."

The item was in an inconspicuous position on the last page of that day's paper!

The newspaper can hardly be blamed for its indifferent treatment of such an historic event because the public were very apathetic towards flying. After all, man had been flying for well over a century in the lighter-than-air balloons and many attempts had ended in tragedy.

## FINANCED BY MRS. BELL

Dr. Alexander Graham Bell, inventor of the telephone, was the man primarily responsible for this first powered flight in Canada. With \$35,000 of capital supplied by Mrs. Bell, the Aerial Experiment Association had been formed in Halifax in 1907. In addition to the Bells it consisted of: *J. A. D. McCurdy* and *F. W. (Casey) Baldwin*, two young engineers from the University of Toronto; *Glenn H. Curtiss*, an American motorcycle manufacturer

with a knowledge of gasoline engines; *Lieutenant Thomas Selfridge*, placed as an observer at the request of the United States Army.

Thus, the Aerial Experiment Association was well balanced, and international in membership. Dr. Bell, its leader, was a Scotsman who had taken out American citizenship and who spent every summer in the Bras d'Or Lake district of Cape Breton island, an area that reminded him of his native Scotland.

## FIRST FLIGHT 319 FEET

As Curtiss' machine-shop was located at Hammondsport, N.Y., work was soon transferred there. In March, 1908, the first flight of the Association was made by Casey Baldwin in the "Red Wing" for a distance of 319 feet. This was the first publicly announced flight in America, and Baldwin rose to fame as not only the first Canadian but also the first British subject to fly a heavier-than-air machine.

After many successful flights at Hammondsport, Dr. Bell was desirous of having one of the machines flown in Canada and the "Silver Dart", their fourth machine, was shipped to Baddeck.

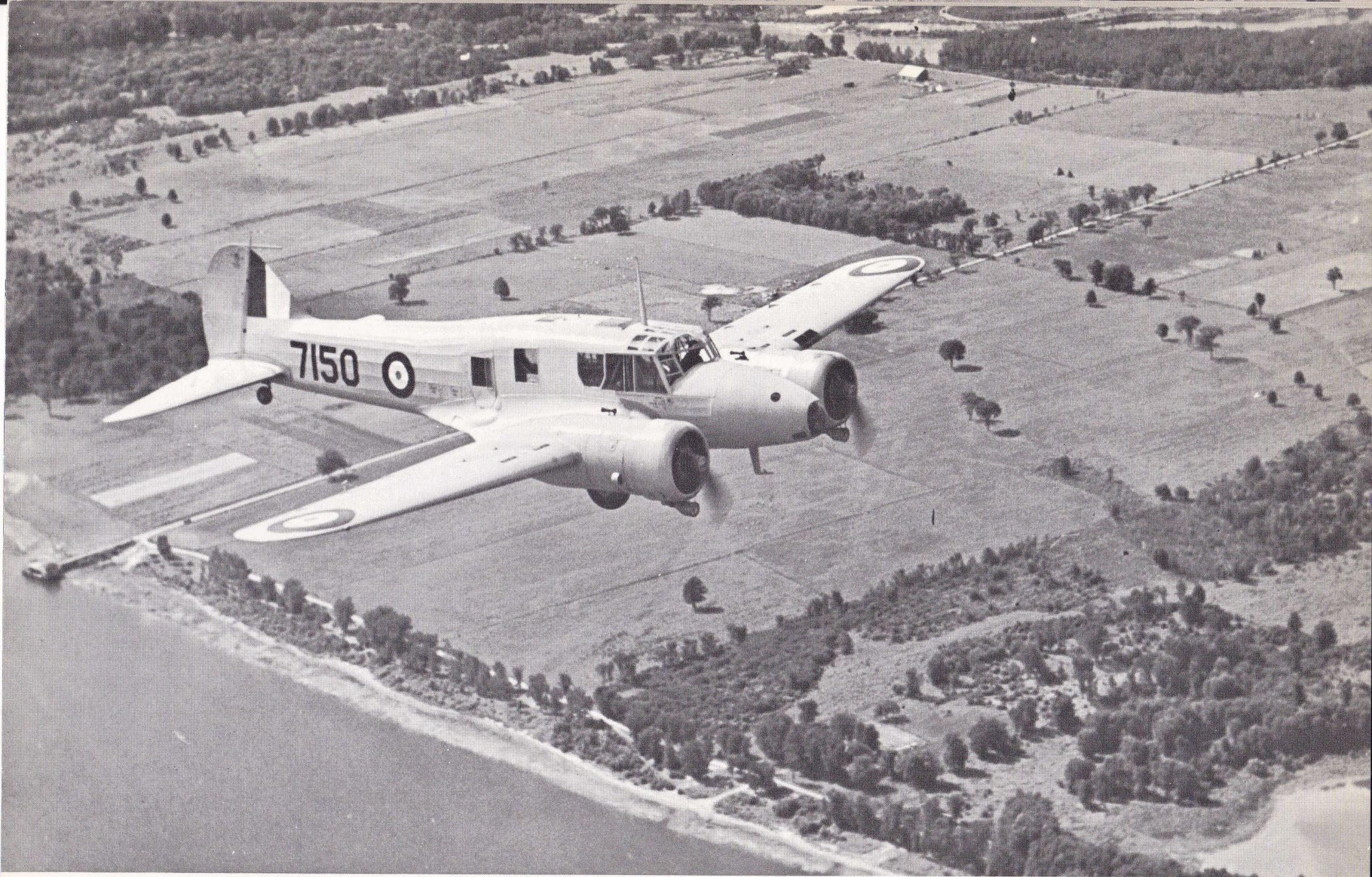
It was on February 23, 1909, that the Canadian history was made when McCurdy flew the "Dart" for over half a mile above the frozen surface of Bras d'Or Lake. Twelve days later he made a flight of twelve miles.

The wing span of the Silver Dart was 49 feet, and its weight, fully loaded with fuel and pilot, was 800 pounds. In comparison, it would take about 350 Silver Darts to add up to the weight of a Douglas DC-8 Jetliner. Unlike previous machines that had air-cooled motors, the Dart, a "pusher" biplane, i.e., with engine behind the pilot, had the first successful water-cooled aircraft motor. It developed 35 h.p. at 1,000 r.p.m. (An exact replica of the Silver Dart has been constructed by the RCAF at Trenton, and flew this February 23rd at Baddeck to commemorate the event.)

Soon after the first flight in Canada, Dr. Bell addressed the members of the Canadian Club in Ottawa and announced that, having achieved its initial purpose, the Association would be disbanded.

Before top government officers the elderly scientist made the following prophecy: "The nation that controls the air will be the foremost nation in the world."





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## *The Golden Anniversary of Powered Flight in Canada*

### GROWTH ATTRIBUTED TO McCURDY

J. A. D. McCurdy, distinguished Canadian citizen, is today a resident of Montreal, after having recently served a five-year term as Lieutenant-Governor of Nova Scotia. This great pioneer, first man in the world to transmit a wireless message from a plane in flight, is a living testimony of the rapid growth of the aviation industry.

Another famous Canadian pioneer was W. R. Turnbull of Rothesay (near Saint John, N.B.). He commenced his research with wind tunnel experiments in 1902, the year before the Wright Brothers' first flight. It was through Turnbull's later work that Canada became recognized as the birthplace of the controllable pitch propeller, the development of which has played a tremendous part in advancing aviation throughout the world.

At the commencement of World War I, both sides had only a few hundred airplanes, soon to be known as flying bird-cages because of their numerous struts. The airplane soon took over the important military function of observation from the cavalry. In an official report, one ranking cavalry officer complained of this intrusion of the airplane and terminated his report thus: "And besides, the damn things will frighten our horses."

### WAR IN THE AIR

The first time that two hostile aircraft crossed paths in flight in 1914, the pilots waved to each other in undramatic fashion. When the echo of the last shot died on the morning of November 11, 1918, there had been drama enough. The airplane had already changed the course of the war and was soon to change the entire previous concept of world distances.

Canada's contribution to the war in the air of 1914-18 was out of all proportion to her population. At war end one third of all officers of the Royal Air Force were Canadians. Only one German and one Frenchman surpassed "Billy" Bishop's record of 72 victories. The first four Canadians — Bishop, Collishaw, Barker and MacLaren — had a total of victories that could not be matched in the records of any allied nation. Four of the first ten from all nations were Canadians.

On the home front a modest start had been made in the manufacturing field. Curtiss Jenny training aircraft were produced in quantity in 1917 and 1918 by Canadian Aeroplanes Ltd., a government

sponsored firm which had taken over the small Toronto plant of the Curtiss company.

The demobilization after World War I found a surplus of training planes and pilots, many of the latter eager to continue their aviation career. These were the days of the dollar-a-minute flights, the barnstorming era, when crowds were thrilled and many saw the airplane for the first time. As soon as the aircraft ceased to be an exceptional spectacle, the pilots ceased to make money.

### GRADUAL PROCESS

During the 1920's somebody asked a veteran pilot about the dangers of flying. "The greatest hazard in flying," he replied, "is the risk of starving to death." The airplane's evolution to a reliable and economical mode of transportation was a gradual process.

It was in 1920 that the first across-Canada flight was made. Sponsored by the newly-formed Air Board, all pilots and ground crews were selected from the Canadian Air Force and wore civilian clothes to suggest the commercial rather than the military nature of the project. Six different aircraft were used in the flight, and a number of the aircraft and crews were sent ahead by train to various points along the route.

The flight operated from Halifax to Vancouver in ten days. Actually for 1920, when one considers the machines and almost non-existent navigation and weather aids, this was remarkably good time. A scheduled service was still about two decades away.

Some limited governmental aid to aviation finally came in the latter part of the 'twenties. The Post Office announced its willingness to consider proposals for the carriage of mail by air, and a number of mail routes were opened up. The Canadian Government started the flying club movement in 1927 as a means of stimulating civil aviation. Facilities were made available and each club received a grant for every student it trained who received a private pilot's licence.

### HELPED DEVELOP NORTH

While many of the early pilots and their companies foundered, those who went north fared better. The airplane proved a boon to the development of our north country where the dog-team and canoe were a tedious mode of transportation. The numerous lakes provided excellent bases.





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## *The Golden Anniversary of Powered Flight in Canada*

As early as 1921 the airplane had penetrated into the Northwest Territories. In 1929 an airplane of Western Canada Airways transported the prospector, Gilbert LaBine, who discovered the world-famous Eldorado Mine on Great Bear Lake. This was the source of mineral for the world's first atom bombs. Canada in the 1930's was hauling more freight by air than any other country in the world, a tribute to our northern bush pilots.

In 1936 interest in development of transcontinental and inter-city air services was shown by Canada's largest operator, Canadian Airways, backed by the mining magnate, James Richardson. Although the government was interested in providing airway aids and additional airports, Canadian Airways could not provide sufficient capital. The two major transportation systems, CPR and CNR, were approached. There was disagreement over the control of the new company and the proposals foundered.

### TCA IS BORN

The Minister of Transport was not to be thwarted in his desire to see Canada have a national air service, and an Act of Parliament in 1937 brought into being a crown corporation, Trans-Canada Air Lines.

By importing on a temporary basis U.S. airline executive talent and by hiring many of Canada's experienced northern pilots, the new company was able to inaugurate passenger service from Montreal to Vancouver prior to the outbreak of war in the spring of 1939. In 1940 the ten-passenger Lockheeds extended service to the Maritimes. It no longer took four days to cross the nation. The barriers of time and distance were being disintegrated.

World War II had a very profound effect on the development of aviation in Canada. The RCAF was primarily responsible for converting Canada into what the late President F. D. Roosevelt once termed "the airdrome of democracy".

The war saw Canada become a great industrial nation. One hundred thousand Canadians produced a wartime total of 16,000 aircraft of 21 different types including the famous "Lancaster" and "Mosquito".

### ATLANTIC FLIGHTS BEGIN

Although T.C.A. has the most frequent air service from Canada to Europe today, it was back in the war year of 1943 that the company com-

menced Atlantic flying in a modest way with converted Lancaster bombers carrying troop mail and a few priority passengers.

It was shortly after this time that one of the pilots made the quip: "When the weight of the paper equals the weight of the 'plane, it is time to take off."

There is more truth than fiction in this statement. International regulations and procedures then in effect had probably been designed in the days of the sailing ship, and would require considerable streamlining and international collaboration to be adapted to this new mode of travel.

### IATA AND ICAO FORMED

It is therefore not surprising that Canada took an active role in the formation of the International Civil Aviation Organization at war end. One result was that this specialized branch of the United Nations established its headquarters in Montreal. Shortly thereafter the International Air Transport Association, the trade association and rate-making cooperative of the world's international carriers, followed suit by establishing its head office in Montreal, giving this Canadian city a legitimate claim to the title of aviation capital of the world.

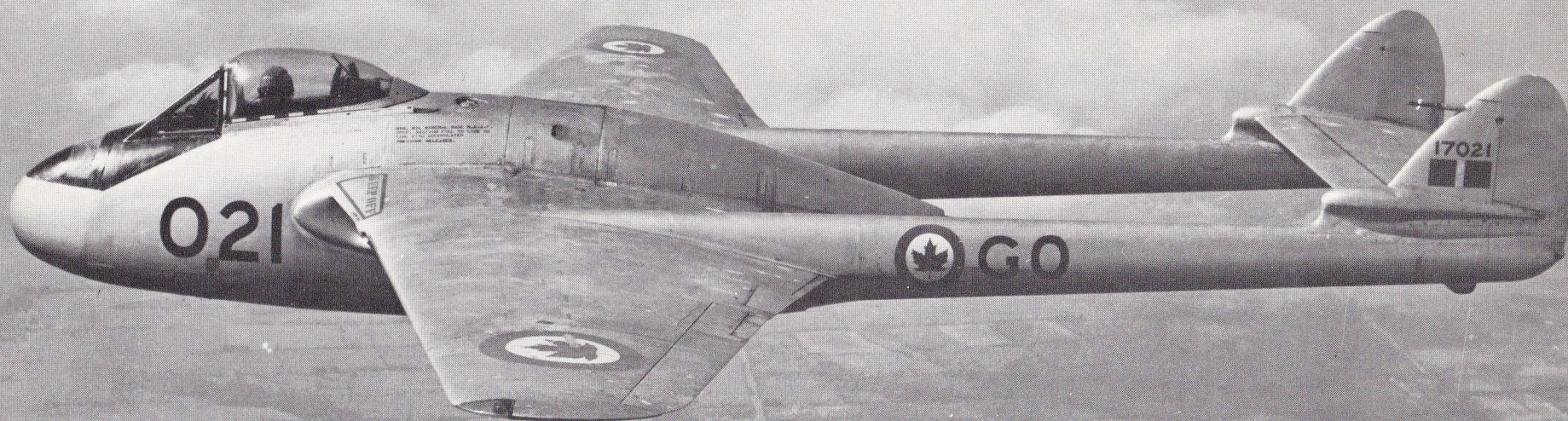
It has been mentioned earlier that T.C.A. was born out of necessity in 1937, and was termed by some as the illegitimate offspring of the C.N.R. The C.P.R. having earlier missed an opportunity to get directly into the air transportation business, finally bought out a number of smaller air services across Canada and formed Canadian Pacific Airlines in 1941. C.P.A. now operates extensive intercontinental as well as domestic services.

While the growth of Trans-Canada Air Lines was severely stunted because of equipment shortage during the war, the Company expanded rapidly afterwards to its present position as ninth largest carrier in the Western world (on the basis of passenger-miles or ton-miles of work performed).

### THE NEXT 50 YEARS

Since McCurdy's flimsy machine rose to a height of thirty feet above the icy surface at Baddeck fifty years ago, the airplane has evolved through many stages. Today our air services, like our municipal transit systems, have become an essential part of our overall transportation network. With new developments just around the corner, the next fifty years promise to be even more exciting and more revolutionary.





COMPLIMENTS OF A FRIEND

*Introduced to RCAF service in 1948, the Vampire was the RCAF's first-line fighter until 1951.*





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of the RCAF and NATO training plan.*





## ROYAL CANADIAN AIR FORCE

*Memorial Gates at RCAF Station, Trenton,  
presented to Canada by the participating  
Commonwealth countries to commemorate the  
British Commonwealth Air Training Plan.*

## TOMORROW'S CHALLENGE

Few fields of endeavour can match the tremendous growth and achievements of aviation. The RCAF is proud of its contribution to the development of Canadian aviation and stands prepared to meet the challenge of tomorrow.



# 35<sup>TH</sup> ANNIVERSARY OF THE RCAF

This year as the RCAF celebrates its 35th Birthday, it looks back over a life of achievements and a life that has seen it grow from a handful of men and flimsy aircraft to a modern force ready to take its first steps into the missile age.

Not formed until April 1, 1924, its traditions go back to the First World War when 22,000 young Canadians flew as members of Britain's aerial forces, and it was the spirit and tradition of these men that moulded the foundation of today's RCAF.

Its strength increased from 323 officers and airmen to a peak of 906, and its annual flying took a sharp upswing from 3,942 to 29,675 hours in the first eight years. But only half of the flying time was devoted to service flying; the rest was flown on Civil Air Operations. Indeed, prior to 1932, the RCAF was unique among the air forces of the world in that the greater part of its work was essentially non-military in character.

The depression came and for three years the RCAF struggled for survival. Its strength was slashed by almost one-fifth and its operations were reduced to all but a standstill.

In 1936 the situation began to improve with the formation of the Department of Transport and a Civil Aviation Branch, which resulted in a major turning point for the RCAF. Now, the RCAF could shake free the chains of most of its civil responsibilities and develop into a military air force.

The climb, which saw the RCAF emerge as the fourth largest air power among the United Nations during the Second World War, was not an easy one, for on the eve of war it had only 124 operational aircraft, mostly obsolete. First-line service types were limited to 19 Hurricanes and 10 Battles.

And so at the age of 15, the RCAF with its 4,061 men and a handful of out-dated aircraft went off to war — soon to win its first victories and suffer its first casualties.

During the Second World War this small band of men and equipment began to grow; its aircraft were replaced by thousands of the latest training and operational types, and its personnel increased in number more than fifty-fold to a peak of over 206,000.

Overseas, there were at the end of the war 48 RCAF squadrons operating with the Royal Air Force in the Western-European, Mediterranean and Far-Eastern theatres, while thousands more RCAF personnel served in the air and on the ground with RAF formations in every corner of the globe.

RCAF personnel fought alongside their RAF counterparts in the Battle of Britain, in the softening up process prior to invasion and on D-day, in North Africa and the Middle East, on night fighter and bomber operations including the 1000-bomber raids, on coastal patrol and shipping escort, and transport operations.

In the Home War Establishment, the RCAF put more than 40 operational squadrons in the field on coastal defence, shipping protection and other duties.

From the beginning of hostilities, it was recognized that one of Canada's major roles in the war would be as a training ground where instruction could be carried out away from the actual battle area. The British Commonwealth Air Training Plan was set up, and between 1940 and 1945 the RCAF trained 131,553 aircrew from Canada, Britain, Australia, and New Zealand.

Recognition of the services performed by the RCAF in the BCATP, home defence and overseas operations is to be found in the long list of honours and awards conferred upon its personnel. More than 8,000 officers, airmen and airwomen received decorations from the British and Allied governments, including two Victoria Crosses, more than 4,000 Distinguished Flying Crosses, 515 Distinguished Flying Medals, 427 Air Force Crosses and 42 Air Force Medals. The Force's Roll of Honour for the Second World War contains the names of 17,100 men and women who gave their lives for the cause of freedom.

Still carrying the scars of battle, the RCAF reverted to a peacetime footing at the end of hostilities and resumed its peacetime role of serving Canada and her people.

In 1947 the present search and rescue organization was formed to fulfill Canada's International Civil Aviation Organization (ICAO) commitment.

In the field of aerial photography the RCAF carried its operations northward into the Arctic until finally, by 1955, the whole of Canada had been photographed. In addition to their military value, the photos and improved maps are used in countless ways, from water power development, mineral exploration and town planning schemes to estimating the cordage of forest.

In 1948 the RCAF broke through into the jet age when it received its first Vampire jets. Also in this same period the Air Force took delivery of the North Star aircraft. Early in 1949, one of these long-range transports made the first non-stop





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### *35th Anniversary of the RCAF*

trans-Canada flight from Vancouver to Halifax in 8 hours 32 minutes.

In 1949 the RCAF began expanding to meet "changing circumstances", following the outbreak of war in Korea. The RCAF's training element found itself faced with a vast new task, being called upon to train air and ground crew to man the rapidly expanding air force and to undertake the training of thousands of aircrew from other NATO nations as part of Canada's mutual aid contributions. From 1950, until 1958, more than 5,500 pilots and observers from 10 NATO countries had been trained by the RCAF.

Also in 1950, the RCAF's transport element was called upon to assist the UN Forces in Korea. Operating out of Dorval, P.Q., No. 426 Transport Squadron in less than four years flew 34,000 hours on 600 round trips across the Pacific to Japan, carrying 13,000 personnel and 7,000,000 pounds of freight and mail without loss or injury.

In addition, some 20 RCAF fighter pilots saw action in Korea while attached to units of the USAF. In air combat these pilots destroyed nine hostile aircraft, probably destroyed two more, and damaged eight — all MIG 15s; and in strafing attacks upon ground targets they accounted for several locomotives, railway cars and trucks. One pilot was taken prisoner and was held captive for two years before being released.

Simultaneous with the RCAF's participation in Korea, Canada took on additional responsibilities by contributing a 12-squadron air division for NATO's integrated forces in Europe.

At the same time, the expansion of the RCAF saw emphasis placed on the building of home-based forces for the aerial protection of Canada and North America. In the spring of 1953 the first CF-100 all-weather interceptor aircraft came into squadron service with the RCAF for duty with Air Defence Command in conjunction with its counterpart in the U.S. Emphasis was also placed on the building of an early warning and interceptor control system — Pinetree, Mid-Canada and DEW Radar lines. Initially, the DEW Line was manned by U.S. personnel but early this year the government announced that the RCAF would man most of the operational positions on the DEW Line sites in Canada.

The importance of RCAF helicopters during the building phase of the Mid-Canada Line is reflected in the thousands of passengers and millions of pounds of freight they carried. In 1956 alone RCAF helicopters carried 14,000 passengers and 9,000 tons of freight, and logged an impressive 10,000 flying hours.

The year 1953 saw the RCAF take delivery of its two Comet jet transports. These aircraft, when put

on the trans-oceanic route from Ottawa to the RCAF's European-based air division in 1957, were the first jet transports in the world to fly the Atlantic on a scheduled basis. One of these Comets recently set a new Transport Command record when it spanned the Atlantic from Gander, Newfoundland, to overhead Shannon, Ireland in 3 hours 36 minutes.

A test of the RCAF's mobility came towards the end of 1956 when elements of 435 and 436 Transport Squadrons were ordered to move to Naples, Italy, to fly air support for the United Nations Emergency Force in the Middle East. Within slightly more than 48 hours after first having received the alert to ready itself for the overseas move, 435 Squadron had left its base at Namao, shifted to Downsview, and its first aircraft had taken off from there for Naples. Other RCAF elements supporting the operations were 426 Transport Squadrons and 114 and 115 Communications Flights. In all, the transport elements airlifted 11,000 passengers and 1,500 tons of freight into the trouble zone.

Since 1952, the RCAF has gained the reputation of being a past master in the art of ferrying jet aircraft across the North Atlantic to Europe. By 1953, RCAF pilots had flown ten squadrons of F-86 Sabre jets overseas for duty with the NATO Air Division. Two other squadrons had made the crossing by ship. An overseas ferry unit was formed in 1953, and during its four years of operations ferried approximately 800 later model jets to and from the NATO bases in Europe.

In 1956 the first CF-100 squadron was flown across the Atlantic to provide the Air Division with an all-weather capability and it was followed in 1957 by three more CF-100 squadrons.

The RCAF has also ferried jets to other countries of NATO as part of Canada's mutual aid program. These have included ferry flights to Greece, Turkey and Belgium.

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.

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





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*Pilots of an RCAF Squadron scramble to their Hurricanes  
during the Battle of Britain.*

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### *35th Anniversary of the RCAF*

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.

In the "aircraft yet to come" category are the CC-106 long-range turbo-prop transport version of the Bristol Britannia, being built as a replacement for the veteran North Star aircraft, and the Cosmopolitan medium turbo-prop transport, a Canadian adaptation of the Convair airliner. 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. When used in conjunction with the complementary electronic environment BOMARC's comparatively long range puts it in the "area defence" category, providing a protective umbrella over large areas.

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.

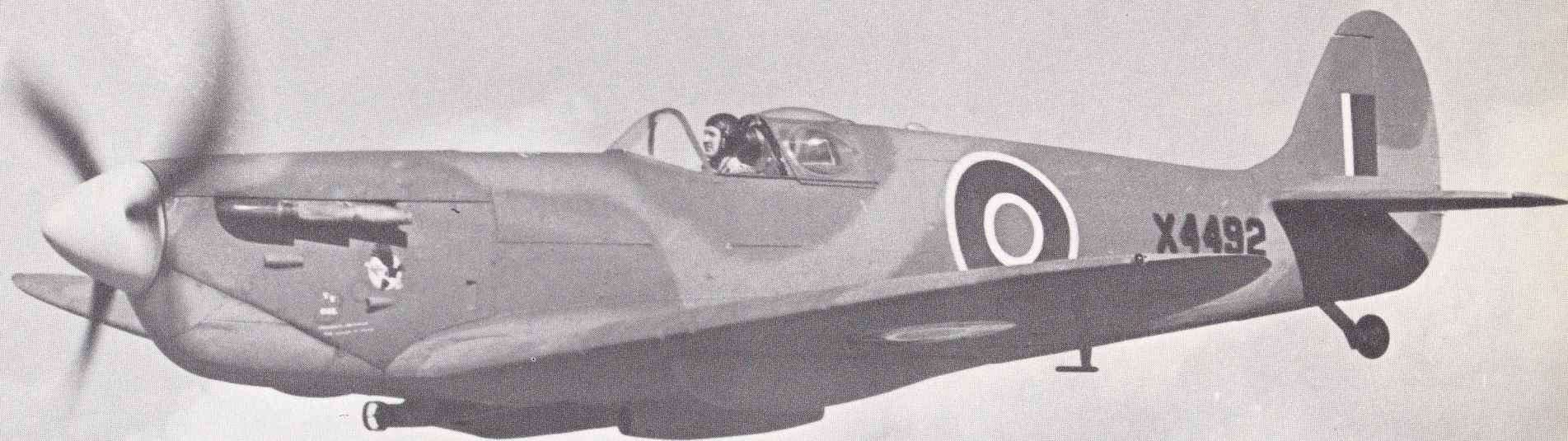
In its growth, much credit goes to the RCAF's training program which has enabled the Force to keep abreast of the latest developments in the field of aviation, — a program that has taken the Air Force onto the threshold of the missile age and one that will enable the RCAF to take on any future role that may be assigned to it. Indeed in its 35-year history the RCAF has recorded a long list of achievements, and this year it proudly turns back the pages for the world to review them.



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*The Mitchell, formerly used extensively in  
photographic operations by the RCAF.*





A. BANDI, President  
AVIATION ELECTRIC LIMITED  
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*The most famous fighter aircraft of World War II,  
the Spitfire, was brought into RCAF service in 1941.*

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COMPLIMENTS OF A FRIEND.

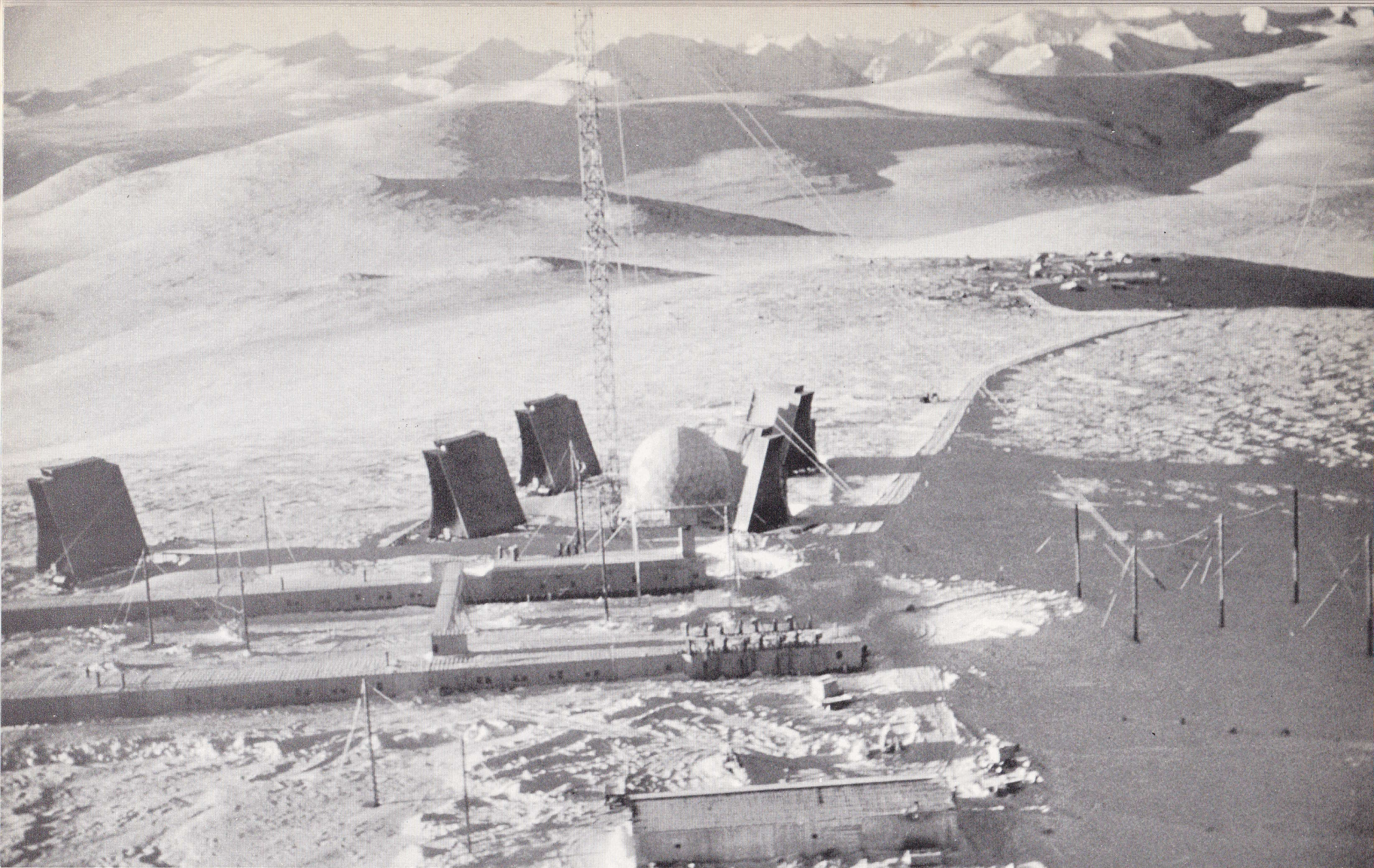




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*The famed Mosquito fulfilled many roles during  
World War II in service with the RCAF and RAF.*





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Service Organization of ITT  
*Canadian Subsidiary:*  
ITT ELECTRONICS SERVICE COMPANY OF CANADA LTD.,  
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*One of the DEW Line stations of the 3000-mile distant early  
warning radar system extending across the rim of North America.*

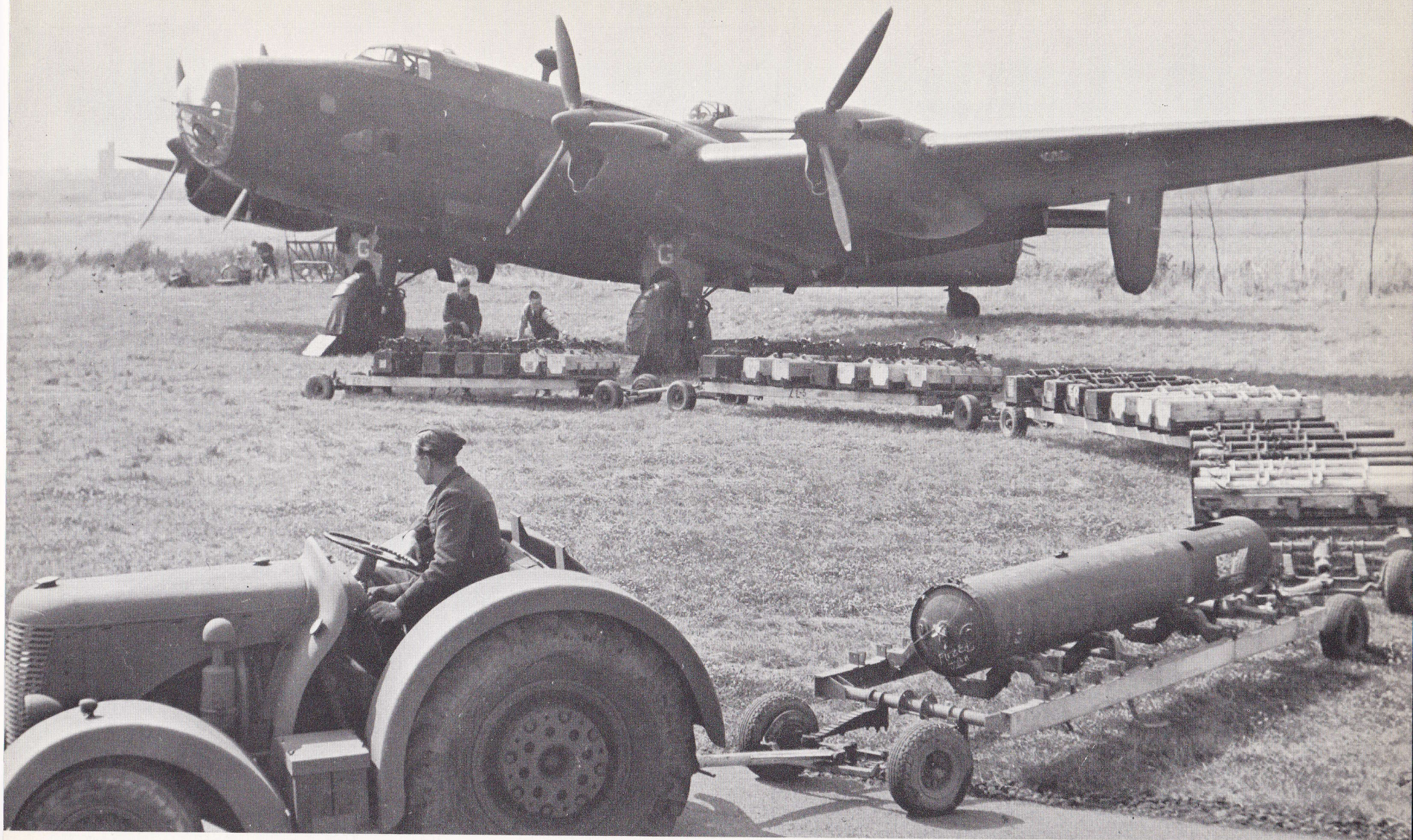




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*TCA's new Vickers Vanguard, due in service 1961.*



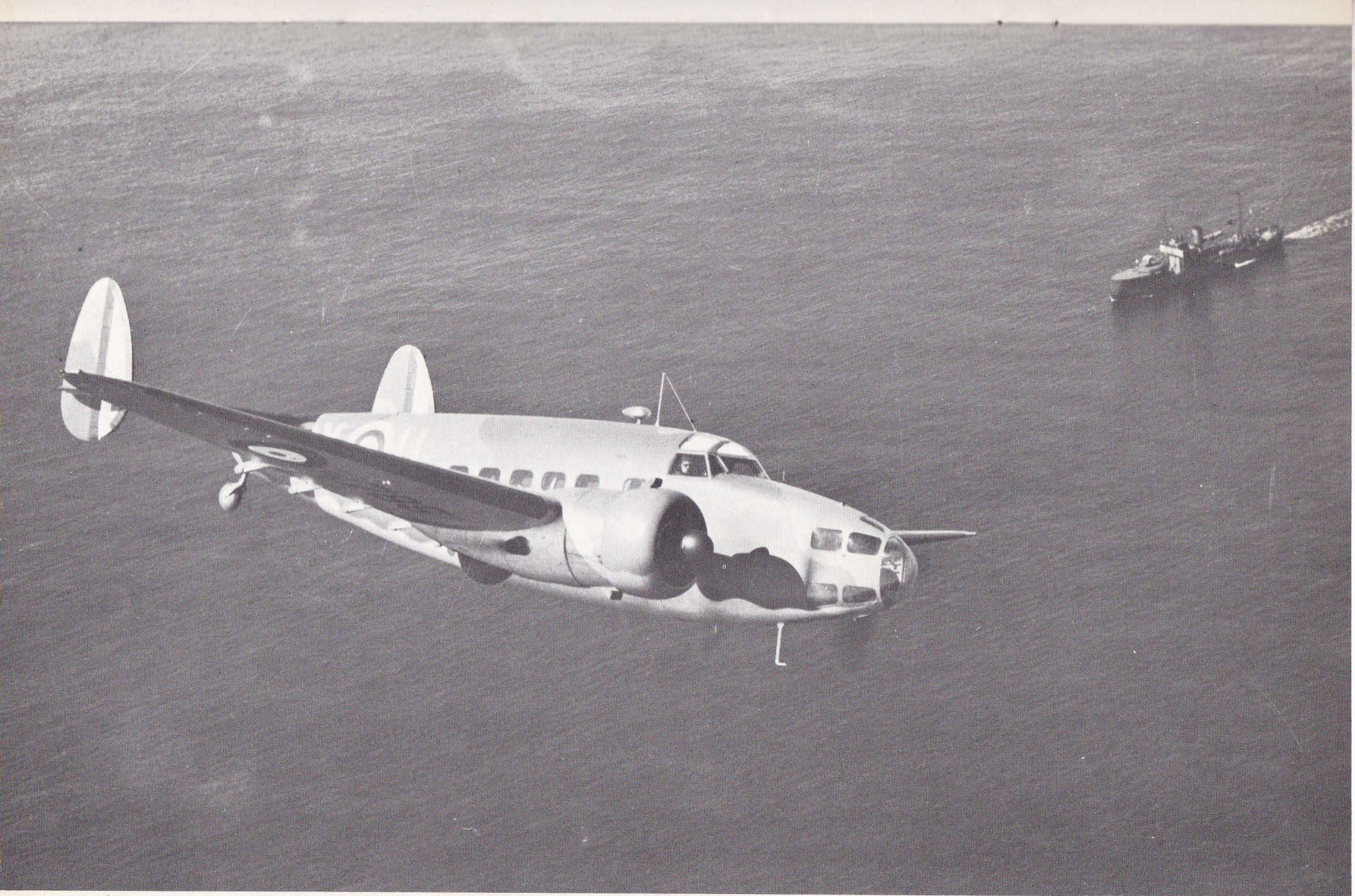


STEWART SMITH (CANADA) LTD.  
"AVIATION INSURANCE"

*Bombing up a Halifax of No. 432  
Squadron for its mission of destruction.*

COL. R. D. HARKNESS  
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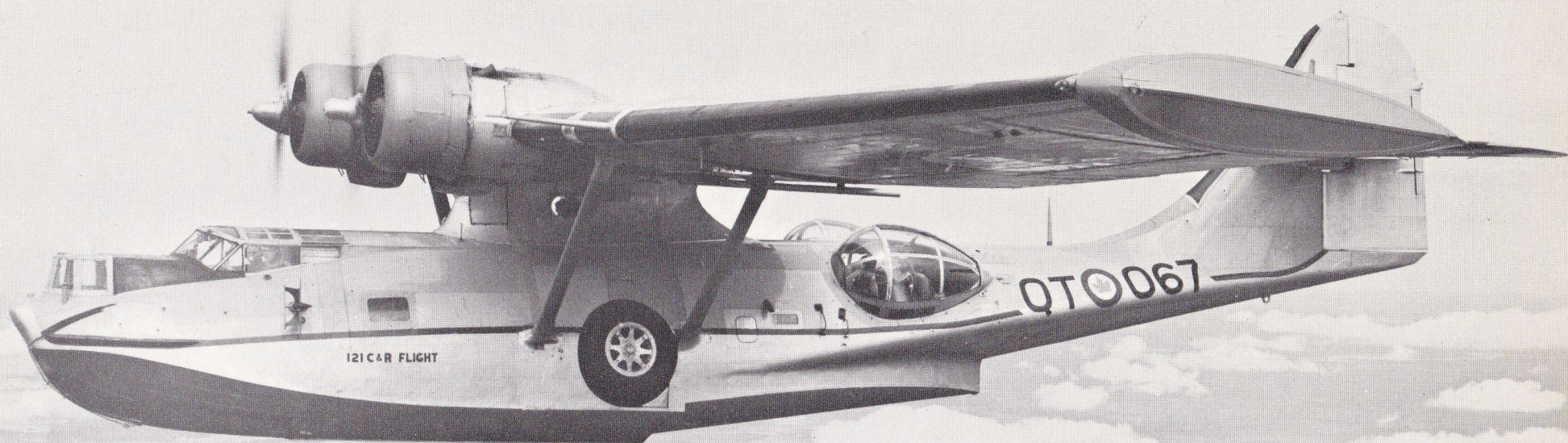




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OF THE AIR FORCE ASSOCIATION  
OF THE UNITED STATES

*The U.S.-built Hudson, flown overseas by American pilots  
of Ferry Command, set an enviable record with the RCAF.*





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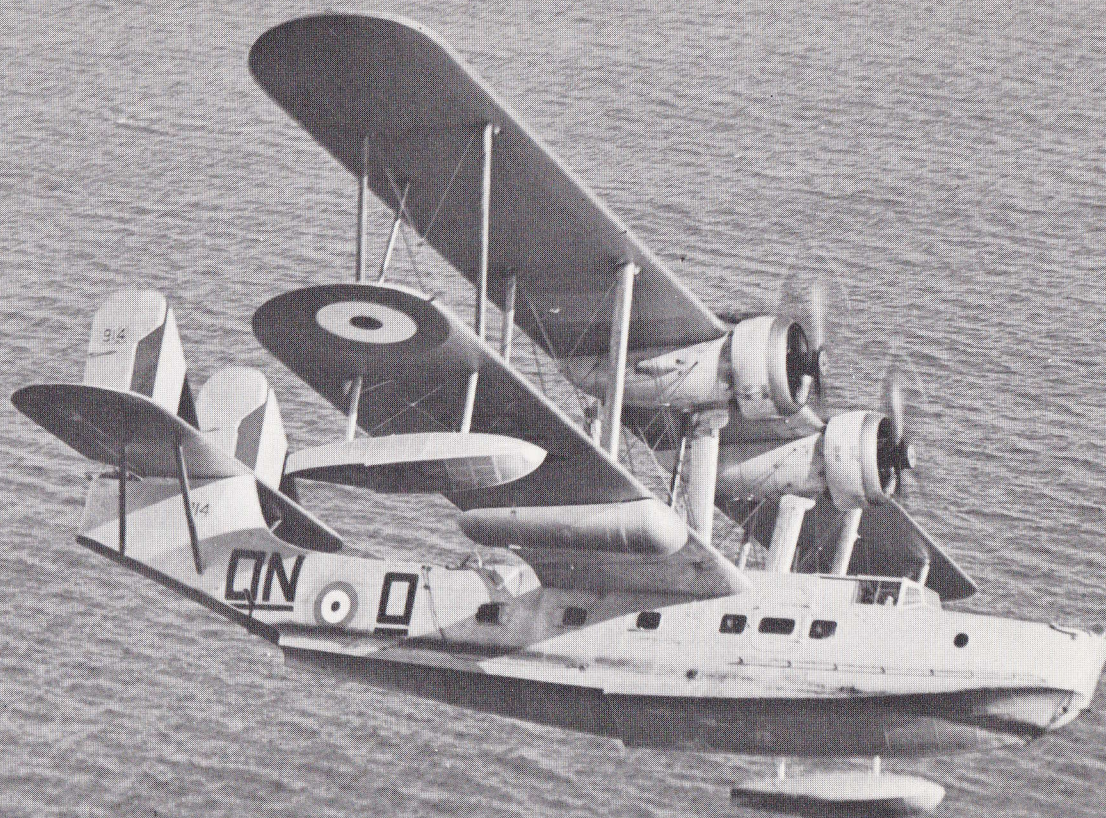
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*Used as a long-range patrol bomber in World War II, the famed Canso is still used in RCAF search and rescue jobs.*

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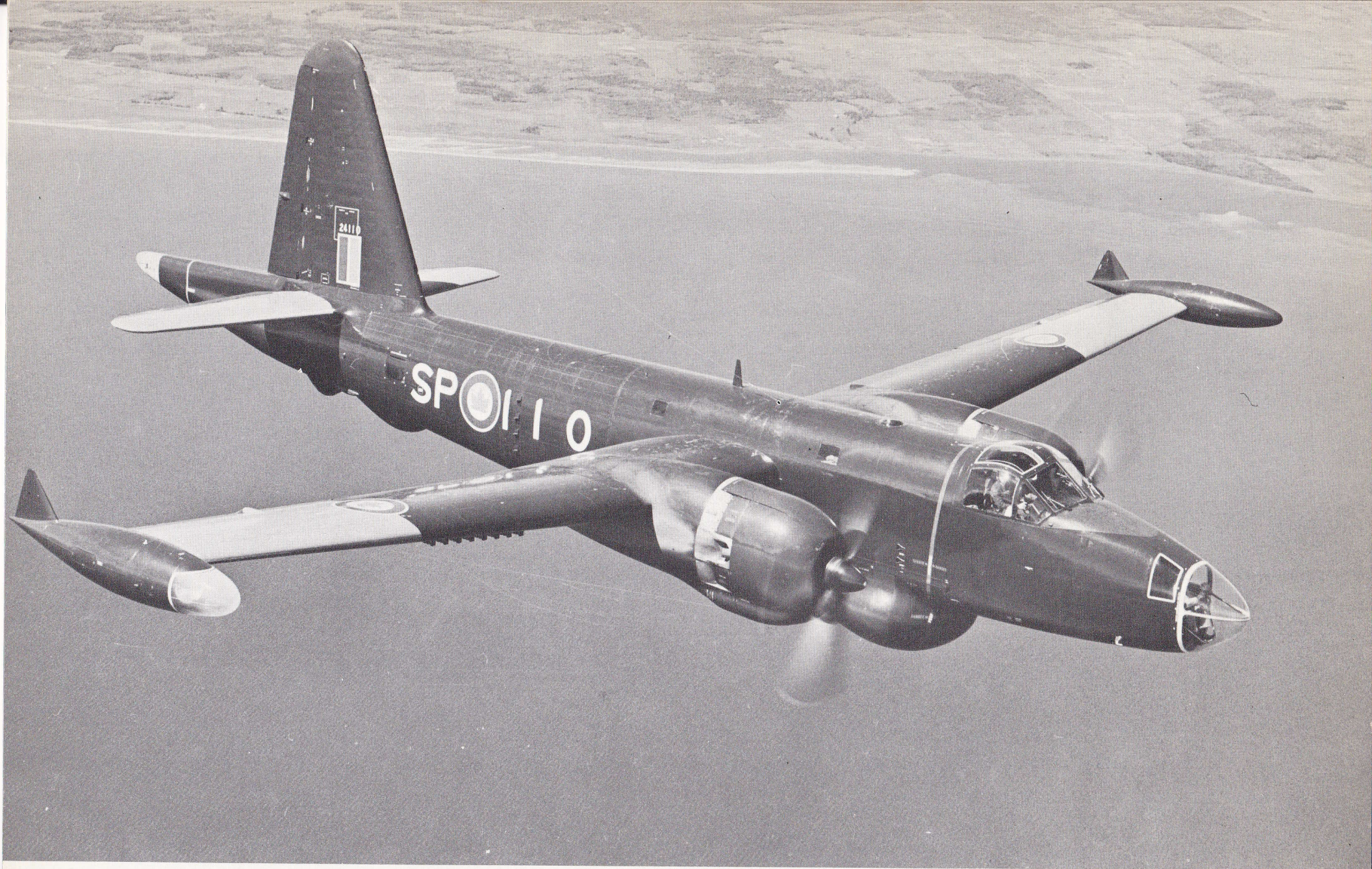




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*The Supermarine Stranraer served as a coastal patroller until 1943.*

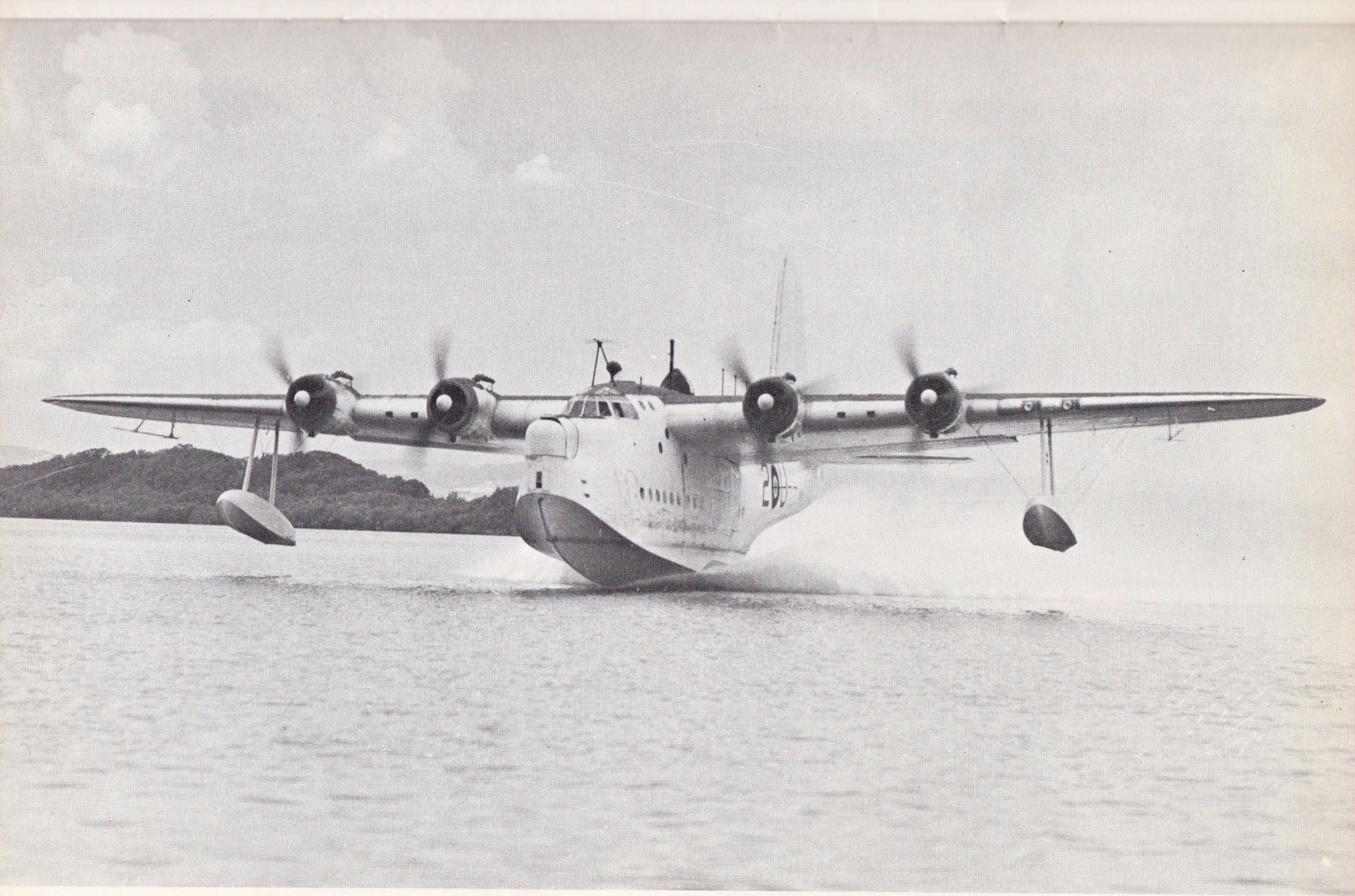




COMPLIMENTS OF A FRIEND

*The Neptune—used by the RCAF on Canada's West Coast as a submarine hunter-killer.*





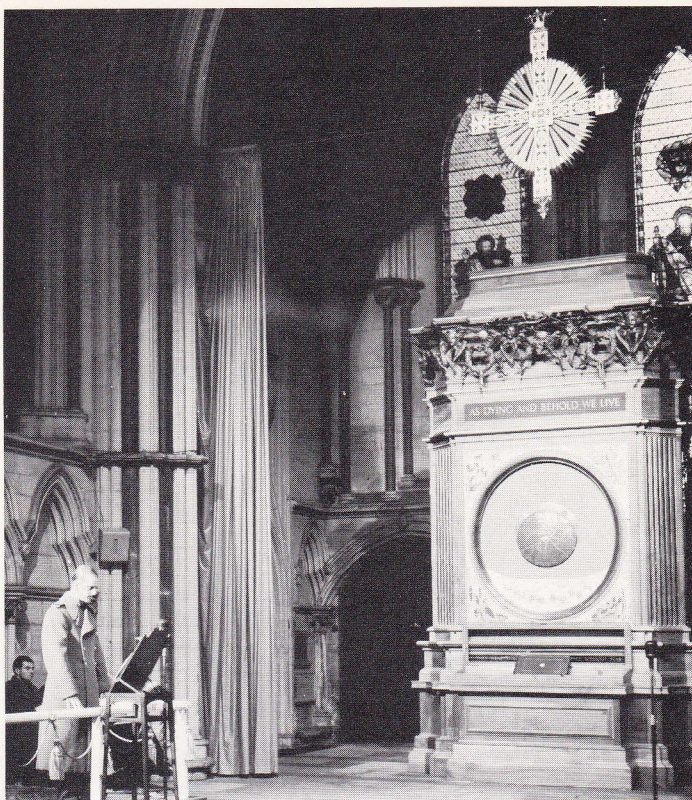
COCA-COLA LTD.

*Two RCAF Sunderland squadrons patrolled the north-western approaches to Britain, escorting convoys and hunting U-Boats over a wide area.*

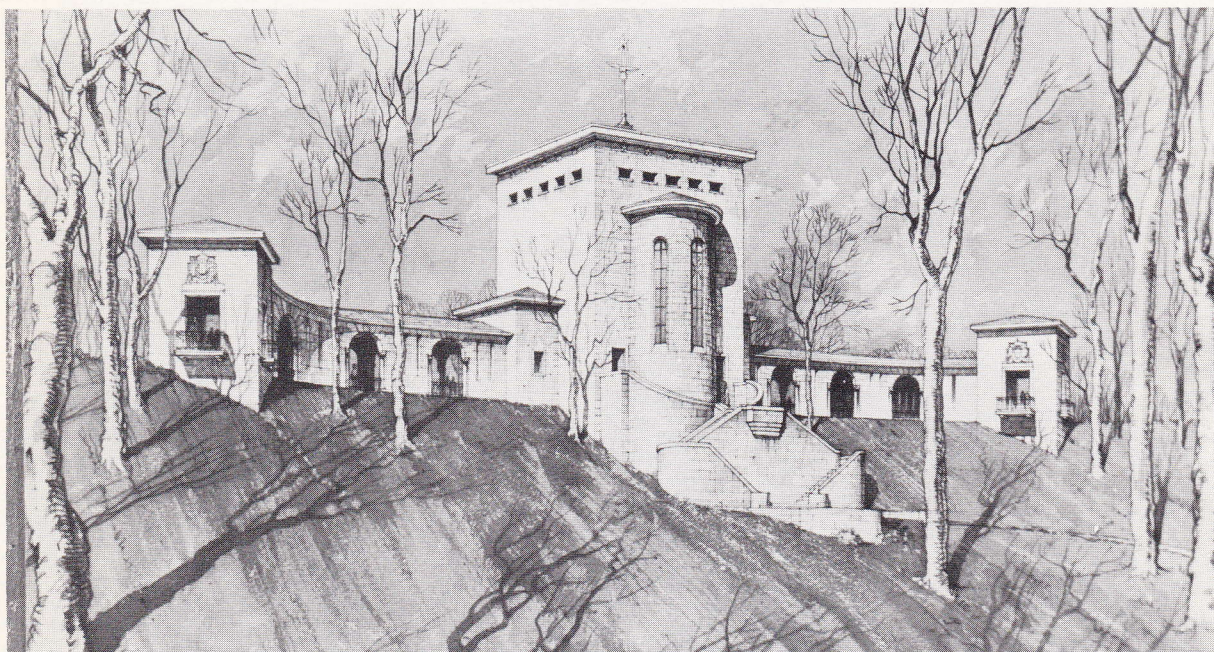




AIR CHIEF MARSHAL  
L. S. BREADNER, CB, DSC.  
Founder of the RCAF Association



THE YORK MINSTER MEMORIAL  
The Book of Remembrance or Honour includes 3,537 names of airmen of the Royal Canadian Air Force — No. 6 (Canadian) Bomber Group — who gave their lives in the Second World War.



THE RUNNYMEDE MEMORIAL  
In memory of 20,455 airmen who gave their lives in the 1939-1945 War and have no known grave.



# RCAF ASSOCIATION

## *The First 10 Years*

BY G. GREIG HARRISON

Aside from a few scattered Royal Naval Air Service and Royal Flying Corps groups in some of the larger centres, no one body consisted of veterans with Air Force experience after the First Great War. On the other hand many other veteran organizations sprang up all over Canada. Most of these organizations were extremely valuable as they not only served to keep the public informed but maintained amongst their members a comradeship which, welded by common experience, formed a core of public opinion which carried considerable weight on a local and national scale.

Unfortunately, the Air Force was not truly represented during the period between the wars. The reasons, of course, were understandable as Air Power was a completely new function of war. During the final stages of the last war many serving personnel felt that an Association of Air Force Veterans should be established. The problem was considered very seriously and the postwar plan of the Royal Canadian Air Force envisaged such a sponsored organization in addition to the Air Cadet movement, known as the Air Cadet League of Canada. For various reasons, it was found unwise for the RCAF to sponsor such an Association immediately following war.

For the first three years following the cessation of hostilities Air Force veterans plied Air Force Headquarters and the Minister of National Defence, with letters stressing the need of a nationwide Association of all ex-Air Force personnel. The volume of these requests increased to such an extent that the Chief of the Air Staff, Air Marshal W. A. Curtis, was able to convince the Cabinet that government action was necessary. The Cabinet on May 21, 1948, by Order in Council, authorized the formation of the Royal Canadian Air Force Association, sponsored by the RCAF, and providing it with certain financial support by means of a grant.

In June of 1948 the Minister of National Defence, the Honourable Brooke Claxton and the Chief of the Air Staff asked Air Chief Marshal L. S. Breadner to organize the RCAFA. Air Chief Marshal Breadner acceded to their request and on a purely voluntary basis and without pay from either the Government or the Association, he set about the initial organization.

The first task was to draft a constitution. Several constitutions of existing organizations were studied, including that of the Royal Air Forces Association. Finally, the present constitution was accepted. Since that time there have been a few amendments to the original.

A National Headquarters representing the National Organization was set up at 424 Metcalfe Street, Ottawa. Group Headquarters were formulated for each province. Local units or branches of the Association became known as Wings.

At a meeting in Ottawa on September 16, 1948 the first National Executive was elected. It was known at the time as the Dominion Provisional Executive Council. It was as follows:

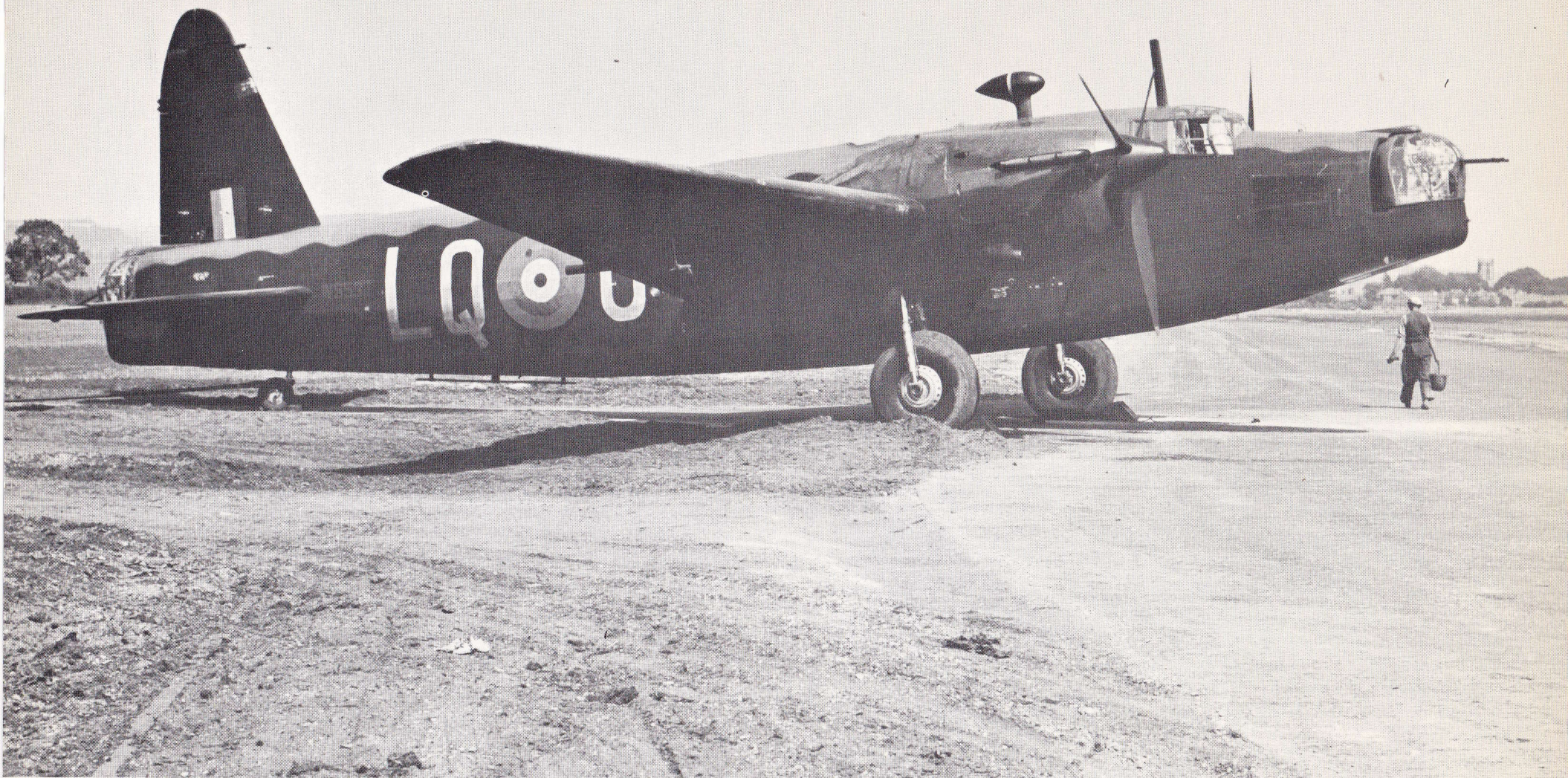
President — Air Chief Marshal L. S. Breadner; First Vice-President — Air Vice Marshal A. Raymond; Second Vice-President — Air Vice Marshal K.G. Nairn; Third Vice-President — Air Vice Marshal G. V. Walsh; Honorary Treasurer — Flight Lieutenant C. E. Winter; Chairman — Air Vice Marshal J. A. Sully; Vice-Chairman — Wing Commander P. Pitcher; Legal Advisor — Group Captain G. G. Morrow; Women's Division Representative — Wing Officer K. O. Walker.

Provincial Representatives: British Columbia — Air Commodore A. D. Bell-Irving; Alberta — Air Vice Marshal G. R. Howsam; Saskatchewan — Group Captain J. C. Malone; Manitoba — Group Captain W. F. Hanna; Ontario — Air Commodore A. H. K. Russell; Quebec — Group Captain H. de M. Molson; Maritime Provinces — Wing Commander H. W. Aslin.

It was now the responsibility of these early pioneers to go out into the field and form Wings of the Association which it was felt would be the backbone of the Organization. Possessing knowledge, ability, and enthusiasm, they took with them a fourth requisite for a successful venture, the aims and objects of the RCAF Association:

“To unite personnel of the Reserves, Regular Force, and former members of the RCAF, and so preserve and foster the spirit of fellowship among all who have served in the Royal Canadian Air Force.





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## *RCAF Association*

"To support the maintenance of an adequate and efficient Air Force in Canada for the defence of our country.

"To sponsor and encourage aeronautics in all its branches, and to provide a means whereby former Air Force personnel and the public may be kept abreast of the changes in aviation and all that they imply both from the military and civil standpoints.

"To support the RCAF (Regular), the RCAF Reserve, the Royal Canadian Air Cadets, and any other components of the RCAF which may be formed.

"To co-operate with the RCAF Benevolent Fund, the Canadian Legion, and any other organization devoted to, or assisting in the welfare of ex-Air Force personnel.

"To perpetuate the glorious traditions of the Royal Canadian Air Force.

"To strive for peace, goodwill, and friendship among all nations."

I believe it only right to say that *all* Air Force people believe in Air Power and that Air Power is Peace Power. They know and have seen its capabilities and today only those closest to the scene and with the greatest technical knowledge know the staggering potential of Air Power in this jet and missile age.

So it is probably only right that the RCAFA should assist the RCAF in educating the public in the tremendous necessity for maintaining an adequate and efficient Air Force. In the present day and age that takes plenty of money! Whatever the reasons for the formation of the Association, it is most imperative that it continue to grow even stronger for it is required more today than ever before.

The RCAF Association is an organization whose membership is composed of former members of Her Majesty's Air Forces. Any person of good character who voluntarily enlisted or was enrolled in any of Her Majesty's Air Forces is entitled to join. There is no distinction as to service rank or trade, and membership conditions and privileges are the same for both men and women.

While the activities of the Association are numerous, the most important today is the sponsor-

ship of Air Cadet League Squadrons by financing and staffing them with officers and instructors.

Another very important activity is the "Bon Voyage" operation. This is the name given to the activity where groups of members visit Air Force personnel and their dependents on board ships and boat trains en route to serve with Number 1 Air Division on the Continent. It is a national project and all Wings across the country are assessed financially to support it. However, the Maritime Wings, Montreal and Quebec City are mainly responsible for its operation.

Dependents of the RCAF personnel proceeding overseas receive an RCAFA Bon Voyage Button which is worn and recognized right to their destination. Wings carrying out these Bon Voyage parties assist in many ways. Children are looked after and they are presented with toys, games, etc. Airmen and their wives are assisted in getting off last-minute telegrams and letters home. Little gifts are sometimes given but most important of all is the cheery and friendly "send-off".

Other activities include hospital visits, co-operation with Civil Defence authorities, and assistance in Ground Observer Corps recruitment. Very important too is the public relations job the members do at all times in helping to promote Air Power.

If the Association is to play its true role, and maintain the high standards of its aims and objectives, we must increase our membership. The Royal Air Forces Association and the American Air Force Association are doing a tremendous job to further Air Power in their respective countries and are highly regarded by their respective Air Forces.

I have attempted to trace the formation and the reasons for the formation of the Association. Its aims, objects and activities have been dwelt upon at some length. However, the Association has, as yet, only scratched the surface.

The organization is available; the support of the RCAF is assured; a hard-working nucleus is ready and the purpose is defined. The RCAFA Association must build on this sound foundation and continue to grow into the strong and useful body that it should be.

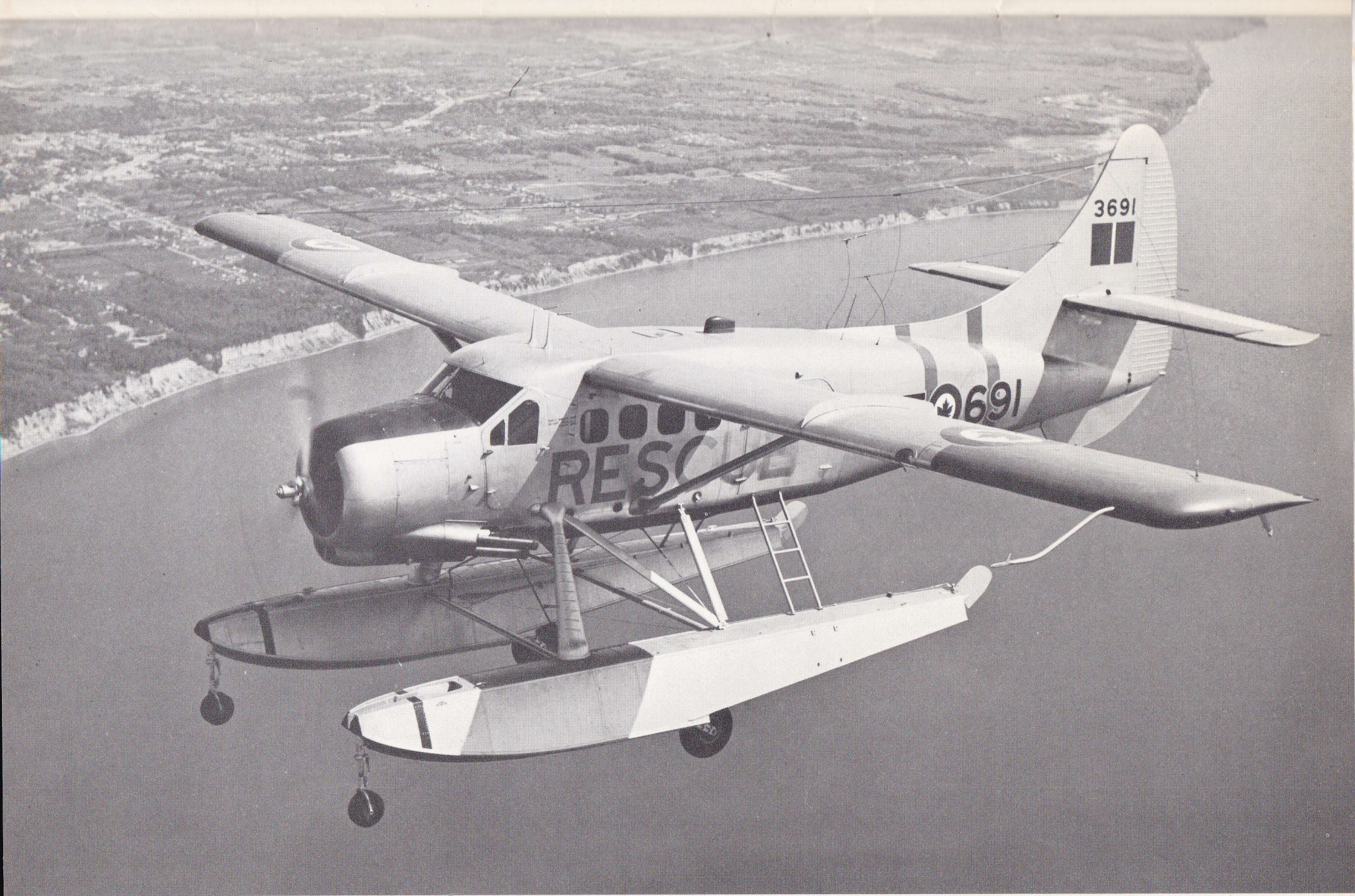




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*The famous Canadian-built SABRE VI's of the RCAF  
in use with No. 1 Air Division in Europe and in Canada.*

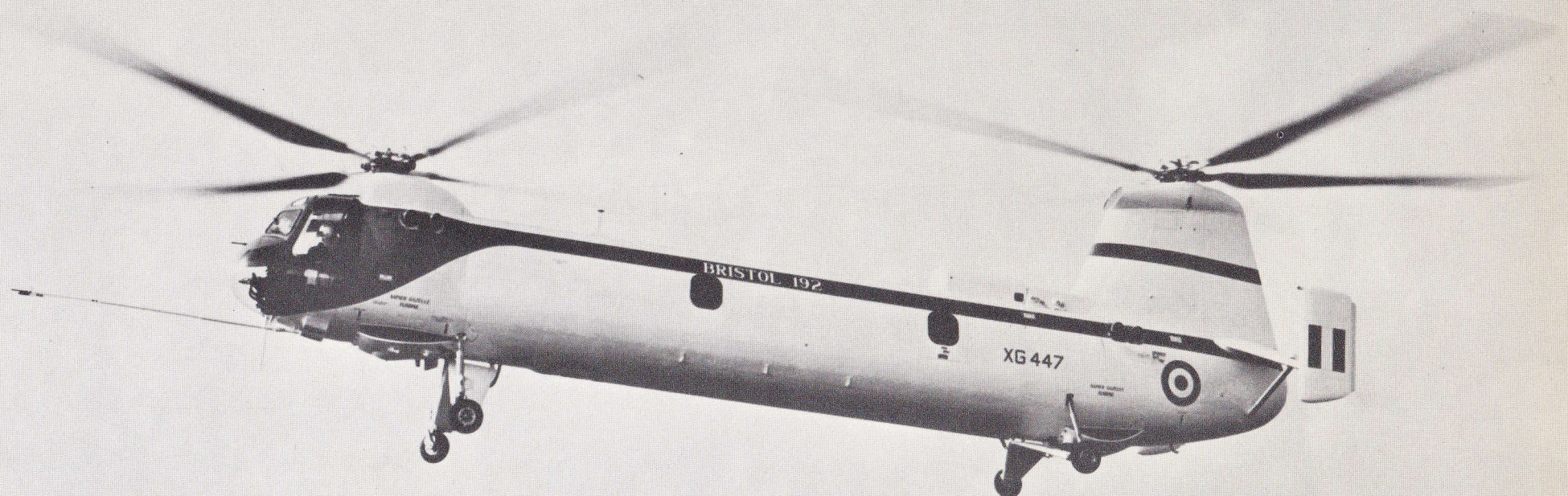




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*Used extensively in Search and Rescue Work by the  
RCAF is the de Havilland Otter.*





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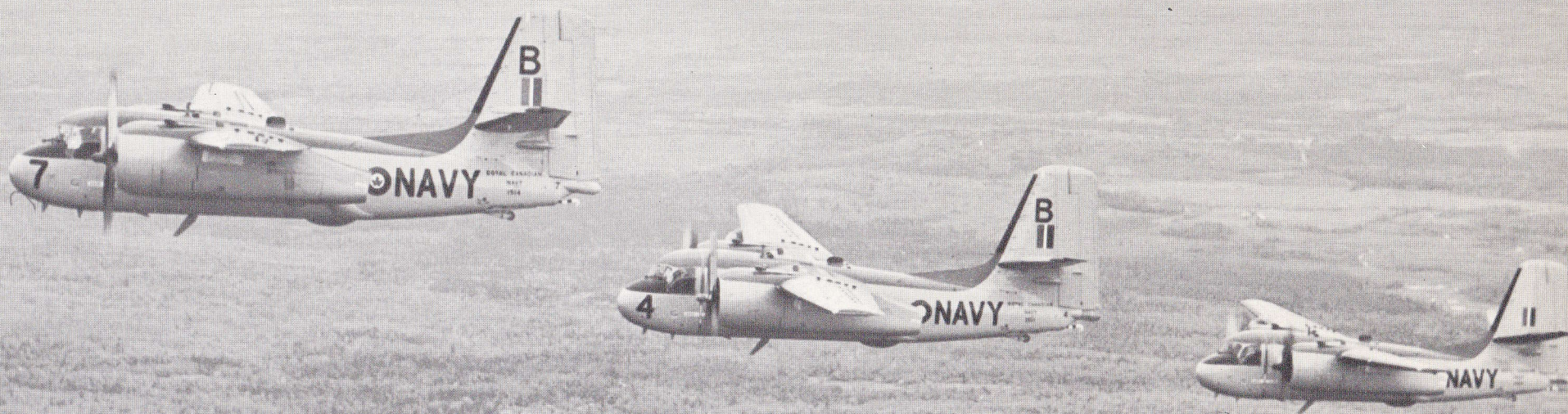




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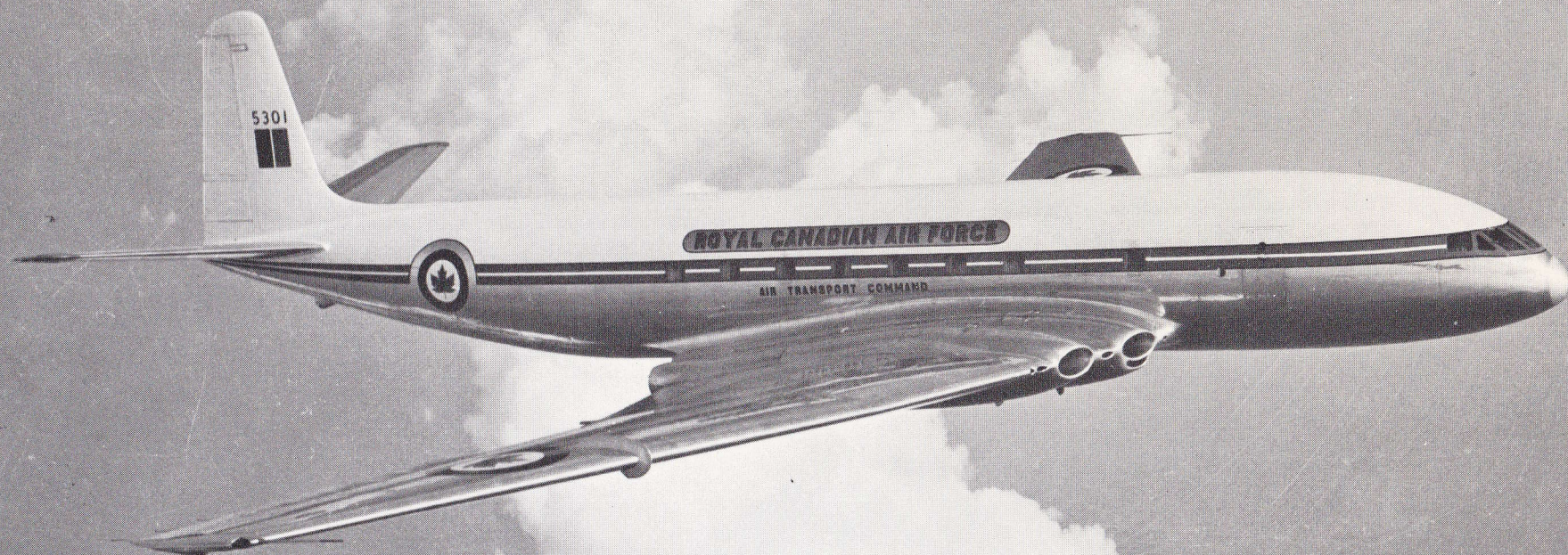




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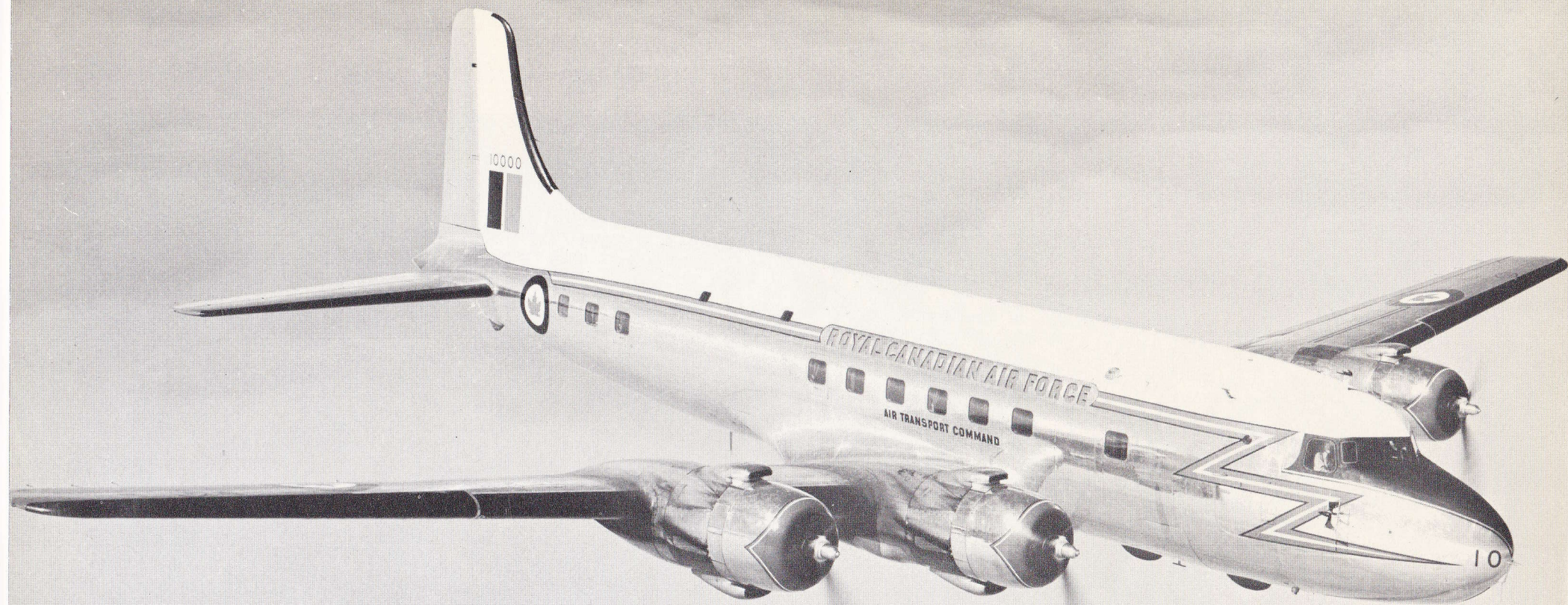




CANADIAN PRATT & WHITNEY AIRCRAFT  
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*RCAF Sikorsky H-34A of Air Transport Command drops down at Molson Stadium on a "mercy flight" to nearby Montreal Neurological Institute.*





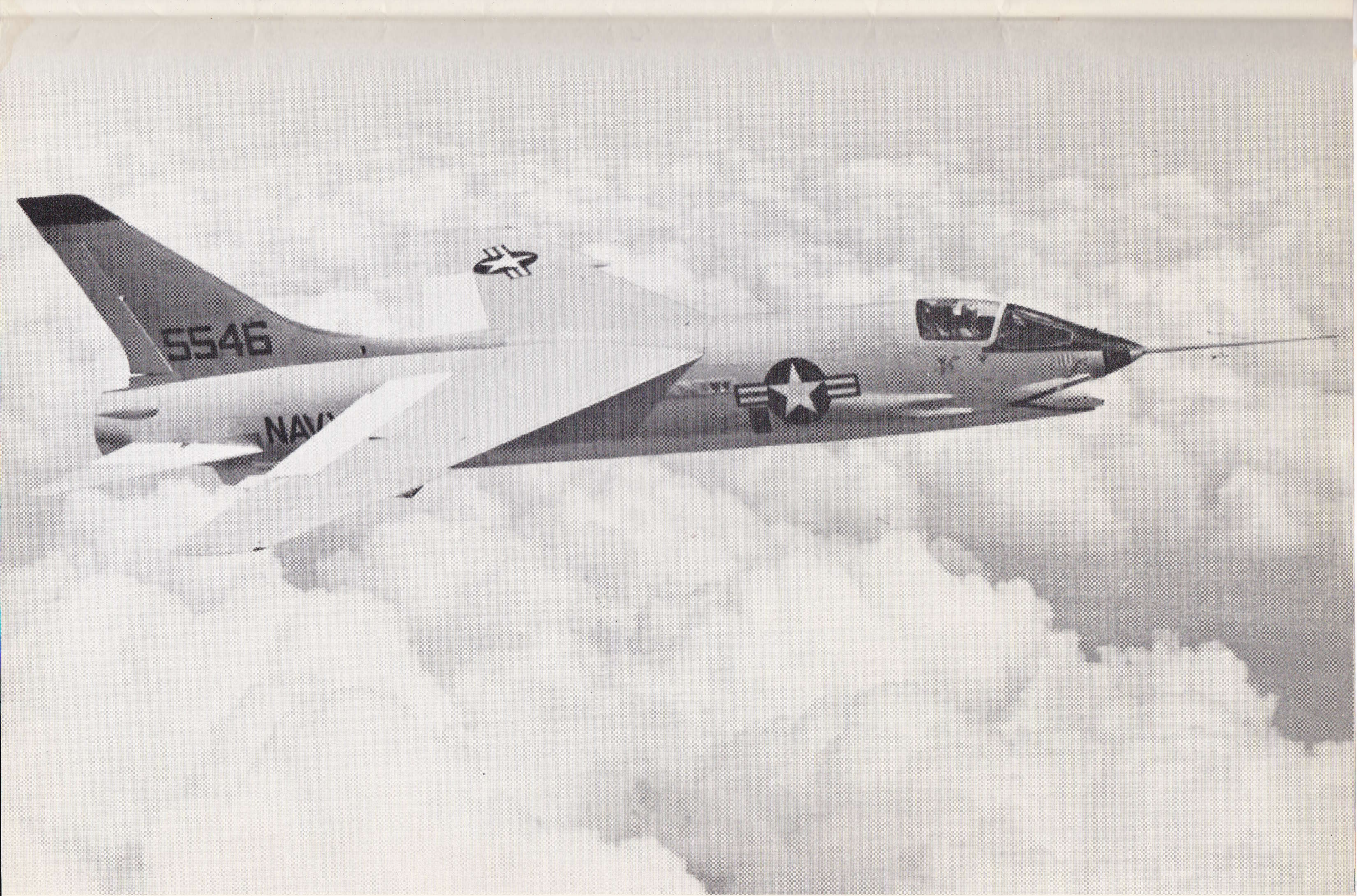
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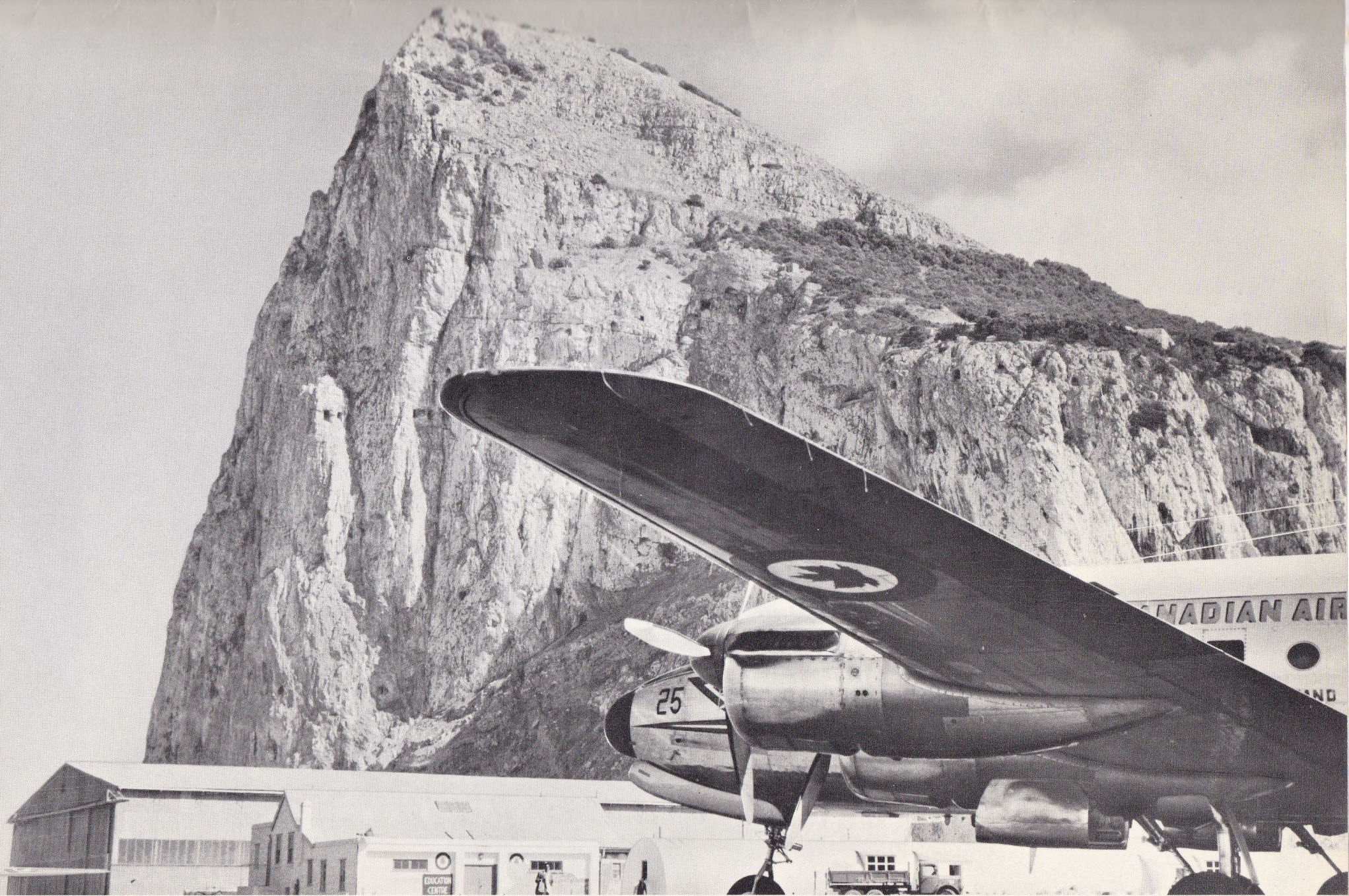


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Manufacturers of Tool  
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WELLAND, ONTARIO

*En route to Egypt, an RCAF C-119 "Packet" in the  
service of the United Nations, flies over Mount Vesuvius.*

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MONTREAL AND ACROSS CANADA

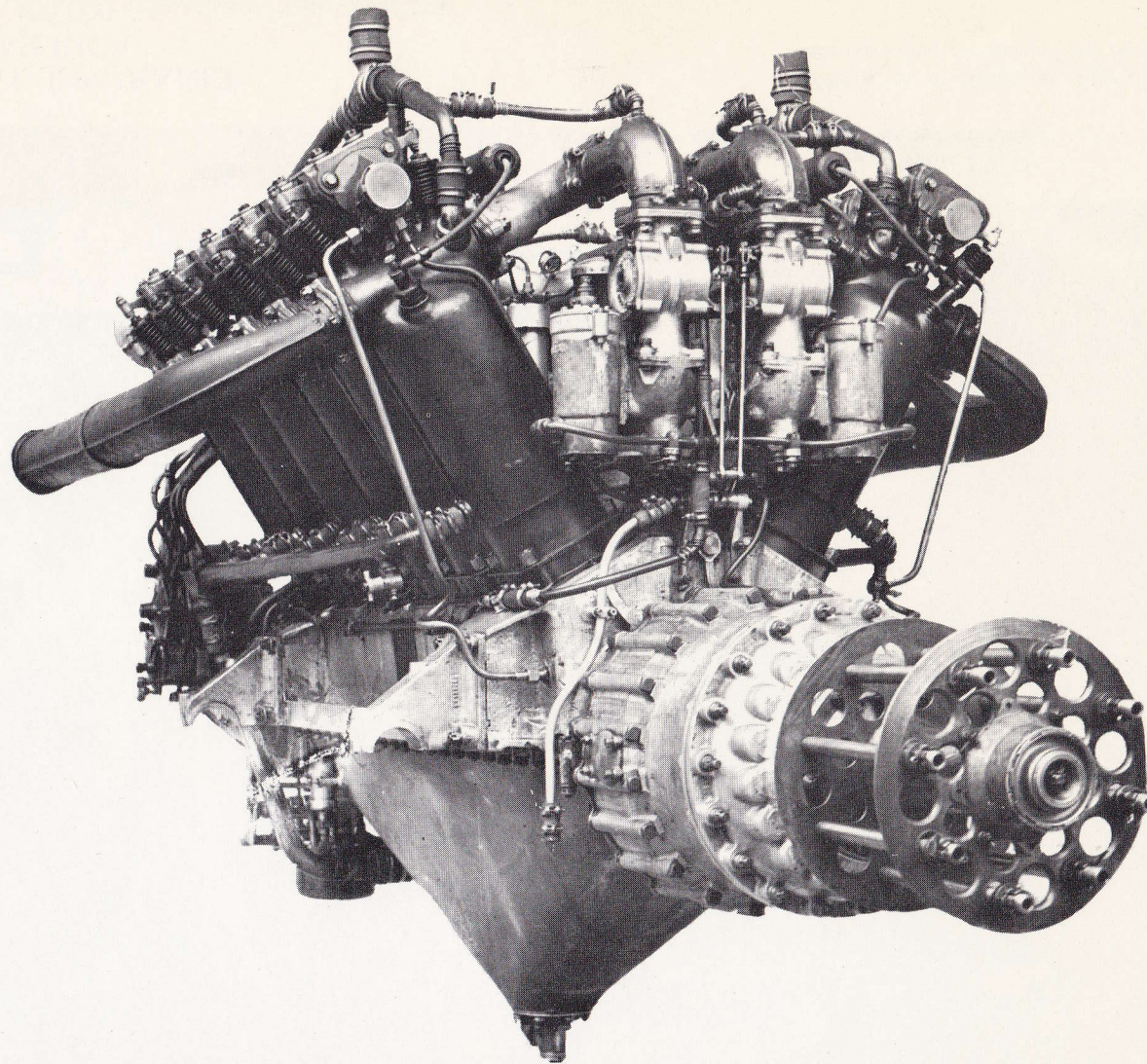




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*The Rock of Gibraltar, famed symbol of security, forms  
the backdrop for this RCAF North Star Transport Aircraft.*

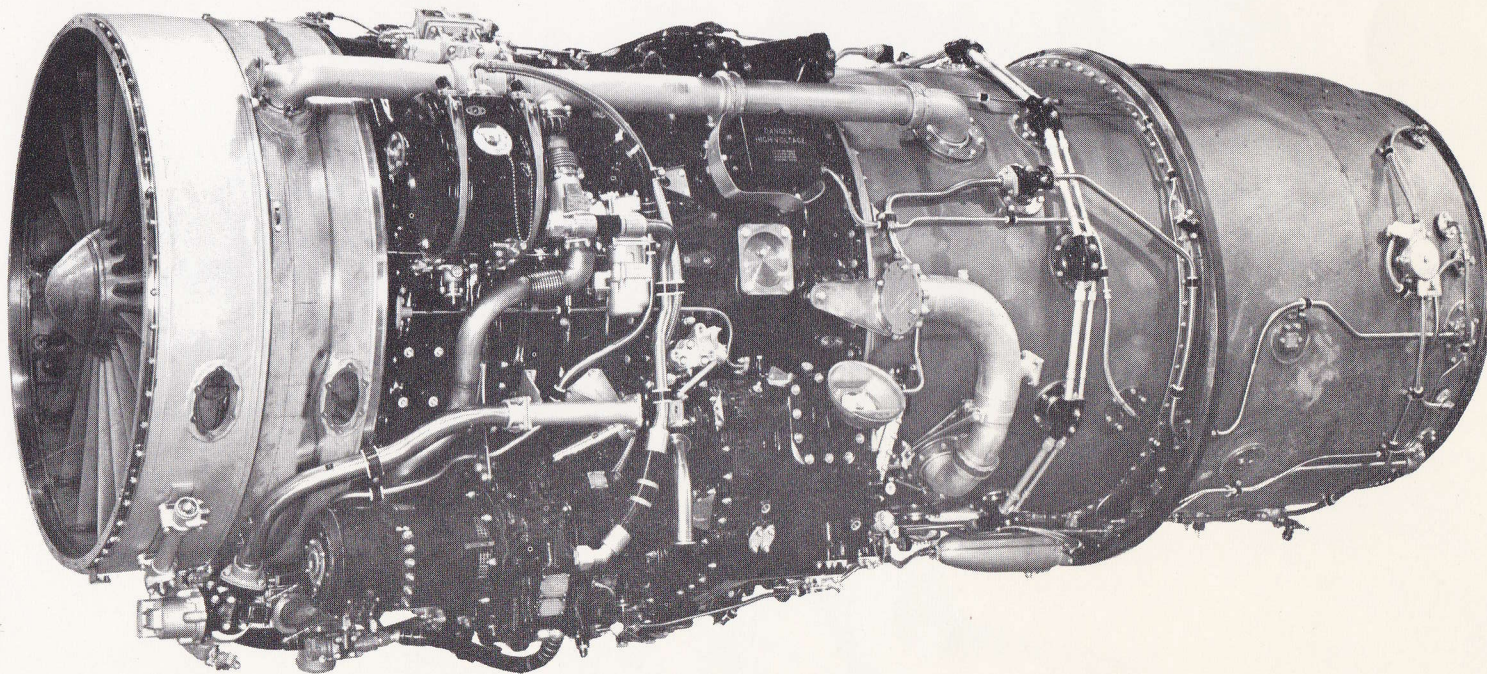




THE TORONTO-DOMINION BANK  
The Bank that looks ahead

*Rolls-Royce Eagle 8 — the engine which powered the Vickers Vimy aircraft in which Captains Alcock and Brown made the first successful air crossing of the Atlantic, in 1919.*





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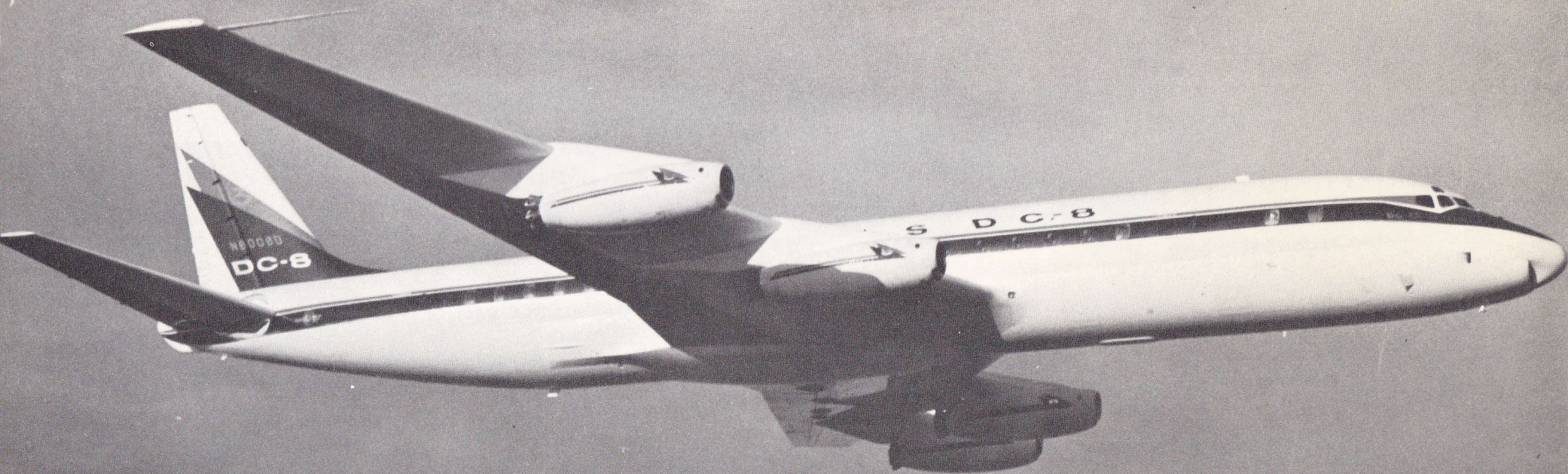




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*The CF-105 AVRO ARROW: The aircraft that caused more controversy than any in Canada's 50 years of aviation.*





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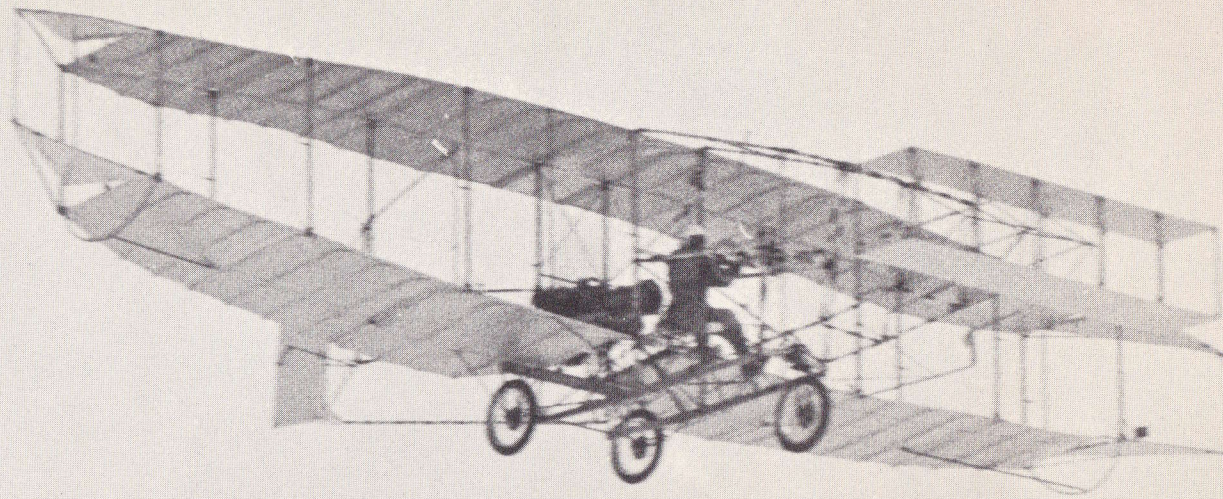
The RCAF Association desires to thank all those who co-operated in the production of this Illustrated Review. Particular thanks go to the Royal Canadian Air Force and its Public Relations Directorate, Air Historian and the Department of Personnel Manning for the beautiful photographs and material.



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*An RCAF Association "Bon Voyage" party for RCAF  
personnel and families en route overseas for tour of duty.*





PROVINCE OF NOVA SCOTIA  
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*History repeated when "Silver Dart" replica re-enacts 1909 flight at Baddeck, N.S.  
on February 23, 1959.*





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*The Lancaster serving the RCAF  
on aerial photo survey operations.*