



RCAF

1924-2024

Celebrating 100 years
of service on the
West Coast of Canada

*Dedicated to the members of the RCAF; past, present, and future.
They make the history that we commit ourselves to preserving.*

As a nation, Canada's coming of age came with the First World War. The entire country mobilized towards the war effort and Canadian soldiers played a decisive role in many victories, such as Vimy Ridge, Passchendaele, and Hill 70. The four long years of total war also provided a proving ground for the importance of air power, and the lessons learned above the battlefields would be applied for years to come.

On April 1st, 1924, the Royal Canadian Air Force was established as the fundamental next step for national defence. Two decades later, the RCAF had become battle-hardened in the crucible of the Second World War, forging its reputation as a professional fighting force through combat and sacrifice.

Postwar to present-day, the men and women of the RCAF have risen to many challenges. The constant threat of Cold War adversaries, the complexities of peacekeeping operations, the intensity of modern warfare, and the frustrations of budget constraints, among the most prominent.

In the 100 years of the RCAF's existence, a rich history and heritage has been handed down from generation to generation. We celebrate this unique history and heritage with our RCAF Centennial Display, with a focus on military aviation on the west coast of Canada.

Our display includes the following:

- Written panels providing a brief decade-by-decade history, featuring notable members of the RCAF for each decade.
- Many artifacts and models as visual aids.
- A description and break-down of 19 Wing, with its diverse array of squadrons and units.
- A chart of all aircraft flown by the RCAF in British Columbia.
- A map of British Columbia detailing the locations of stations and bases where the RCAF operated, both past and present.
- An interactive exhibit for children to "fix" a Sea King helicopter.

This display is only possible through the hard work of our highly dedicated volunteers and staff.

Creative Designer and Project Manager

Carol Popkin

Research & Writing

Colonel (ret'd) Jon Ambler

Major (ret'd) Ted Usher

Captain (ret'd) Chris Chance

Warrant Officer (ret'd) Mel Birnie

Sergeant Ryan Lees

David Graham

Kelly Port

Photo Research

Chief Petty Officer 1st Class (ret'd) Lloyd Smith

Editors

Major (ret'd) Gwyneth Taylor

Warrant Officer (ret'd) Gary Wiffen

Painter

Captain (ret'd) Mike Forbes

Construction

Captain (ret'd) Mike Forbes

Master Warrant Officer (ret'd) Keith Kent

Terry Edwards

Terry Webb

Sean Riley

Installation

Captain (ret'd) Chris Chance

Captain Gerald Turmel

Final Text Edit & Fact-Checker

Sergeant Ryan Lees

Special Thanks

Major Fred Paradie for his assistance in providing the locations of RCAF stations and bases in British Columbia for the map panel.

Captain (ret'd) Gord Crossley, 17 Wing Heritage Officer, for scanning all artwork for the aircraft panel.

1924



2024

1920s

BUSH PILOTS IN UNIFORM

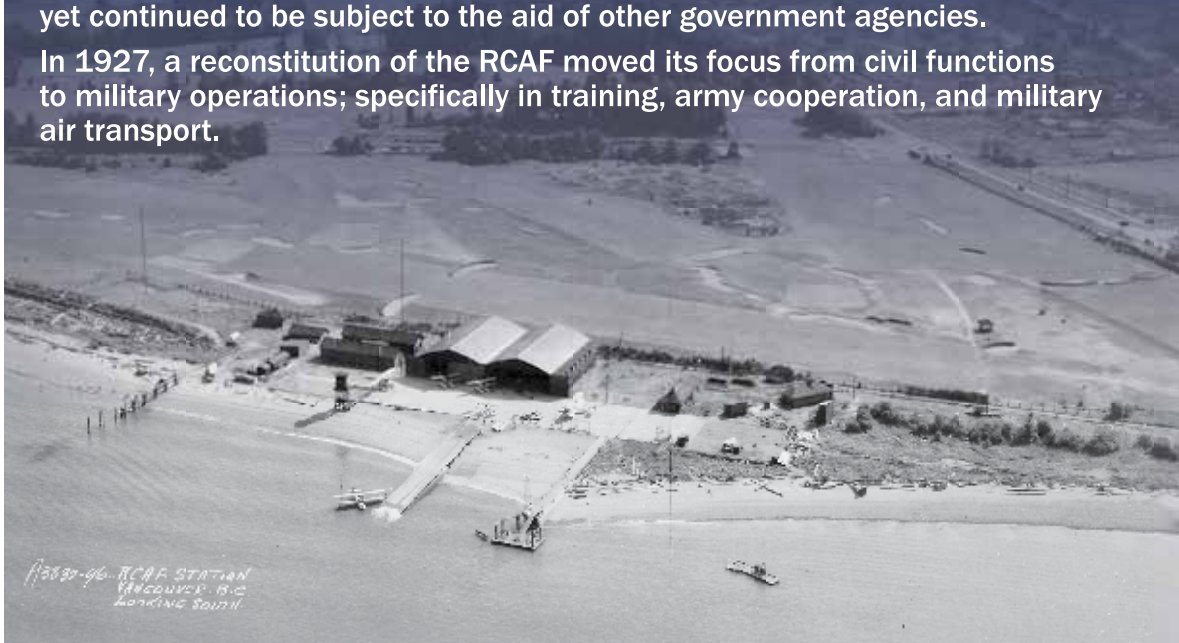
The primary task of the fledgling Canadian Air Force was to provide refresher training to former wartime pilots at the Camp Borden aerodrome in Ontario. Finding work for its trained personnel was becoming a necessity and the obvious solution was through civil air operations. In 1920, the Government of BC granted land to build the Jericho Beach Air Station, a seaplane base, in Vancouver. The station was a civil operation managed by public servants and military personnel under the Air Board of Canada.

Most air operations were related to civil affairs, such as forestry, fisheries, fire patrols, aerial photography, cartography, surveying, rescue missions, evacuations and law enforcement.

There was little financial incentive to enlist or remain in the service, and a severe lack of funding to upgrade aircraft and equipment. Despite these obstacles, a small group of airmen and Air Board members persisted in their goal to establish a true national air force for Canada.

On April 1, 1924 the Canadian Air Force received its royal assent and became the Royal Canadian Air Force. Adopting the light blue uniform, ensign and motto *Per Ardua Ad Astra* (*Through Adversity to the Stars*) of the British Royal Air Force, the previous Air Board structure of public servants and commissioned officers came to an end. The RCAF now had authority over all flying operations, yet continued to be subject to the aid of other government agencies.

In 1927, a reconstitution of the RCAF moved its focus from civil functions to military operations; specifically in training, army cooperation, and military air transport.



113585-96 - RCAF STATION
VANCOUVER, B.C.
LOOKING SOUTH

1930s Reduction of the RCAF

The Great Depression brought a drastic reduction in all military and civil aviation, leading to the RCAF's budget being slashed by one-fifth. Starting in 1936, the RCAF was reorganized as a solely military institution with aerial photography remaining the only involvement in civil aviation.

In 1933, No. 4 (Flying Boat) Squadron was the first flying squadron formed in British Columbia at the only air station in the province, Jericho Beach. As fears began to grow in the mid-1930s of another war brewing, the construction of several RCAF stations began along the west coast of Canada.

Throughout the 1930s, flight time was curtailed due to budgetary constraints, placing a greater emphasis on armament officers, air gunners and signals personnel. As a result, many Canadians wanting more time in the air opted for the RAF. In 1939, there were more Canadians in the RAF than in the RCAF and the exchange of officers between the two air forces became a regular occurrence.

Beginning in 1933, the first air and ground reserve squadrons were formed. These were part-time servicemen who also held civilian jobs. Reservists continue to be an integral part of today's Canadian Armed Forces.



Wing Commander Harry Bryant



Harry joined the RCAF at the tender age of 17 after seeing a recruiting poster with the caption, “Young men wanted in the RCAF. Apply in person to CO Jericho Beach.” Lying about his age, he passed his medical examination and was accepted. When asked when he could start, his immediate reply was, “Tonight.” He shipped out on the 9pm train from Vancouver to Camp Borden, Ontario.

After the completion of his training as a Carpenter Aero Rigger (aircraft were primarily wooden during this period), and Fitter (Aero Engine Mechanic), Bryant flew as a crewman on the Vickers Viking, Veruna and Vedette. He was involved in fisheries and anti-smuggling operations while stationed at Jericho Beach, and later worked in Atlantic Canada coordinating with the RCMP in rum-running prevention.

Bryant spent a great deal of time learning how to be innovative and self-sufficient while helping to build hangars, repair boats, and supplementing his dry rations by hunting and fishing. Earning his Pilot Wings in June 1931, Bryant was the first instrument qualified pilot in the RCAF.

He was the Commanding Officer who closed Jericho Beach Air Station in 1947 and reactivated RCAF Station Comox in 1952 as Chief Technical Officer. His logbooks and personal diary, which are held in our collection, reveal he had flown 54 different aircraft at the time of his retirement.

Pilot

Served 1927 to 1959

Jericho Beach
Air Station Opened

1920

Canadian Air Force
receives the “Royal” prefix
on April 1

1924

The “Big Cut” 20% in budget
leaving 103 Officers and 591 Airmen

1932

Creation of three Air Commands:
Western (Vancouver), Eastern
(Halifax) and Training (Toronto)

1938

September:
WW2 Begins

1939

December:
BCATP Agreement
signed

1939



1940s

Focusing on Home Defense

The 1940s was a time of expansion and further attention to home defense. War with Japan required a stronger RCAF presence on the West Coast, leading to nearly forty stations and bases being built during the first half of the decade, including Patricia (Pat) Bay, Ucluelet, Tofino, Bella Bella, Coal Harbour, Port Hardy and Comox.

To ease the congestion of torpedo bomber and transport training being conducted simultaneously at Pat Bay, the RAF constructed a new aerodrome in Comox in 1942. It operated as an RAF base until 1 May 1943, when it was officially constituted as an RCAF aerodrome.

A year later, RCAF Station Comox became home to No 6 OTU RCAF (formerly No. 32 Transport Command OTU RAF of Pat Bay). Preparing for combat action, transport aircrews destined for the war against the Japanese in Burma and India were trained on *Beechcraft Expeditors* and *Douglas Dakotas*.

The initial support strength of the aerodrome was small, with only 15 personnel refueling and servicing transient aircraft, conducting fire prevention and security duties. By 31 May 1944, just prior to the establishment of No 6 OTU, personnel levels had risen close to 1,500. In early 1946, shortly after the end of hostilities, Comox was put in “maintenance” status.

In the immediate postwar period Search and Rescue (SAR) in Canada was organized into five SAR Regions: Halifax, Trenton, Winnipeg, Edmonton and Vancouver. While the Canadian Coast Guard and Royal Canadian Navy conducted marine SAR, the RCAF had dedicated SAR units flying such aircraft as the *Norseman*, *Dakota*, *Canso*, and *Lancaster*. The first helicopter to enter service with the RCAF, the *Sikorsky S-51*, was specifically assigned to SAR duties with No 123 Rescue Flight based at RCAF Station Sea Island.



Group Captain Donald Charles Stirling Macdonald

DFC and Croix de Guerre with Gold Star

G/C Macdonald commanded 418 (Fighter Squadron) of the RCAF in action against the Luftwaffe, for which he was highly decorated. He later became the first RCAF officer to command RCAF Station Comox, serving in this important role from 27 April 1945 until 15 January 1946 when the Station was mothballed.

His citation for the Distinguished Flying Cross (DFC) reads:

"This officer has participated in a large number of sorties and throughout has displayed great skill, determination and a devotion to duty. On a recent occasion Wing Commander MacDonald led a small formation of aircraft on a sortie during which seven enemy aircraft were shot down, two of which were destroyed by Wing Commander MacDonald. The success achieved on this brilliantly executed operation reflects the greatest credit on the efforts of this officer."

Pilot

Served 1940 to 1962

Battle of Britain

1940

Aleutians Campaign

1942

RAF Station Comox
becomes RCAF Station Comox

1943

WW2 ends

1945

RCAF Station Comox
closes

1948

1950s The Jet Age

With the Korean War raging and tensions increasing between the West and the Soviet Union, RCAF Station Comox was reactivated in 1952 as Canada's permanent air base on the Pacific coast. The sounds of the *DH-100 Vampire*, *F-86 Sabre*, *CT-133 Silverstar*, and *CF-100 Canuck* roaring across the sky marked the arrival of the jet age in Comox Valley.

A time of substantial growth for the RCAF, there were big budgets and expansions as the tensions of the Cold War continued to rise. Between 1949 and 1952, the RCAF rapidly expanded to more than double its personnel strength!

426 Transport Squadron was the only RCAF unit to actively serve in the Korean War effort, being attached to the United States Air Force Material Air Transport Service for the duration of hostilities.

The squadron completed 599 round trips between the US and Japan, making it the greatest airborne supply mission ever undertaken by the RCAF. Canadian fighter pilots also scored several aerial victories against Russian-built MiG-15s over Korea as exchange officers with USAF *Sabre* squadrons.

Radar stations became an essential part of air defence for detecting Soviet aggression in the skies, especially over northern Canada. Canada's Pinetree and Mid-Canada Line of radar stations were constructed from east to west across the country as a joint project with the United States. In 1957, the Distant Early Warning Line (DEW Line) became operational, spanning from the north coast of Alaska and Canada, across the Arctic islands, and terminating in Greenland. These radar stations were the eyes and ears for the newly formed North American Air Defense Command (NORAD), which in partnership with the USAF, combined all Canadian radar stations and fighter forces under one institution.



Lieutenant Colonel Sydney “Cyclops” Edward Burrows CD

In 1951, Syd joined the RCAF as a fighter pilot. He lost his left eye when a bird strike shattered the canopy of his *F-86 Sabre*. Positioning his head in the slipstream to keep his good eye free from blood, he maintained control of his aircraft and landed safely. For his resourcefulness, ability, and calm reaction to severe injury in extremely adverse conditions, he was awarded the Air Force Cross.

In retirement Syd lobbied many Veteran’s associations and agencies for over a decade to gain support for the seventh Book of Remembrance, which records the names of Canadian service members who have given their lives since 1947 (with the exception of those listed in the Korean War Book of Remembrance). It is now known as the *In the Service of Canada Book of Remembrance* and resides in the Memorial Chamber of the Peace Tower on Parliament Hill with the first six and the eighth Books.

Syd was the inspiration for the title character, Kazimieras ‘Kaz’ Zemeckis, in Chris Hadfield’s book *Apollo Murders*.

Pilot

Served 1951 to 1983

RCAF Station Comox
reopens

1952

407 Sqn activated at Comox
(Maritime Reconnaissance)

409 Sqn activated at Comox
(All Weather Fighter)

1953

Neptune replaces
the *Lancaster* (407 Sqn)

407 Sqn redesignated
(Maritime Patrol)

1955

1959

Queen Elizabeth II
visits Comox

1959

1960s

The Cold War Continues

RCAF Station Comox was now the largest single employer in the area, with 1,750 military personnel and 250 civilians, and a payroll of \$1 million per month. New amenities were built for service members and their families: a pool, boat ramp, rink and bowling alley, while a new golf course was being considered.

On 7 January 1966 *Labrador* helicopters of 121 Composite Unit (121 KU) rescued 160 passengers and 24 crew from a CN train trapped in heavy snow near Hope, BC. Three months later, a tragedy struck in the same area when a 121 KU *Albatross* crashed into a mountain above the Hope Slide. While five crewmen were killed, one miraculously survived.

In 1968 121 KU was redesignated as 442 Squadron.

Unification

On 1 February 1968 Canada's three military services, the RCAF, Royal Canadian Navy (RCN) and Canadian Army were amalgamated into a unified command structure: the Canadian Armed Forces (CAF).

The new CAF was formed into "environmental commands". While the Army became Mobile Command and the RCN became Maritime Command, personnel and aircraft of the RCAF were now divided between Mobile and Maritime Commands, along with three new Commands: Air Defence, Air Transport and Training. There was no single Command for the Air Force until 1975, when this error was corrected with the formation of Air Command.

All CAF members now wore the same green uniform and operated with a common rank structure. All Bases now became Canadian Forces Bases: RCAF Station Comox became CFB Comox.



Major General Kenneth 'Ken' Lett



Starting his RCAF career as a fighter pilot during the Second World War, Ken flew Spitfires in action with 402 Squadron. Over the beaches of Normandy on D-Day, he was there to provide cover and support to Allied ground forces as they stormed ashore.

A fighter pilot through and through, Ken pioneered the RCAF's entry into the jet age in the *DH-100 Vampire*, Canada's first jet fighter. He could later be found at the controls of the *F-86 Sabre*, *CF-104 Starfighter*, and *CF-101 Voodoo*.

Ken was put in charge of training at 3 Wing in Zweibrucken, Germany, and then served as the Commanding Officer of 416 Squadron at 2 Wing in Grostenquin, France. Group Captain Lett commanded CFB Comox from 1966 to 1969, weathering the turbulent period following Unification. With a promotion to Brigadier General, Ken returned to Germany as the Chief of Staff for Operations. From 1976, he served as the Chief of Staff at NORAD Headquarters in Colorado for two years before retiring as a Major General.

Even though his flying days were behind him, Ken remained dedicated to the skies. He entered the aviation industry in Calgary, being hired to run Executive Flight Centre and becoming one of its major shareholders.

Ken's involvement and support of his community was of the highest order: he made great contributions to Air Cadets, Mount Royal University, and the Military Museums of Calgary. The Ken and Rona Lett Foundation continues to support numerous deserving organizations, including the Comox Air Force Museum.

In September 2023 he was inducted into the Canadian Aviation Hall of Fame.

Pilot
Served 1941 to 1976

First edition of
Totem Times
CFB Comox newspaper

1960

Labrador replaces
H-21 Piasecki

1964

Unification: formation of
Canadian Armed Forces

1965

1968

1968

Voodoo replaces *Canuck*
(409 Sqn)

Modern roundel adopted
to reflect Canadian National flag

121 Composite Unit becomes
442 Transport and Rescue Sqn

1970s

Moderation and restructuring

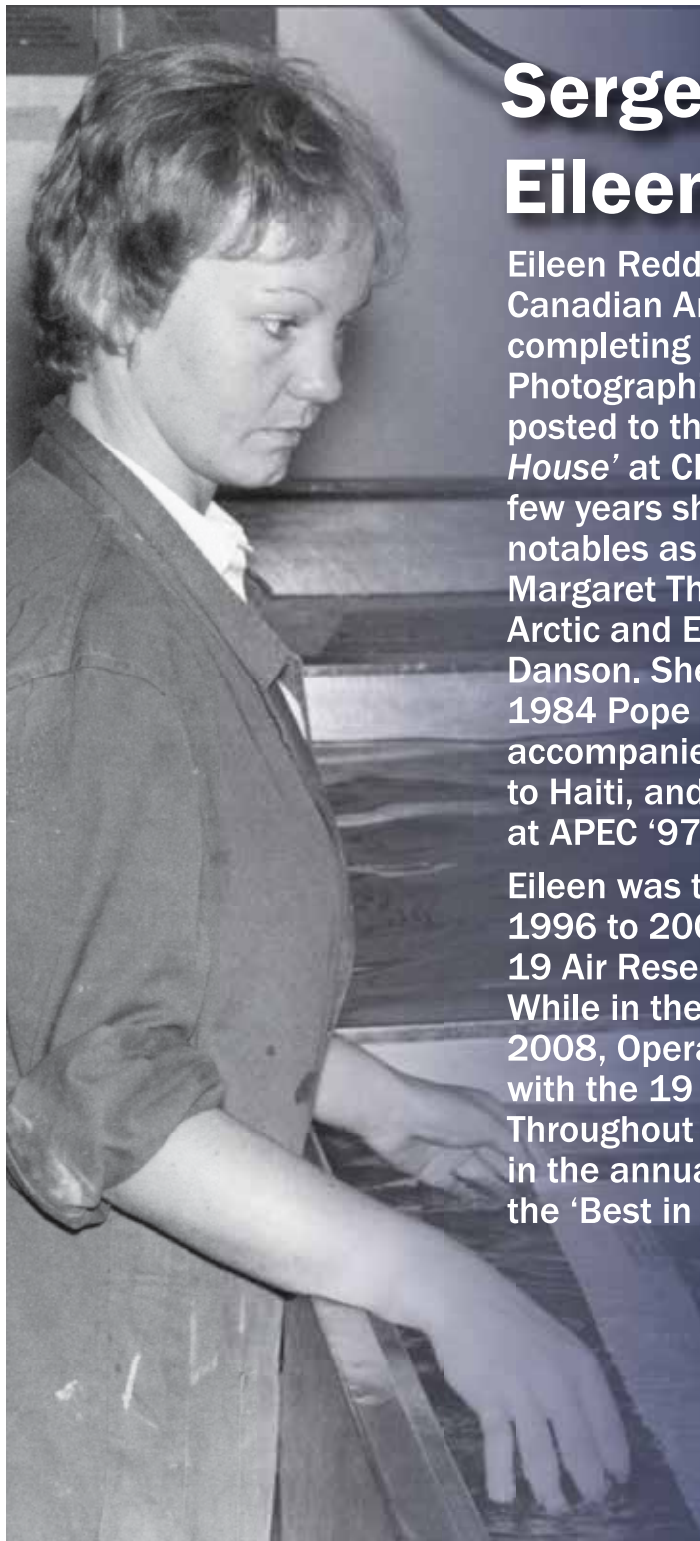
With limited flying hours in aircraft that were rapidly becoming obsolete and worn out, this was a decade of ongoing reductions in budgets and personnel. Augmenting the Regular Force with Reservists was just one of the new cost saving measures instituted by the Department of National Defence.

Fortunately, CFB Comox was spared many of the cutbacks outlined in the 1971 White Paper on Defence; "Defence in the 70s", enabling it to continue its primary purpose of support to 407, 409, 442, and VU 33 Squadrons. With the arrival of VU 33 from Pat Bay in 1974, all military flying activity in BC was consolidated in Comox. 442 Sqn enjoyed a high level of operations with the new *CC-115 Buffalo* aircraft, having traded in the aging *Albatross* and *Dakota*. 409 Sqn also began flying modernized and upgraded *Voodoos* with infrared tracking capability.

The formation of Air Command in 1975, with its headquarters at CFB Winnipeg, was a welcome change to the previous Unification command structures that replaced the RCAF. The mandate of Air Command was to bring all CAF air assets under its charge, including those of Mobile and Maritime Commands.

The new command structure gave rise to career opportunities that were previously unavailable. Pilots who had flown *Huey* helicopters in the field could now fly *Sea Kings* from warships. Pilots flying *Trackers* on coastal patrol now had the chance to fly the *Buffalo* on rescue missions or enter fighter training. The introduction of Air Command was the long awaited first step in returning to a unified air force.





Sergeant Eileen Redding



Eileen Redding enrolled in the Canadian Armed Forces in 1975, completing course #7601 Photographic Technician and was posted to the CF Photographic Unit, aka the 'White House' at CFB Rockcliffe in Ottawa. Over the next few years she looked through the lens at such notables as the Queen, Prince Philip, Pierre Trudeau, Margaret Thatcher, and traveled to the Canadian Arctic and Europe with Defence Minister Barney Danson. She was a photographer at the high profile 1984 Pope John Paul Papal visit in Edmonton, accompanied Public Affairs and civilian journalists to Haiti, and years later led the Imaging team at APEC '97 in Vancouver.

Eileen was the 19 Wing Imaging Supervisor from 1996 to 2003, following retirement she joined the 19 Air Reserve Flight as a Wing Photojournalist. While in the reserves she participated in RIMPAC 2008, Operation NANOOK in Nunavut and marched with the 19 Wing Nijmegen team in 2009. Throughout her career she regularly participated in the annual CF Photo Contest, twice winning the 'Best in Show' and many other awards.

Image Technician

Served 1975 to 2009

TeePee campground opens with 17 sites

1970

Buffalo replaces Dakota & Albatross (442 Sqn)

Glacier Greens golf course opens

1971

Snowbirds aerobatic team created

VU-33 commences operation in Comox

1974

CFB Comox falls under authority of Air Command

Military Colleges open to women. 81 of 127 trades

1975

1978

1980s

Argus out. Aurora in.

In 1980, CFB Comox became home for the Air Force Indoctrination School (AFIS) and its mission to instruct the junior officers of Air Command on the customs, traditions and history of Canadian military aviation. Also included in the curriculum was the basic operation of an airbase and its resident squadrons. Out of this school, the seed was sown for the beginnings of this museum.

From the late 1960s, 407 Squadron had conducted Long-Range Patrol (LRP) with the *Argus*. While an excellent platform for this purpose, the aging submarine hunter was soon left behind by advancing technology. In 1981, the Demons replaced the *Argus* with another purpose-built LRP aircraft; the Lockheed CP-140 *Aurora*. With the same airframe and engines of the P-3C *Orion*, paired with the avionics and acoustics of the S3A *Viking*, the *Aurora* was a state-of-the-art anti-submarine aircraft. Throughout the 1980s and beyond, *Auroras* enabled Canada's LRP Squadrons to excel in all surveillance and patrol duties.

Early in the decade, Air Command began taking delivery of a new multi-role fighter, the CF-18 *Hornet*, with which 409 Squadron replaced the obsolete CF-101B *Voodoo* in the NORAD Air Defence role. The Nighthawks then departed Comox for Cold Lake in 1984 to start training and operating with the new fighter.

The retirement of the *Voodoo*, with its nuclear armament, also meant the final departure of the 425th Munitions Support Squadron of the USAF, ending its 20-year presence across Canada. Despite no longer having a resident fighter squadron, CFB Comox continued to be a NORAD Forward Operating Base with Quick Reaction Alert (QRA) facilities for fighter aircraft and crew.





Captain Gary Flath

A legendary helicopter pilot, Captain Flath amassed 25,000 flying hours in his 53-year career. These included feats of extraordinary bravery and skill in daring rescue operations with 442 Squadron.

In September 1980, he flew a *Labrador* helicopter through severe weather conditions in high mountainous terrain, at great risk to himself and his crew, to rescue two survivors of a US Navy helicopter crash on Whatcom Peak. For his actions, Flath was awarded the Star of Courage.

The next month, during the MS Prinsendam SAR operation, Captain Flath again went into action with his *Labrador*. After landing a medical team aboard the supertanker MV Williamsburgh, which was vectored in as a platform for rescued survivors, he proceeded to make several trips, hoisting 31 survivors out of lifeboats for transfer to the Williamsburgh.

Flath then located a missing lifeboat and hoisted nine survivors aboard in 45 knot winds. Despite reaching a minimum fuel level, his helicopter remained on station until the arrival of a US Coast Guard cutter. He made it to the town of Yakutat with his fuel gauges reading empty upon landing.

Flath went on to deploy on two peacekeeping missions to Egypt and Nicaragua as a flight instructor.

A long-time resident of the Comox Valley, he passed away in 2022.

Pilot

Served 1954 to 2008

Opening of Air Force
Indoctrination School
at Comox

1980

First women pilots
in RCAF

Aurora replaces
Argus
(407 Sqn)

1981

409 Sqn to Cold Lake.
Departure of USAF 425th Sqn

Distinctive Environmental
Uniform (DEU)
reintroduced

1984

1985

No smoking in all
buildings CFB Comox

Accreditation of Comox
Air Force Museum

1986

1987

RCAF opens all
trades to women

1990s

COLD WAR ENDS

The Iraqi invasion of Kuwait began a series of events that led to the First Gulf War in 1991. 4000 Canadian troops were part of the coalition forces, of which eighteen were deployed from CFB Comox. For the first time since the Korean War, Canadian pilots saw action. For the first time ever, female CAF members served in combat roles.

In 1993, Air Command returned further to RCAF traditions by redesignating the bases under its control as Wings. There are currently 15 Wings across Canada with CFB Comox becoming 19 Wing.

The opening of the Iron Curtain brought a welcome thaw in Cold War tensions, and CFB Comox hosted visiting Soviet military. Two Soviet MiG-29s, escorted by CF-18s, landed in Comox enroute to an air show over Ottawa in 1990. The following year, the Soviet Chief of the General Staff was welcomed to Comox by his Canadian counterpart, the Chief of Defence Staff.

While the end of the Cold War was good for the global community with the reduced threat of nuclear war, the CAF was in for a new round of cutbacks. The Force Reduction Program of 1992 was set to reduce personnel strength by 8,000. By mid-1993, Canada had closed its bases in Germany. Closer to home, 19 Wing was directed to make a 25% cut in personnel.

In the post-Cold War period, 407 Squadron deployed personnel and Auroras to monitor the Adriatic Sea and Balkan coast as part of Operation SHARP GUARD; the NATO arms embargo against the troubled former Yugoslavia.

The Canadian Forces School of Search and Rescue (CFSSAR) was opened at CFB Comox in 1998, named the *Corporal Philip Lloyd Cyril Young Building* in honour of the SAR Tech who died in a Labrador helicopter crash on 30 April 1992.



Warrant Officer Tamara (Tammy) Negraeff

When Tammy joined the CAF in 1990, she had the sole intention of becoming a Search and Rescue Technician (SAR Tech). The SAR trade was not open for direct entry applicants, meaning that one had to already be a serving member, at the minimum rank of Corporal, before applying. In pursuit of her goal, Tamara chose to first become a Signals Intelligence Specialist.

After seven years of hard work Tammy made history as the first female to be selected for the mentally and physically intense 11-month SAR Tech course. Upon graduation in 1998, newly promoted Master Corporal Negraeff was posted to 442 Squadron in Comox, proudly wearing the coveted orange beret and flight suit as Canada's trailblazing first female SAR Tech.

According to her peers, Tammy instantly fit in. She never expected to be treated any differently and excelled at her work, embarking on many dangerous rescue missions. Her high level of determination and competence earned her the respect of those she worked with and gratitude from those she rescued. In 2002, Tammy moved on to 417 Squadron in Cold Lake to further her professional development.

Tammy returned to Comox as a Sergeant in 2006, posted again to CFSSAR, this time as an instructor. She spent the next five years training and mentoring the next generation of SAR Techs.

Once her time at CFSSAR came to an end, Tammy moved to Victoria to take a position at the Regional Cadet Support Unit. She retired from the RCAF in 2015 to become the Emergency Coordinator for the Richmond, BC Hospital for Health Emergency Management.

SAR Tech

Served 1990 to 2015

Holberg closed. 176
military & 58 civilians
relocated

1990

Gulf War. 18 personnel
from Comox deployed to
Persian Gulf

1991

1991

CFB Comox becomes
19 Wing Comox

1992

1993

SAR school moves
to 19 Wing

1993

1996

End of Cold War.
USSR collapsed

VU-33 disbanded.
Replaced by 414 Sqn.

19 AMS established to
provide operational support

2000s **Back to War**

Operation ECHO was Canada's contribution to enforce the NATO no-fly zone over the Balkans. In March 1999, Canadian fighter pilots engaged in their most intense combat operation since WWII, flying CF-18s against targets in Kosovo.

As part of the crew installing Canadarm2 on the International Space Station in April 2001, Colonel Chris Hadfield became the first Canadian to complete a spacewalk. The former CF-18 pilot floated freely for nearly 15 hours, orbiting ten times around the world.

Later that year, the pivotal moment of the decade took place; the September 11th terrorist attacks orchestrated by Al-Qaeda, resulting in the Global War on Terrorism and Canada taking rapid action.

Within hours, NORAD began Operation NOBLE EAGLE, which continues to this day. The mission focuses on homeland security by detecting, tracking, and taking appropriate action against suspect air traffic. 19 Wing is part of this operation as a NORAD Forward Operating Location.

407 Squadron patrolled the Persian Gulf and Arabian Sea as part of Operation APOLLO; Canada's contribution in the US-led war effort, with the mission of intercepting vessels carrying possible insurgents and supplies to Al-Qaeda's terror networks.

In 2002, 442 Squadron retired the CH-113 Labrador helicopter and began flying the CH-149 Cormorant.

The Canadian battle group in Afghanistan deployed to Kandahar in 2005, where its successes against the Taliban came with the high cost of sacrifice in a steady stream of military funerals.

That same year and closer to home, Operation UNISON was launched to render assistance to areas of the southern United States devastated by Hurricane Katrina.



Brigadier General Frederick Bigelow

Fred's 34-year career with the RCAF was one that almost never happened. Canadian Armed Forces recruiters rejected his first application citing uninspiring grades along with a less than favourable attitude to the military. He continued his career path undaunted and the following year was accepted at Royal Roads Military College to complete a degree in Physics and Oceanography. After earning his wings, he was selected to be a jet instructor in Moose Jaw and in 1988 served with 407 Squadron in Comox. He was appointed as 407 Squadron CO and led the Persian Gulf Long Range Patrol Task Force in 2003. He served as 19 Wing Commander from 2007 to 2009. After working various domestic jobs across Canada, Fred retired from the CAF to become the CEO of Comox Valley Airport (YQQ).

Through his work at YQQ and in the larger community, Fred's dedication was made evident. His efforts bolstered the airport's functionality and have left the facility strong and prepared for its future. His untimely passing in August of 2020 has left the Valley without a key member of its community and he will be remembered for his efforts and dedication to those around him.

Pilot

Served 1978 to 2012

9/11 War on Terror
Combat starts in
Afghanistan

2001

407 Sqn active in Afghanistan
supporting Op APOLLO

414 Sqn disbanded

2002

2002

Cormorant replaces
Labrador (442 Sqn)

19 Wings first HonCol
is Iona Campagnolo,
Lt Governor of BC

2002

2004

407 Sqn active in Afghanistan
supporting Op ATHENA

Celebration of Centennial
of Flight in Canada

2009

2009

2010s

RETURN OF THE RCAF!

From 2003 to 2011, many 19 Wing personnel served in Afghanistan as a part of Operation ATHENA, Canada's contribution to the International Security Assistance Force (ISAF) and largest deployment since WWII. It was the longest combat mission in Canadian history, with over 40,000 service members rotationally deployed over the course of the operation.

Operation PODIUM was the CAF contribution to the RCMP Integrated Security Unit for the 2010 Olympic and Paralympic Games in Vancouver. CF-18s were stationed at 19 Wing to provide protection over Olympic venues, while naval forces kept watch on the southern coast of mainland BC.

In 2011, Operation MOBILE was part of a greater NATO effort in the skies over Libya, enforcing a no-fly zone to prevent elements of the Libyan People's Air Force loyal to Muammar Gaddafi from launching airstrikes on Arab Spring protestors. The operation ended ten days after Libya's "Brotherly Leader and Guide" was assassinated by NATO-backed rebels.

That same year, a most welcome and important change occurred when the Royal Canadian Air Force made its return, no longer being referred to as Air Command. Changes in uniform and rank insignia followed to more reflect RCAF heritage over what was imposed by Unification.

In 2014, the RCAF engaged in Operation IMPACT, a military intervention to defeat the Islamic State of Iraq and Syria (ISIS). The mission entailed overland surveillance patrols carried out by Auroras and CF-18 strikes against enemy insurgents and positions.

Being renowned as the RCAF's highest scoring fighter squadron in WWII, 418 Search and Rescue Operational Training Squadron was reformed in 2019. Assigned to 19 Wing as part of the new SAR Centre of Excellence, the squadron is currently tasked with preparing aircrew and support personnel for the operation of the CC-295 Kingfisher.





Sergeant Robin Richardson

Seeking a challenge and a university education, Robin joined the CAF in 1995, and headed off to RMC where he earned a B.Eng and a commission as an Infantry Officer in the PPCLI. While serving with 2nd Battalion in Winnipeg, he deployed twice to Yugoslavia with NATO. The draw of the west and mountains was strong for Robin, so he requested a posting to Vancouver to be the full time staff officer for the Royal Westminster Regiment.

In 2008, Robin charted a new career path as the first Officer to resign a commission to become a SAR Tech. His first posting was to 435 Squadron, which had special meaning as his grandfather, Derek Salter, had served with the Chinthes in Burma. Robin and two other SAR Techs were awarded the Star of Courage for a parachute rescue of a young Inuit hunter stranded on broken ice in Hudson Bay. Robin also received a Chief of Defense Staff commendation for providing medical care to a fellow SAR Tech who was seriously injured in an ice climbing fall during training. Robin retired from the CAF after 20 years to re-establish roots in BC.

SAR Tech
Served 1995 to 2015

407 Sqn conducted ISR operations over Libya

2011

End of Second Gulf War

Reinstatement of RCAF replacing designation Air Command

2011

435 Sqn assigned to 19 Wing

2014

End of Canadian role in Afghanistan

2019

19 Wing today: The Flightpath Forward

As part of the Canadian Armed Forces, today's RCAF is dedicated to the full spectrum of operations, engaging in domestic security, search and rescue, humanitarian aid, crisis assistance and combat operations.

The RCAF, in partnership with the United States, protects the skies over North America as part of its NORAD commitments.

It contributes to global peace and security while embracing an adaptive culture, leading-edge technologies, and innovative capabilities. The modern RCAF thrives in complex and dynamic

settings with over 100 available career paths. Rooted in the military motto, "*Mission*

First, People Always," 19 Wing remains resolute in fully supporting its serving members and their families, fostering community resilience and cohesion. The skills 19 Wing seeks to develop are both technical and intellectual, including leadership and critical-thinking abilities that make the most of a diversity that is the foundation of tomorrow's RCAF.

As 19 Wing moves with the RCAF into the second century of service, it carries on the mission of executing surveillance, search and rescue, and air mobility operations. Projects that will boost 19 Wing's effectiveness continue, such as the Remotely Piloted Aircraft System (RPAS), the CH-149 Cormorant Mid-Life Upgrade, the CP-140 Aurora fleet modernization and life extension, and the Search and Rescue Centre of Excellence.

Rising to the challenge in all aspects of operational effectiveness 19 Wing squadrons encapsulate the RCAF motto *Per Ardua ad Astra* (*Through Adversity to the Stars*).

407 Squadron ***To Hold on High***

The mission of 407 Long Range Patrol Squadron is the surveillance of Canadian territorial waters, both on and under the surface. Its personnel and aircraft have played pivotal roles in operations all over the world, from Afghanistan to the Caribbean. At any given time, the Squadron can be found serving with Canada's allies on maritime surveillance, long range patrols, and anti-submarine warfare. 407 Squadron works in partnership with the United States Navy and Air Force in training submarine commanders, conducting joint exercises, and sharing best practices.

418 Squadron

Piyautailili (Defend even unto death)

Reformed in March of 2019, 418 Squadron is a search and rescue operational training squadron delivering aircrew and maintenance technician training, manuals and instructions for the CC-295 Kingfisher, Canada's newest fixed-wing search and rescue aircraft, and the CH-149 Cormorant. Through the use of simulators and specialised training methods 418 Squadron is integral to the Search and Rescue Centre of Excellence at 19 Wing.

435 Squadron

Certi Provehendi ***(Determined on Delivery)***

The mission of 435 Transport and Rescue Squadron is to conduct air mobility and search and rescue operations. In addition, 435 Sqn is the only RCAF squadron equipped and trained for air-to-air refuelling of fighter aircraft in support of operational and training activities at home and abroad. Since the retirement of the CC-115 Buffalo in early 2022, the CC-130 Hercules aircraft and crews of 435 squadron have been providing the fixed wing SAR capabilities for 442 Squadron while it awaits the full operational capability of the CC-295 Kingfisher.

442 Squadron

Un Dieu, Une Reine, Un Coeur
(One god, one queen, one heart)

The primary role of 442 Transport and Rescue Squadron is the provision of aviation resources in support of the Joint Rescue Coordination Center (JRCC) Victoria. The assigned area of responsibility consists of approximately 920,000 square kilometers of the mainly mountainous terrain of Yukon and British Columbia, plus 560,000 square kilometers of the Pacific Ocean extending to approximately 600 nautical miles offshore, including over 27,000 kilometers of rugged British Columbia coastline.

During the November 2021 heavy flooding and landslide disaster in the Fraser Valley, 442 Squadron was crucial to the emergency mass evacuation effort. Deploying three CH-149 Cormorant helicopters, and a CC-115 Buffalo, the crews landed in gale-force winds and torrential rain to evacuate 311 people, 26 dogs and a cat. Full search and rescue crews were in the area within two hours of the initial distress call. For its actions, the squadron was recognized with the Barry Marsden Memorial Award.

19 Air Maintenance Squadron (19 AMS)

Superbia et Excellentia (Pride and Excellence)

19 AMS delivers essential maintenance support to meet operational requirements at 19 Wing, providing quality products, services and workmanship through effective leadership and technical expertise.

Consisting of approximately 70 personnel, 19 AMS is the second-line maintenance support to ensure mission-ready aircraft for 407 and 442 Squadrons at home and abroad. The Squadron is also responsible for fleet management services of SAR aircraft. In addition, select support services are provided to 443 Squadron at Patricia Bay.

19 Operational Support Squadron (19 OSS)

Excellence in Operations

19 OSS is the operational support to 19 Wing in its NORAD, long range patrol, and search and rescue commitments. On behalf of the Wing Commander, the squadron controls all military and civilian flying in Comox through the Wing Operations Centre and Air Traffic Control Tower. The coordination of 19 Wing's emergency and crisis response falls within the duties of 19 OSS, along with intelligence, communications, and technical support for CFB Comox.

19 Mission Support Squadron (MSS)

Support the Pack

19 MSS provides engineering and logistical support to all 19 Wing units and operations, being organized into several distinct sections, each with a specific purpose:

Wing Transport provides ground transportation services and support to Wing units and operations. Responsibilities include construction support, FOD control, snow and ice removal, freight and transit, mail and ration delivery, fleet management, aircraft refueling, and road safety.

Wing Supply is responsible for the procurement of required goods, issue of clothing, provision of materiel, and contract support to 19 Wing and other supported units. All clothing and materiel are managed for serviceability, being repaired or disposed of accordingly.

Wing Food Services runs the combined mess to provide feeding for Wing personnel during regular meal hours, supports all flight meal requirements, and caters to several non-19 Wing units.

Wing Environment provides services and guidance to 19 Wing on environmental protection, as well as the care, use, and disposal of hazardous materials. Their mission is to ensure regulation compliance and to minimize the impact from military activities to a standard above that required by law.

Wing Traffic provides processing of passengers, baggage, and freight that originates, comes through or terminates at 19 Wing. Also responsible for providing 24/7/365 materiel support for SAR operations.

Wing Royal Canadian Electrical Mechanical Engineering (RCEME)

provides repair and maintenance services on all land vehicles and equipment, aircraft maintenance support equipment, firearms, and many other forms of materiel at 19 Wing.

191 Construction Engineering Flight (CEF) consists of highly skilled trades people in the many fields required for putting up buildings and infrastructure (carpentry, plumbing, electrical, etc). While unit members are frequently deployed all over the world in support of CAF operations and exercises, they are also extensively involved in construction projects at 19 Wing.

195 Aircraft Rescue Fire Fighting (ARFF)

provides 24/7/365 emergency response to 19 Wing and the military residential housing area. In addition, crews can be called upon to assist their civilian counterparts in neighbouring communities of the Comox Valley.



The Deputy Wing Commander branch plays a pivotal role in providing comprehensive administration and support services to personnel and families affiliated with 19 Wing. With a focus on enhancing morale and welfare, our dedicated team ensures the well-being of military members, Department of National Defence (DND), Non-Public Funds (NPF) employees, and their loved ones. We strive for continuous improvement and aim to exceed expectations in all facets of our operations.

Deputy Wing Commander Executive Staff

This team comprises the Deputy Wing Commander, Chief Warrant Officer, Senior Human Resource Manager, Human Resources Coordinator, and Admin and Financial Assistant. Together, they provide leadership and strategic direction to the branch.

Wing Personnel Administration

Responsible for all human resources administration and services, this section manages pay and allowances, personnel records, taskings, and conflict resolution. It also oversees Central Registry and information management.

Wing Accommodations

Ensures comfortable and appropriate housing for Wing personnel.

Wing Building Services

Manages facilities and infrastructure to support operational needs.

Wing Coordinator Official Languages

Facilitates official language services and compliance.

Wing Personnel Selection Office

Handles personnel selection processes and procedures.

Personnel Support Program (PSP)

Offers a wide range of services and amenities to enhance the well-being and quality of life of Wing members and their families. This includes messes, fitness, sports, recreation facilities, and special interest clubs.

Chaplains

Provides multi-faith spiritual support and guidance to Wing personnel and their families.

Air Reserve Flight

Supports the integration and operations of the Air Reserve component within 19 Wing.

Wing Comptroller

Manages financial resources and provides support for budgeting, resource analysis, compliance, and financial administration.

Wing General Safety

Ensures a safe working environment through comprehensive safety programs and initiatives.



Comox Air Force Museum

Preserves and highlights the rich history and heritage of the Royal Canadian Air Force on the west coast of Canada.

Comox Military Family Resource Centre

Offers a range of programs and services to support military families and enhance their quality of life.

Canadian Forces Housing Agency (CFHA)

Canadian Forces Housing Agency (CFHA): Administers housing services and accommodations for military personnel and their families.

Service Income Security Insurance Plan (SISIP)

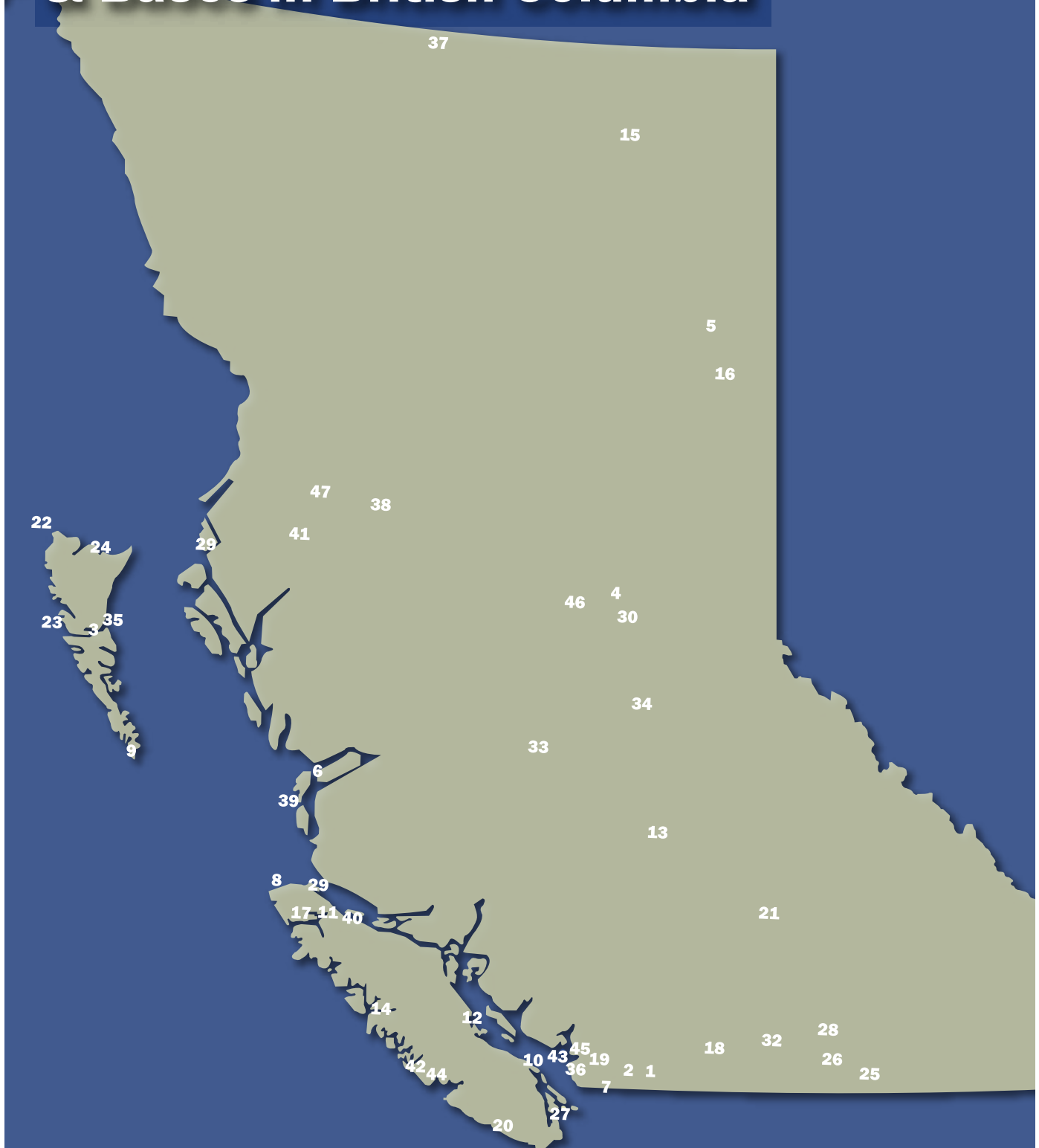
Provides insurance and financial services tailored to the needs of military personnel.

Canadian Forces Exchange System (CANEX)

Offers retail services and products to military personnel and their families, contributing to their well-being and quality of life.



RCAF Stations, Aerodromes & Bases in British Columbia



1. RCAF Station Abbotsford

1943 – 1945

No 24 Elementary Flying Training School

No 5 Operational Training Unit Detachment

2. Naval Radio Station Aldergrove

1942 – Current

192 Construction Engineer Flight

In December 1942, the Royal Canadian Navy established a wireless telegraph broadcast station in Matsqui, BC.

The following November, a wireless telegraph receiver station was established in Aldergrove, BC. These stations served to meet the regional needs of the RCN during WWII.

3. RCAF Station Alliford Bay

1940 – 1945

No 6 Bomber Reconnaissance Sqn

No 7 Bomber Reconnaissance Sqn

No 9 Bomber Reconnaissance Sqn

4. Canadian Forces Station Baldy Hughes

1953 – 1988

918th Aircraft Control and Warning Sqn (USAF)

No 54 Aircraft Control & Warning Sqn

5. RCAF Station Beaton River

1940 – 1945

Emergency Landing strip built as part of the Northwest Staging Route. It was part of a series of airstrips, airport and radio ranging stations built in Alberta, BC, Yukon and Alaska during WWII.

6. RCAF Station Bella Bella

1938 – 1944

No 9 Sqn Bomber Reconnaissance

7. RCAF Station Boundary Bay

1940 – 1946

No 8 Elementary Flying Training School

No 14 Fighter Sqn

No 18 Elementary Flying Training School

No 5 Operational Training Unit

No 132 Fighter Sqn

No 133 Fighter Sqn

8. RCAF Station Cape Scott

1942 – 1945

WWII Air Surveillance Station

No 10 Radio Unit

9. RCAF Station Cape St James

1943 – 1945

WWII Air Surveillance Station

No 28 Radio Unit

10. RCAF Station Cassidy

1942 – 1945

Supplementary Aerodrome

RCAF Glider pilot training

War-time emergency airfield

11. RCAF Station Coal Harbour

1940 – 1945

No 4 Bomber Reconnaissance Sqn

No 6 Bomber Reconnaissance Sqn

No 120 Bomber Reconnaissance Sqn

12. CFB Comox (19 Wing)

1943 – 1945 / 1952 – Present

No 6 Operational Training Unit

No 32 Transport Command Operational Training Unit

No 51 Aircraft Control and Warning Sqn

407 Bomber/Maritime Patrol Sqn

409 All Weather Fighter Interceptor Sqn

414 Combat Support Sqn

418 Search and Rescue Operational Training Sqn

435 Transport and Rescue Sqn

442 Transport and Rescue Sqn

VU 33 Utility Sqn

19 Air Maintenance Sqn

19 Mission Support Sqn

19 Operational Support Sqn

13. RCAF Station Dog Creek

1942 – 1945

War-time emergency airfield

Supplementary Aerodrome

14. RCAF Station Ferrer Point

1942 – 1945

No 11 Radio Unit

15. RCAF Station Fort Nelson

1942 – 1944

Supplementary Aerodrome

Built as part of the Northwest Staging

Route. It was part of a series of

airstrips, airport and radio ranging

stations built in Alberta, BC, Yukon and Alaska during WWII.

16. RCAF Station Fort St John

1942 – 1944

Supplementary Aerodrome

Built as part of the Northwest Staging

Route. It was part of a series of

airstrips, airport and radio ranging

stations built in Alberta, BC, Yukon and Alaska during WWII.

17. RCAF Station Holberg

1954 – 1991

Pinetree Radar Line, Early Warning

and Ground Control Intercept

501st Aircraft Control & Warning Sqn (USAF)

53rd Aircraft Control & Warning Sqn (USAF)

No 53 Radar Sqn (RCAF)

18. RCAF Station Hope

1942 – 1944

Supplementary Aerodrome

19. RCAF Station Jericho Beach

1924 – 1947

No 1 Operations Sqn

No 1 Photographic Detachment

No 4 Flying Boat Sqn

No 6 Torpedo Bomber Sqn,

No 6 Bomber Reconnaissance Sqn

No 3 Operational Training Unit

No 3 Repair Depot

20. RCAF Station Jordan River

1942 – 1945

During WWII a X-1 Detachment Low-

Flying Early Warning Radar

Microwave Early Warning/Ground

Control Intercept site was built

21. RCAF Station Kamloops

1958 – 1988

Pinetree Line Radar station

825th Aircraft Control & Warning Sqn (USAF)

No 56 Aircraft Control & Warning Sqn (RCAF)

RCAF Detachment Kamloops at Kamloops Airport

Supplementary Aerodrome

Built as part of the Northwest Staging

Route. It was part of a series of

airstrips, airport and radio ranging

stations built in Alberta, BC, Yukon, and Alaska during WWII.

22. RCAF Station Langara Island

1943 – 1945

WWII Air Surveillance Station

No 26 Radar Unit

23. RCAF Station Marble Island

1943 – 1945

WWII Air Surveillance Station

No 27 Radar Unit

24. RCAF Station Massett

1943 – 1997

Land-based Air Station

No 22 Staging Unit, 1943 – 1945

Naval Radio Station, 1943 – 1968

A high-frequency direction finding intercept station and relay station for ship-to-shore communications

CFS Station Masset, 1968 – 1997

In 1971 a Wullenweber AN/FRE-10 antenna was built as part of a larger shore-based HFDF system to locate and classify enemy ships.

CFS Leitrim Detachment Masset,

1997 – present Equipment is operated remotely from Leitrim

(Ottawa) for Signals Intelligence and Communications Security

25. RCAF Station Midway

1942 – 1945

Supplementary Aerodrome

War-time emergency airfield

26. RCAF Station Oliver

1942 – 1945

Supplementary Aerodrome

War-time emergency airfield

27. RCAF Station Patricia Bay

1940 – Present

No 3 Operational Training Unit,

No 6 Sqn, Torpedo Bomber

No 8 Transport

No 13 Operational Training Unit,

Reformed as Photographic Flight 1943

No 32 Operational Training Unit

No 111 Fighter Sqn

No 115 Fighter Sqn

No 120 Bomber Sqn

No 122 Composite Sqn

No 132 Fighter Sqn

No 133 Fighter Sqn

No 135 Fighter Sqn

No 149 Bomber Torpedo Sqn

No 163 Army Co-operation

No 163 Fighter

Detachment of the Royal Norwegian

Naval Air Force - *Seaplane training 1941*

No 7 Radio Unit

28. RCAF Station Penticton

1942 – 1945

Supplementary Aerodrome

War-time emergency airfield

29. RCAF Station Port Hardy

1942 – 1945

No 8 Bomber Reconnaissance Sqn

No 21 Staging Unit, 1944 – 1945

30. RCAF Station Prince George

1942 – 1945

Supplementary Aerodrome

Built as part of the Northwest Staging

Route. It was part of a series of airstrips, airport and radio ranging stations built in Alberta, BC, Yukon, and Alaska during WWII.

Air Transport Command, Eleventh Air

Force, 1452nd AAF Base unit (USAF)

1942–1945

31. RCAF Station Prince Rupert

1941 – 1945

No 7 Bomber Reconnaissance Sqn

32. RCAF Station Princeton

1942 – 1945

Supplementary Aerodrome

War-time emergency airfield

33. RCAF Station Puntzi Mt

1952 – 1966

Pinetree Line radar Station

917th Aircraft Control & Warning Sqn (USAF), 1952 – 1962

55th Aircraft Control & Warning Sqn (RCAF), 1962 – 1966

Emergency airstrip for *CF-100 Canuck* aircraft and *DeHavilland DHC-3 Otter* aircraft assigned to support.**34. RCAF Station Quesnel**

1942 – 1945

Supplementary Aerodrome

Built as part of the Northwest Staging

Route. It was part of a series of airstrips, airport and radio ranging stations built in Alberta, BC, Yukon, and Alaska during WWII.

No 13 Staging Unit

35. RCAF Station Sandspit

1944 – 1946

Supplementary Aerodrome

No 23 Staging Unit

36. RCAF Station Sea Island (YVR)

1940 – 1964

No 8 Elementary Flying Training School

No 8 Radio Unit

No 11 Bomber Reconnaissance Sqn No 14 Fighter Sqn

No 22 Repair Depot

No 121 Composite Unit

No 123 Rescue Flight

No 132 Fighter Sqn

No 133 Fighter Sqn

No 147 Bomber Reconnaissance Sqn

No 160 Bomber Reconnaissance Sqn

No 163 Photographic

No 166 Western Air Command

Transport 442 Auxiliary Fighter Sqn

37. RCAF Station Smith River

1945 – 1956

RCAF Detachment operating a Radio

Range and Met Office

Supplementary Aerodrome

38. RCAF Station Smithers

1941 – 1945

Supplementary Airport

No 17 Staging Unit

Used as a storage & maintenance

depot, training station and refueling

39. RCAF Station Spider Island

1943 – 1945

WWII Air Surveillance Station

No 9 Radar Unit

40. RCAF Station Telegraph Cove

1940 – 1945

No 9 Construction and Maintenance

Unit Tasked with providing Lumber

for building the airport in Port Hardy

80km north.

41. RCAF Station Terrace

1942 – 1944

Opened in 1943, the station was an

aircraft ferry station and part of the

coastal defence network.

No 149 Torpedo Bomber

42. RCAF Station Tofino

1941 – 1944

No 4 Bomber Reconnaissance Sqn

No 115 Bomber Reconnaissance Sqn

No 132 Fighter Sqn

No 133 Fighter Sqn

No 147 Bomber Reconnaissance Sqn

No 33 Radio Unit – Microwave Early

Warning/Ground Control Intercept

Radar

No 52 Aircraft Control & Warning

Squadron: Pinetree Line, 1955 –

1958

43. RCAF Station University of BC

1941 – 1945

Radio Mechanics Detachment

No 6 (U of BC) Sqn

No 4 Pre-Aircrew Educational

Detachment

44. RCAF Station Ucluelet

1939 – 1944

Flying Boat Station

No 4 Bomber Reconnaissance Sqn

No 6 Bomber Reconnaissance Sqn

45. RCAF Station Vancouver

1937 – 1946

No 6 Release Center

No 3 Repair Depot

46. RCAF Station Vanderhoof

1942 – 1945

Supplementary Airport, Emergency
Airfield between Smithers, and
Prince George No 14 Staging Unit

47. RCAF Station Woodcock

1942 – 1945

Supplementary Airport
Emergency Airfield between
Smithers, and Terrace
No 15 Staging Unit



Aircraft flown by the RCAF in British Columbia

Curtiss HS-2L Flying Boat
1920 – 1928

Canadian Vickers Vedette
1925 – 1941

Armstrong Whitworth Atlas
1927 – 1942

Blackburn Shark III
1936 – 1944

Northrop Delta
1936 – 1945

Supermarine Stranraer
1937 – 1946

DeHavilland D.H. 82C Tiger Moth
1938 – 1948

Grumman G-21 Goose
1938 – 1956

Beech D185 Expeditor
1939 – 1968

North American Harvard Mk 4
1939 – 1965

Lockheed Hudson I
1939 – 1948

Hawker Hurricane Mk IIB
1939 – 1948

Bristol Bolingbroke
1939 – 1947

Avro Anson
1940 – 1947

Noorduyn Norseman Mk 4
1940 – 1957

Handley Page Hampden
1941 – 1944

Cessna T-50 Crane
1941 – 1959

Bristol Beaufort
1941 – 1944

Consolidated Canso
1941 – 1962

Consolidated Catalina Mk IB
1941 – 1962

Curtiss P-40 Kitty Hawk
1941 – 1946

Fairchild Cornell
1942 – 1945

Lockheed Ventura
1942 – 1957

North American P-51 Mustang Mk I
1942 – 1961

North American B-25 Mitchell
1942 – 1963

Consolidated B-24 Liberator
1943 – 1948

Douglas C-47 Dakota
1943 – 1989

DeHavilland D.H.98 Mosquito
1943 – 1951

Avro Lancaster Mk X
1944 – 1965

DeHavilland D.H. 100 Vampire F Mk III
1946 – 1958

Canadair F-86 Sabre Mk VI
1950 – 1964

Avro CF-100 Canuck
1951 – 1981

Canadair CT-133 Silverstar
1951 – 2005

DeHavilland DHC-3 Otter
1953 – 1982

Piasecki/Vertol H-21
1954 – 1972

Lockheed P2V-7 Neptune
1955 – 1969

Grumman Tracker CP-121
1956 – 1990

Canadair CP-107 Argus
1957 – 1982

Grumman SA-16A Albatross
1960 – 1970

Lockheed CC-130 Hercules
1961 – Present

McDonnell CF-101B Voodoo
1961 – 1987

Boeing Vertol CH-113/
113A Labrador
1963 – 2003

Sikorsky CH-124 Sea King
1963 – 2018

DeHavilland CC-115 Buffalo
1967 – 2022

Lockheed CP-140 Aurora
1980 – Present

Augusta Westland
CH-149 Cormorant
2000 – Present

Sikorsky CH-148 Cyclone
2020 – Present

Airbus CC-295 Kingfisher
2020 – Present



Curtiss HS-2L Flying Boat
1920 – 1928
CANAV Books/Ron E. Lowry



Airbus CC-295 Kingfisher
2020 – Present