

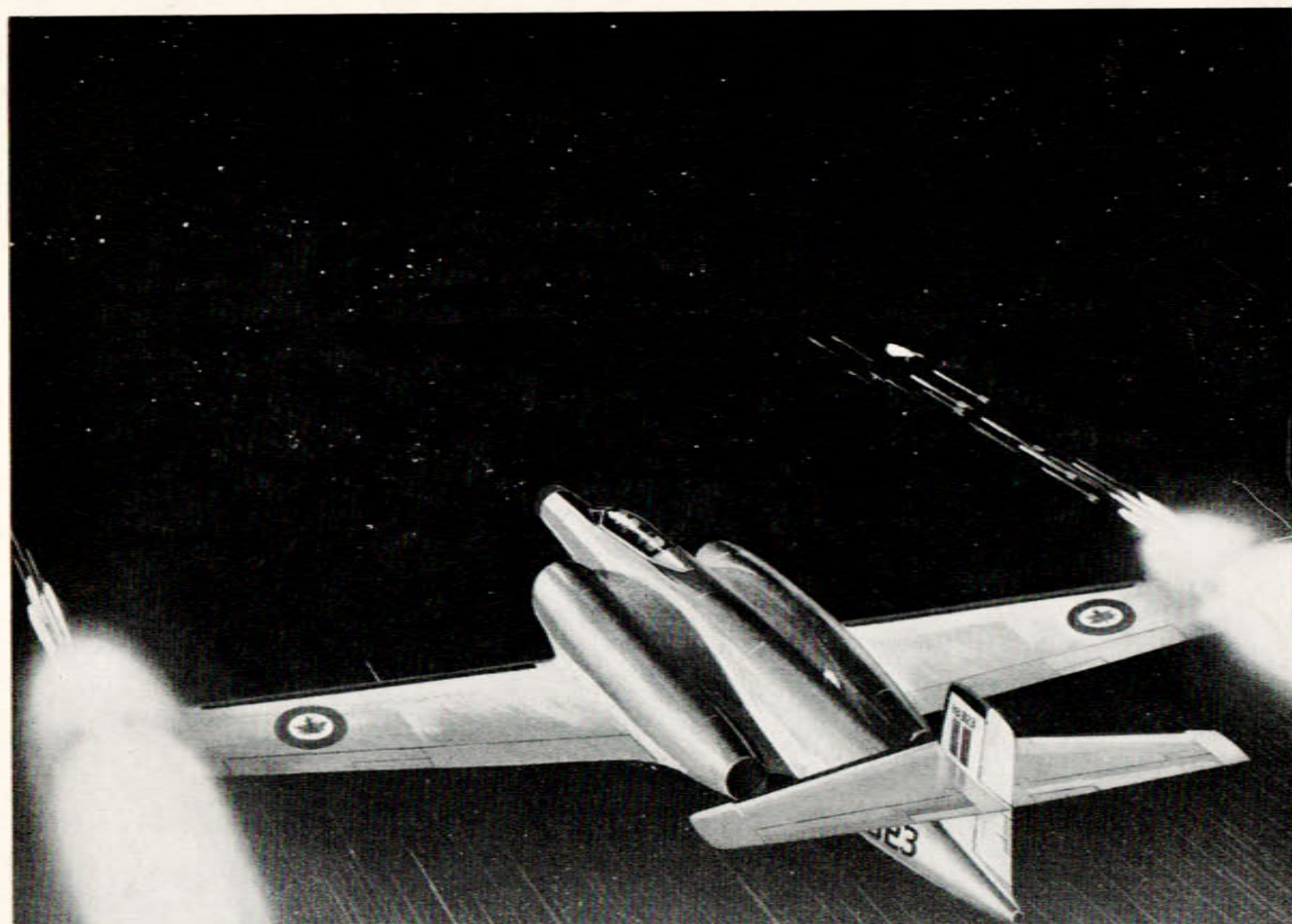
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AN AIRFORCE NEWSMAGAZINE

VOLUME 6, No. 3.

JUNE, 1957

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On behalf of the Province of Manitoba and personally my sincere good wishes to the Royal Canadian Air Force on Air Force Day. Although the youngest of the Canadian Armed Services the Air Force today is one of the most important elements in the defence of Canada. The conquest of the air has been largely a development of the twentieth century, and today air power is vital to the freedom and security of our country and all the free world. Air Force Day gives all of us an opportunity of saluting the men and machines of the Royal Canadian Air Force.

DOUGLAS CAMPBELL,
Premier of Manitoba.

I am indeed happy to join with our citizens in extending to all members of the Air Force, our best wishes on the observance of "Air Force Day."

I know that everyone who participates will be impressed by the accomplishments of our Air Force. They are the people whom we look to for the continued freedom we enjoy and I am sure each of us will have a new sense of security when we observe what is being done to guard that freedom.

I hope that the day will be a complete success and that we will remember and be proud of our Air Force.

S. JUBA,
Mayor of Winnipeg.



It is a pleasure to extend greetings to the Royal Canadian Air Force on the occasion of their Annual Air Force Day.

I appreciate the opportunity given me to extend heartiest congratulations to Air Commodore H. H. C. Rutledge—to Group Captain G. F. Jacobson—to all the Officers and the men and women attached to the Winnipeg Station.

I am sure every citizen is cognisant of the wonderful work being done towards ensuring peace in the world, by virtue of the outstanding training given the many thousands of young men by the R.C.A.F. This applies not only to Canadians, but to the large numbers from other lands associated with us in the North Atlantic Treaty Organization.

It is especially gratifying to me to be able at this time to acknowledge the co-operation extended to City officials and our St. James citizens generally by everyone associated with the Winnipeg Station. In recent years it has been particularly pleasing to note the ever increasing participation by Air Force personnel in all worthwhile community endeavors—sharing in full measure the responsibilities of citizenship with all segments of the civilian population.

To one and all, on behalf of myself and the people of the City of St. James, every good wish to the "Air Force."

T. B. FINDLAY,
Mayor of St. James.

Message from the Group Commander



The second Saturday in June of each year is set aside as a day on which we have an opportunity of giving the public at large a brief acquaintance, at least, with our training and operational facilities and equipment. It is also an occasion when our friends can see the surroundings and circumstances in which we work. The routine of daily living allows us to become very well acquainted in the community, but it is not always quite so easy for the community to become equally familiar with the part the RCAF plays in the life of the nation.

A common understanding of each other's problems and capabilities leads inevitably to the mutual advantage of the Service and the public. Let us all join in this important aspect of citizenship.

H. H. C. RUTLEDGE,
Air Commodore
Group Commander, 14 Training Group, RCAF

Welcome to RCAF Station Winnipeg

Welcome to RCAF Station Winnipeg on the occasion of our annual Air Force Day.

Each year it is our pleasure to be host to the public on this day which has been set aside to provide an opportunity for you to visit your local Air Force unit to see something of the activities which are carried out at this Station. We regard with great pleasure the opportunity to show you through the medium of the various exhibits and displays the nature of the work being carried out by the various units which constitute RCAF Station Winnipeg.

We are proud of the important role played by this Station in the Canadian defence structure and sincerely hope that the programme will convey to you a realistic impression of the nature and scope of our duties. Please feel free to question the personnel on duty who will be glad to assist you in any way they can.

Once again, welcome to RCAF Station Winnipeg on Air Force Day 1957. We hope that you will spend a pleasant and profitable afternoon.

G. F. JACOBSON,
Group Captain
Commanding Officer, RCAF Station Winnipeg



AIR FORCE DAY, 1957



On the following pages, the staff of this magazine would like to show you, the reader, a few of the many facets of Air Force life, with particular reference to the activities at RCAF Station Winnipeg.

The RCAF, along with the other Canadian armed forces and those of our Allies, exists for the preservation of peace and defence of our way of life in the event of an emergency. Station Winnipeg fulfils an important training and operational role within our defence structure and provides a very effective contribution to this plan.

RCAF Station Winnipeg is comprised of the following units:

- (a) No. 2 Air Observer School. This school trains observers, including navigation, airborne interception and radio officers. Since this school came to Winnipeg in 1951 it has trained approximately 2,700 observers from the United Kingdom, Norway, Denmark, Belgium, Netherlands, France, Italy, Portugal and Turkey as well as Canada.
- (b) The Central Navigation School provides advanced training for instructor and specialist aircrew officers.
- (c) III Communication and Rescue Flight, in conjunction with the Rescue Coordinating Centre, is responsible for all search and rescue operations in Manitoba, Saskatchewan, Western Ontario, the eastern half of the North West Territories and the whole of Canadian Archipelago.
- (d) No. 3 Communication Unit is the Winnipeg link in the Trans-Canada communication system.
- (e) 17 Wing (Auxiliary) including the Transport Squadron, Aircraft Control and Warning Unit, Intelligence Unit, Medical Unit and supporting elements is supported by Station Winnipeg.
- (f) A number of smaller administrative and technical units.

The foregoing military functions carried out by RCAF Station Winnipeg will illustrate the nature of the operation. The record of these units is one of which the residents of Winnipeg and St. James can be justifiably proud.

The splendid co-operation which we have enjoyed with the citizens of Winnipeg and St. James has been a source of great satisfaction to us. We take pride in active participation in many civilian community activities such as Community Chest, the Boy Scout and Girl Guide movement, March of Dimes, Red Shield and Red Cross campaigns, participation in recent flood disaster control, operation and services during the 1953 infantile paralysis epidemic, and many others. Through these activities we have made many very good friends and we are very pleased to have this opportunity to express our appreciation to them.

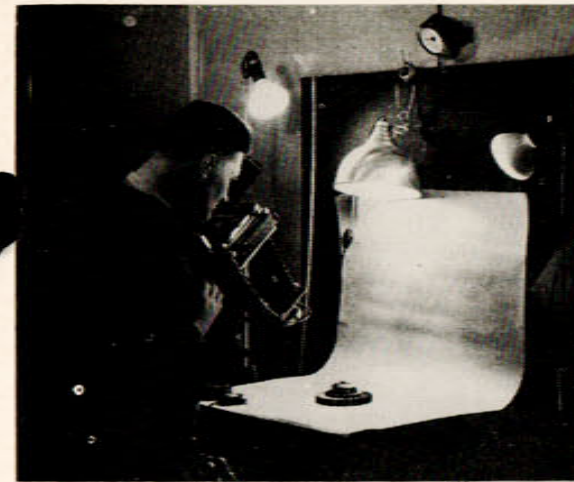
It is our sincerest hope that you will enjoy your visit with us and that this special edition of our station magazine will provide a suitable memento of the occasion.



WELCOME TO STATION WINNIPEG



Search & Rescue



LEFT: TAKING THE PHOTOGRAPH

DEVELOPING THE PRINT(RIGHT)

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LEFT: PRINTING THE PHOTOGRAPH

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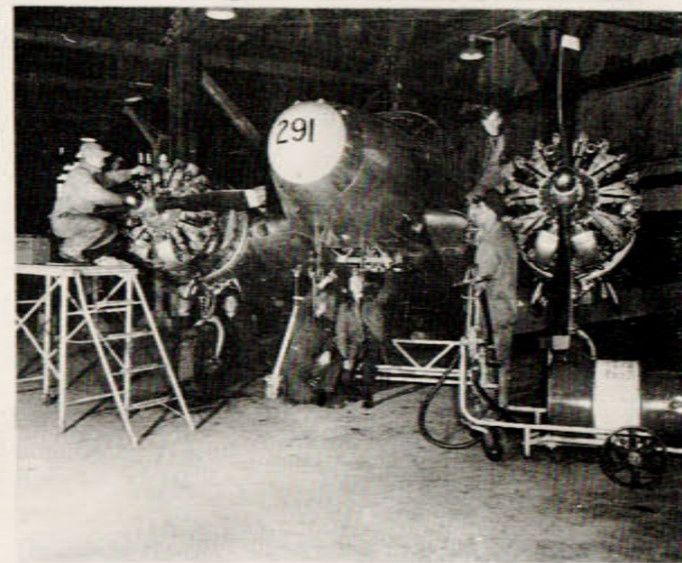
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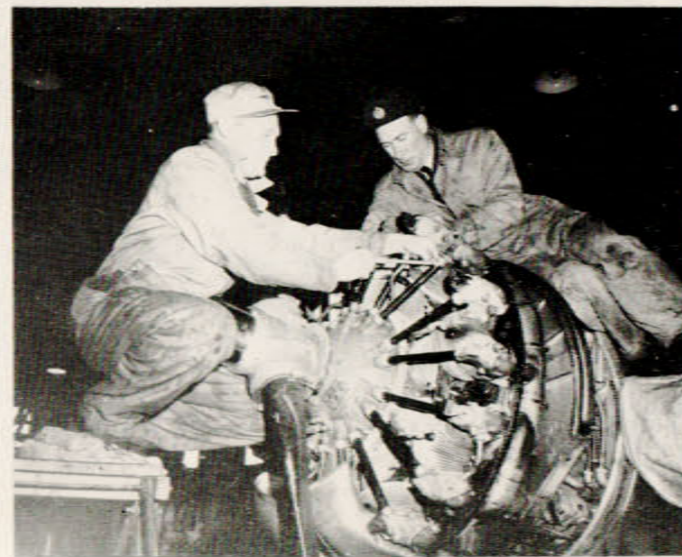
AIR FRAME



ABOVE: GROUND HANDLING



AERO ENGINE



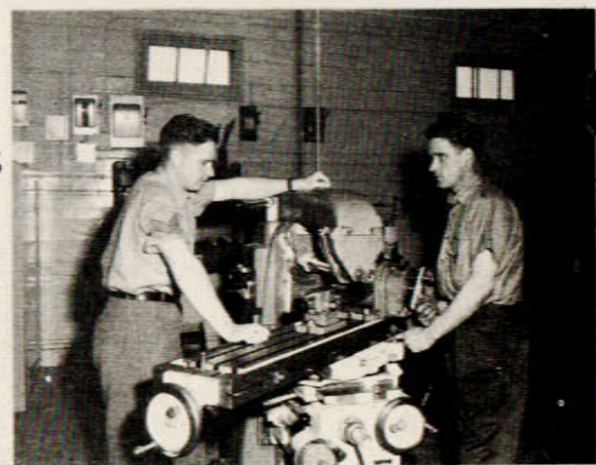
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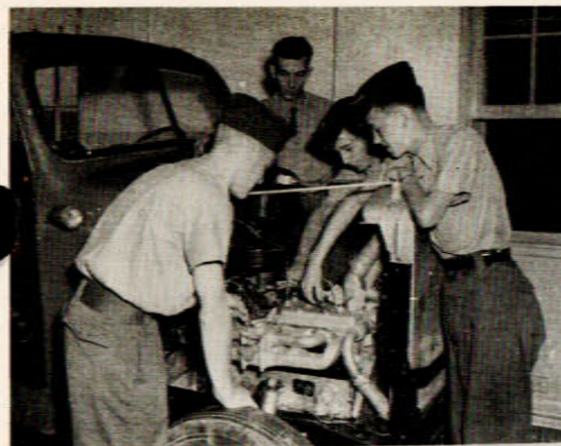
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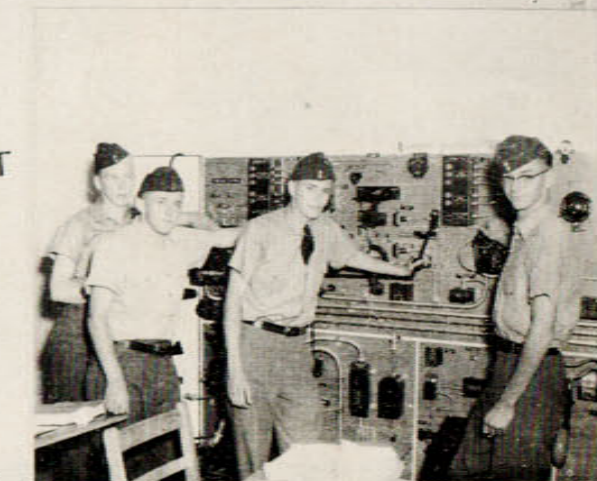
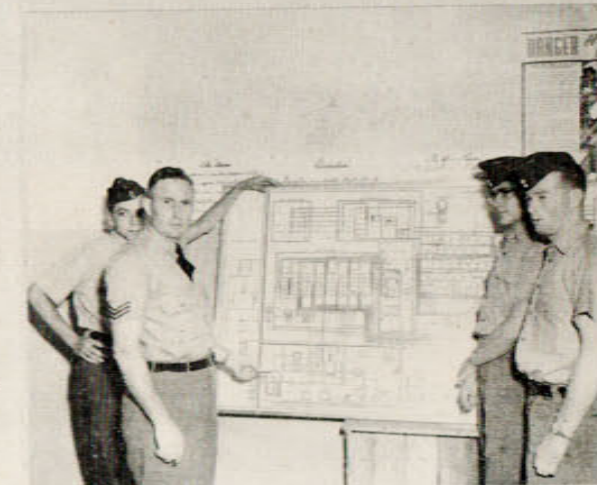


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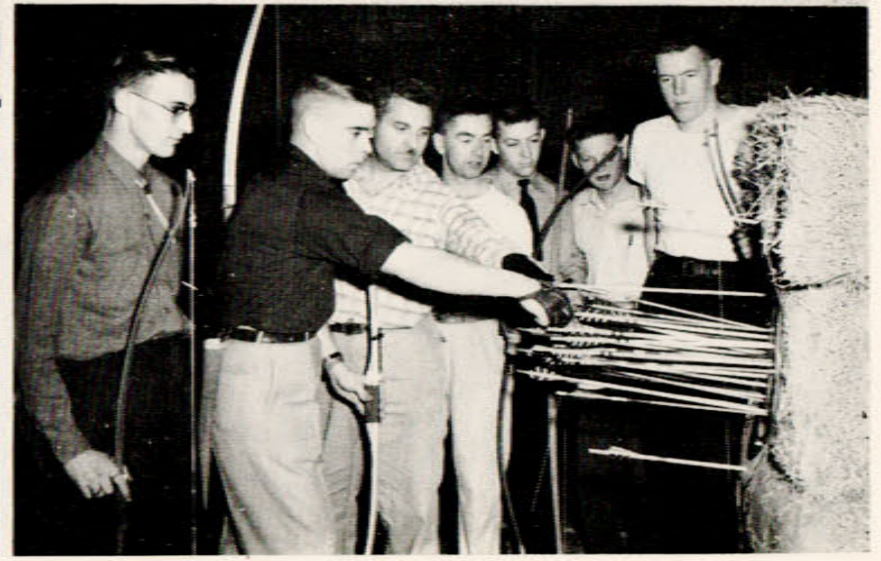
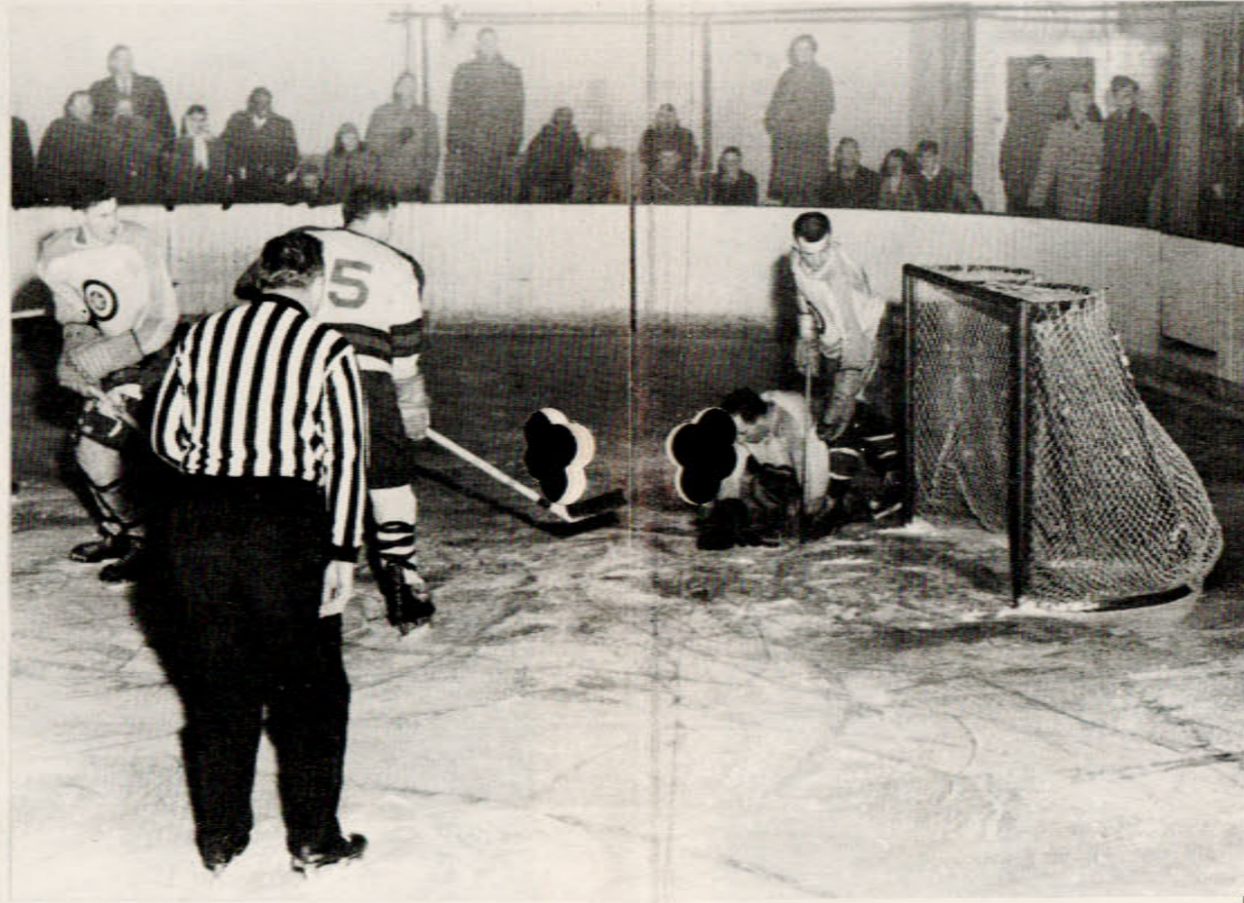
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ABOVE: MESSING



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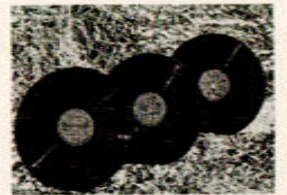
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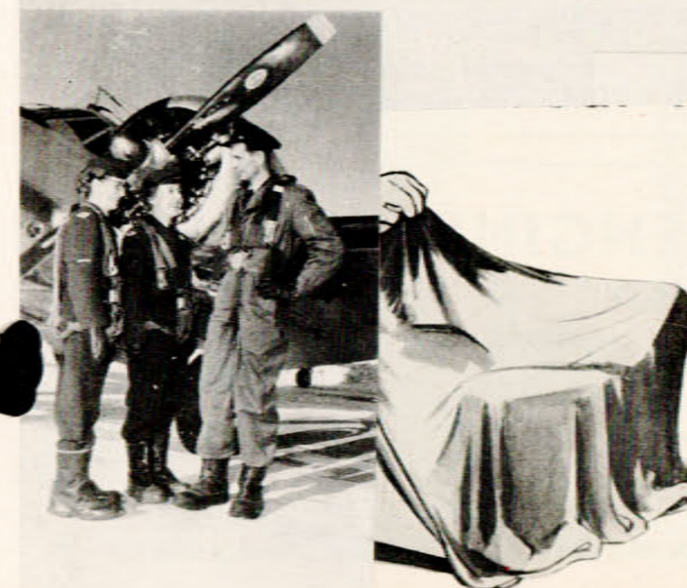


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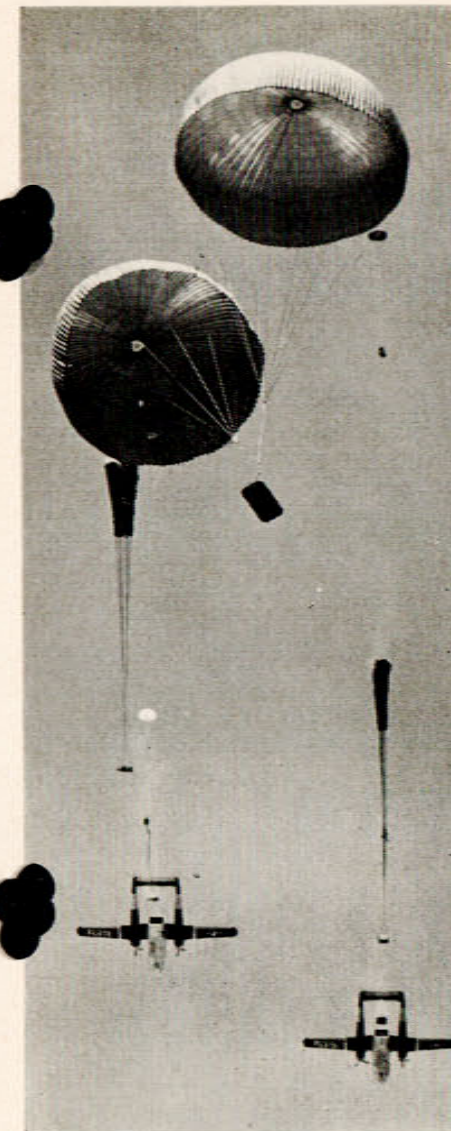
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THREE "OLD FAITHFULS" TO BE SEEN ON AIR FORCE DAY

EXPEDITOR MARK 3N (Beech Aircraft, Inc.)

The Beechcraft "Expeditor" which is the military version of the civil Model 18, is used by the RCAF for three main purposes: personnel transport, instrument flying training and basic navigation plotting exercises. Here at Winnipeg the aircraft is utilized for all three jobs and to good advantage. For transporting small loads it has the advantage over the Dakota of being slightly faster, uses half the fuel and does not require near the pre-flight planning that is necessary in a larger aircraft. It falls into the category of the Dakota in that it has universal appeal for its type of work and it could be ventured that any large air force could be counted on to utilize the Expeditor.

Technically:

Wing span—47 ft. 6 in.
Length—34 ft. 2 in.
Height to top of fins—9 ft. 8 in.
Basic weight—4700 lbs.
Maximum all-up weight for take-off—9300 lbs.
Engines are 2-R985 Pratt & Whitney developing a maximum of 450 B.H.P.
Normal cruising speed is 170 m.p.h.

MITCHELL MARK IIIA1 (North American Aviation)

Another aircraft that is fast becoming an old stand-by with the RCAF and USAF is the B-25 Mitchell. Originally designed as a medium bomber in the early forties, it has since been modified and re-modified to fulfill many duties both operational and training. The two main functions of the aircraft in both North American services are twin-engine pilot training and instructing observers in the use of airborne-interception radar. For those of you who wonder why the Mitchells seem to grind endlessly around and around the circuit without going anywhere, the reason is the intensive pilot training schedule at AOS. This aircraft has been found to be an ideal "first" heavy before sending the pilots onto such machines as North Stars, Neptunes and C-119 Packets. The other use of the Mitchell here at AOS is, of course, airborne-interception training for observers before stepping up to the CF-100. Normally a crew of six is carried in the radar or "fighter," and another Mitchell or Expeditor is used for a "target" on which the students practice intercept runs.

Technical aspects of the aircraft:

Wing span—67 ft. 7 in.
Length—53 ft. 6 in.
Height to top of fin—16 ft. 5 in.
Basic weight—19,500 lbs.
Maximum all-up weight for take-off—34,000 lbs.
Engines are 2-R2600 Wright Cyclone developing a maximum of 1700 B.H.P.
Normal cruising speed is 250 m.p.h.
Single-engine performance on this aircraft is especially good as it will maintain a cruise speed of 160 m.p.h. with one engine feathered and 70% power on the live engine.

DAKOTA MARK III (Douglas Aircraft Co.)

Often referred to as the "Gooney-bird" by pilots and the "Workhorse" by all trades, this aircraft has nevertheless earned its niche in the flying hall of fame. It has flown in all countries of the world and has been used by practically all air forces for a multitude of jobs ranging from airborne hospitals to basic navigation trainers. The latter is the prime function of the Dak here at AOS. They are fitted with instruments to instruct in the art of long-range map plotting, astro plotting; long-range air-to-ground communications and use of the APS-33 radar. At this point we must not forget our Conversion Flight, which does pilot transition from the Expeditor to the Dakota aircraft and also instructs in the gentle art of carrying passengers, and air transport work.

For the technically minded, the Dakota working figures are:

Wing span—95 ft.
Length—64 ft. 6 in.
Height to top of fin—17 ft.
Basic weight—18,000 lbs.
Maximum all-up weight for take-off—29,000 lbs.
Engines are 2-R1830 Pratt & Whitney developing a maximum of 1200 B.H.P.
Normal cruising speed is 160 m.p.h.
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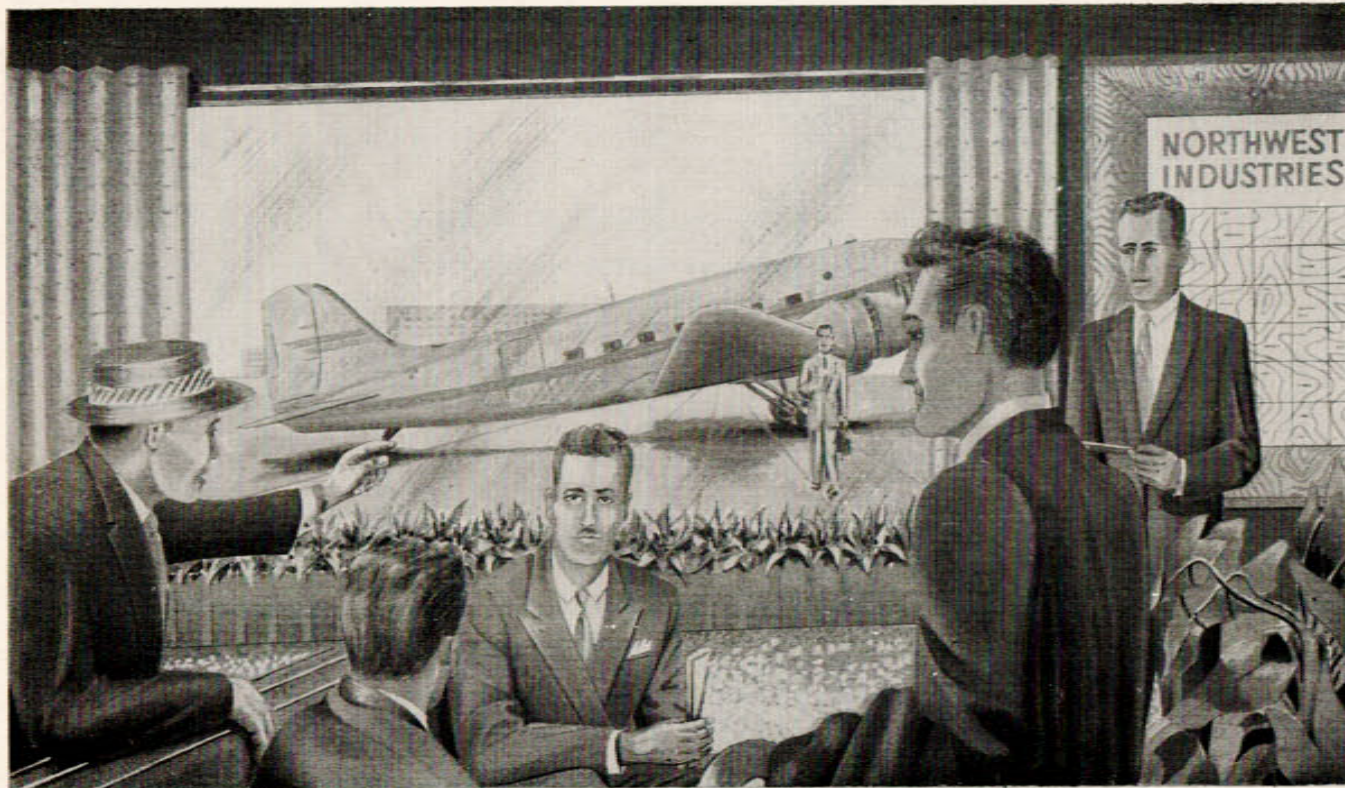
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