

R.C.A.F. One and Pluto



From 1879 until 1982, July 1st was an official public holiday for all Canadians called “Dominion Day.” Liberal Prime Minister Pierre Trudeau wanted this changed and his Bill passed on 9 July 1982, officially name changing [British] Dominion Day to Canada Day.

On 1 July 1944, Canadians were in their fourth full-year of world war and their flag, [shown above] the Red Ensign, was a proud symbol which represented our fighting Canadian Armed Forces. As Canadians celebrated “Dominion Day” they were also reminded their distinctive Canadian Flag, shown being raised by the arms of Army, Navy and Air Force members, was also Canada’s Invasion Battle Flag. D-Day, the invasion of France [6 June 1944] had just taken place and over thirty thousand Canadians had already given their lives, with this flag adorning their vehicles of war.

This Canadian Red Ensign emerged as an informal flag which represented Canada in the early 1870s. The flag was flown at sea and on land, appearing with the coat of arms of the Canadian provinces until 1922. It became a strong symbol for Canada during WWII and in 1945, an order in council named the Canadian Red Ensign as the ‘distinctive Canadian flag’ to fly on government buildings. The flag was never formally adopted as the “Canadian National Flag” and Liberal Prime Minister Lester Pearson made the new Red Maple Leaf the official Canadian Flag on 28 January 1965. In 2007, the Red Ensign was formally recognized by the government as a “National Symbol of Canada” mostly to honour the tens of thousands who died fighting for this first strong original British/French “Canadian symbol.”



This is an RCAF photo taken at RCAF Rockcliffe, Ontario, 24 July 1945. The newly painted [second set of markings] aircraft RCAF Liberator #574, was the first V.I.P. transport aircraft converted for Canadian Prime Minister Mackenzie King, named “The Silver Saloon” by Senior RCAF Officers and “The Hangar Queen” [14 March 45 - Daily Diary] by the ground crew who converted this American bomber. After 24 July 1945, this Liberator flew with both the Red Ensign on her nose plus a Red Maple Leaf on a blue roundel fuselage marking. The Port nose also carried rare nose art painting of Walt Disney’s Pluto pulling a Stage Coach, [unofficial] insignia of RCAF No. 12 Communications Squadron. This rare one-of-kind RCAF Transport aircraft carried two different sets of markings, [26 February 1945 until 1948] which is still very confusing to some Canadian historians and aviation model builders.



William Lyon Mackenzie was the tenth prime minister of Canada, leading the Liberal government from 1921 to June 1926, September 1926 until 1930 and again from 1935 to 1948. He became the longest serving P.M. governing Canada for 7,800 days.

On 6 December 1940, his government passed the Canadian War Exchange Act, which banned certain 'non-essential' items from being imported into Canada. This included American comic books which controlled the Canadian market, and now American hero's only appeared in comic supplements of Canadian printed newspapers.

In 1940, The United States of America remained a determinedly isolationist nation and did not see the World War or Hitler as their problem to solve. American comic book publishers took another view and began to print special "True" comics involving Canadians at war and world leader's involved in WWII fighting Nazi Germany. The leading American pulp comic publisher became Parent's Magazine Press which was printed in Chicago, Ill., with head office in New York City, on Vanderbilt Ave. Today [2023] over one hundred of these American WWII TRUE comics can be read free online and many issues preserved our WWII Canadian past in different stories.



Issue #12 was published in May 1942 and this contained the full color comic Biography of Mackenzie King of Canada. It is believed he never read this issue, as it could not be sold in Canada.

KING of CANADA

MACKENZIE KING, PRIME
MINISTER OF CANADA,
HEADS UNCLE SAM'S
NEAREST NEIGHBOR
NATION TO THE NORTH

HE WAS BORN IN CANADA IN 1874
IN A TOWN CALLED, STRANGELY
ENOUGH, BERLIN, AND WAS GOOD
AT SPORTS, ESPECIALLY SOCCER.



ON GRADUATING AT TORONTO UNIVERSITY,
HE STUDIED AT CHICAGO, WHERE --

LET ME LIVE HERE AND HELP YOU
HELP THE POOR, MISS ADDAMS.

YOU HAVE A KIND
HEART, YOUNG MAN.



HARVARD AWARDED HIM A FELLOWSHIP TO STUDY ABROAD.



WHY DON'T YOU RELAX AND HAVE SOME FUN LIKE THE OTHERS?

I AM

BACK HOME AGAIN, CANADA MADE HIM MINISTER OF LABOR.



WE WON'T STAND FOR IT. WE'LL STRIKE, MR. KING

WHAT'S THE USE? IT'S THE SAME OLD STORY.

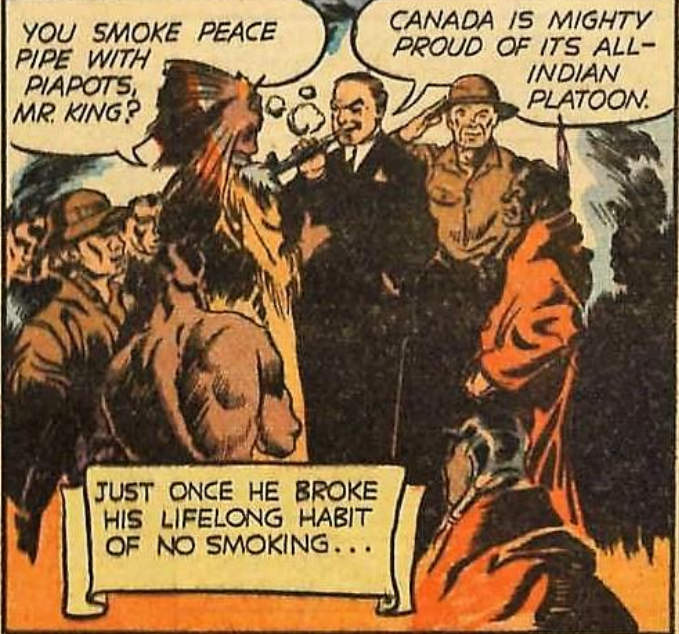
NOW, FELLOWS, THERE ARE TWO SIDES TO EVERY QUESTION.

HE MADE PEACE BETWEEN COAL MINERS AND MINE OWNERS.



PRIVATE RIGHTS CEASE WHEN THEY BECOME PUBLIC WRONGS!

WE'LL STICK TO OUR BARGAIN IF THE MEN DO.



YOU SMOKE PEACE PIPE WITH PIAPOTS, MR. KING?

CANADA IS MIGHTY PROUD OF ITS ALL-INDIAN PLATOON.

JUST ONCE HE BROKE HIS LIFELONG HABIT OF NO SMOKING...

IN 1922...



HURRAH FOR MACKENZIE KING! HE'LL MAKE A SWELL PRIME MINISTER.

AND FOR MOST OF THE NEXT 20 YEARS HE REMAINED PREMIER.

ROOSEVELT AND KING BECAME FIRM FRIENDS.

THE U.S. WILL NOT STAND IDLY BY IF EVER CANADA IS THREATENED, MACKENZIE.

NOR WILL WE LET ANYONE CROSS CANADIAN SOIL TO ATTACK THE U.S.

 A panel showing two men, Franklin D. Roosevelt and Winston Churchill, sitting in a car. Roosevelt is on the left, wearing glasses and a suit, pointing towards Churchill. Churchill is on the right, also in a suit, looking back at Roosevelt. The background shows a cityscape with a large dome, likely the U.S. Capitol.

PRIME MINISTER KING WENT OVER TO KING GEORGE'S CORONATION.

I HAVE NO USE FOR ALL THIS SORT OF THING.

YOU MEAN POMP AND CEREMONY?

 A panel showing a busy outdoor scene, likely a coronation. In the foreground, a man in a brown coat is seen from behind, looking towards a crowd. In the background, there are many people, some on horseback, and a large building. The scene is filled with activity and people.

HE WAS COMPLETELY WON OVER BY THEIR MAJESTIES' DEMOCRACY.

THE KING TREATED ME AS IF I WERE A FAVORITE UNCLE.

 A panel showing a man in a top hat and suit, likely King George VI, surrounded by a crowd of people. The man is looking towards the crowd with a friendly expression. The crowd consists of men in suits and women in hats, all looking towards the King.

SINCE BRITAIN DECLARED WAR, KING HAS LED AN ALL-OUT AID-TO-BRITAIN EFFORT.

IF BRITAIN IS AT WAR, CANADA IS AT WAR, TOO.

 A panel showing a man in a grey suit, likely King George VI, standing in a room. He is looking out a window and holding a document. The room has a window with curtains and a chair. The man appears to be in a state of urgency or determination.

RUSH ALL AVAILABLE PLANES BEAVERBROOK

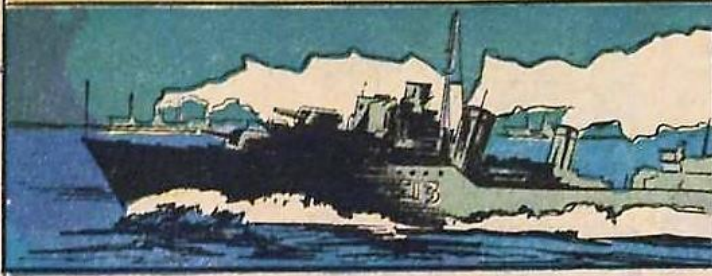
 A circular panel showing a man in a blue suit holding a sign. The sign reads "RUSH ALL AVAILABLE PLANES BEAVERBROOK". The man is looking at the sign with a serious expression. The background is a simple room with a framed picture on the wall.

THERE'S THE NOON WHISTLE.

WHO WANTS TO EAT! LET'S GET THIS BOAT FINISHED TO FINISH HITLER.

 A panel showing several men in yellow uniforms working on a large boat or ship. They are gathered around the boat, which is on a dry dock or in a shipyard. The men are looking towards the camera with a sense of urgency. The background shows the structure of the ship and the shipyard.

THE ROYAL CANADIAN NAVY CONVOYED THOUSANDS OF SHIPOLOADS OF FOOD AND VITAL SUPPLIES ACROSS THE ATLANTIC.



THERE WERE CANADIANS ON H.M.S. JERVIS BAY WHEN SHE WENT DOWN PROTECTING HER CONVOY.



EARLY IN 1941, A CANADIAN DESTROYER AIDED IN RESCUING 857 SURVIVORS OF THE TORPEDOED "ARANDORA STAR".



CATCH A HOLD ON THIS LIFELINE, BUDDY.



THE FISHERMEN'S RESERVE TOOK OVER THE DANGEROUS JOB OF MINE-SWEEPING.



THOUSANDS OF TROOPS WERE SAFELY CONVOYED TO BRITAIN...

THIS WILL BE THE LARGEST TROOP CONVOY EVER LANDED IN ENGLAND.

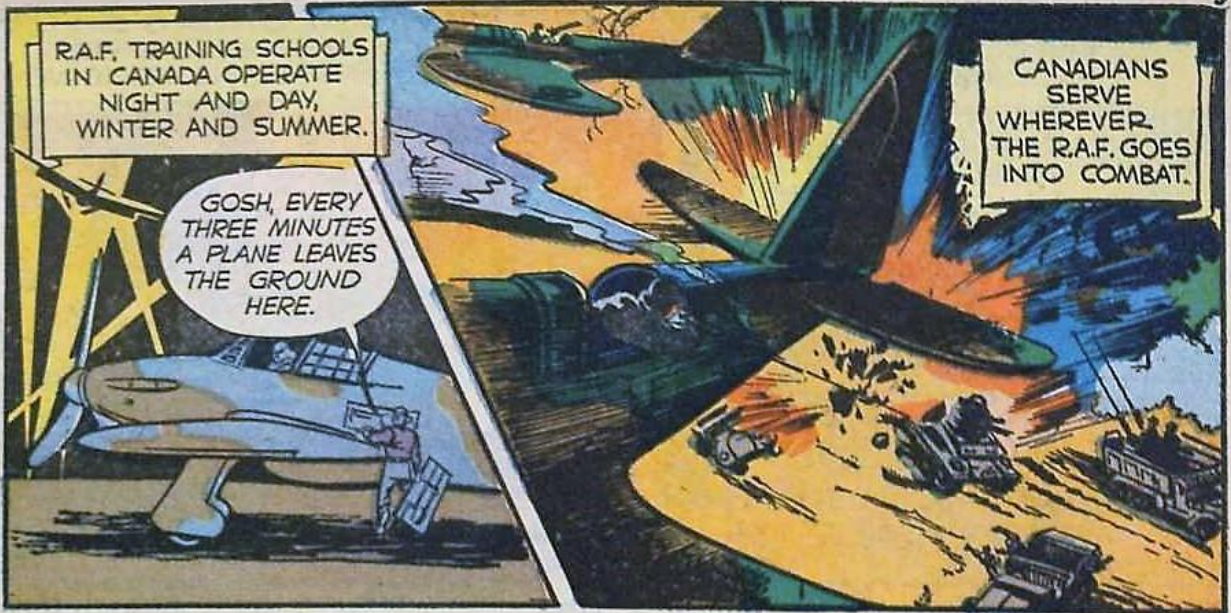


...TO STAND GUARD OVER THE WHITE CLIFFS OF DOVER.

I JUST WISH THE JERRIES WOULD TRY TO INVADE.

WE'D GIVE THEM A HOT TIME.





R.A.F. TRAINING SCHOOLS IN CANADA OPERATE NIGHT AND DAY, WINTER AND SUMMER.

CANADIANS SERVE WHEREVER THE R.A.F. GOES INTO COMBAT.

GOSH, EVERY THREE MINUTES A PLANE LEAVES THE GROUND HERE.



DUNKIRK... AN ALL-CANADIAN SQUADRON WAS THE LAST TO LEAVE FRANCE...



...AND GUARDED LONDON DURING THE SEPTEMBER BLITZ.

THAT'S 55 JERRIES WE'VE DOWNED IN SIX FIGHTS AND ONLY TWO OF OUR CHAPS LOST.



SCHOOLBOYS THROUGHOUT THE DOMINION ARE LEARNING TO BE PILOTS.

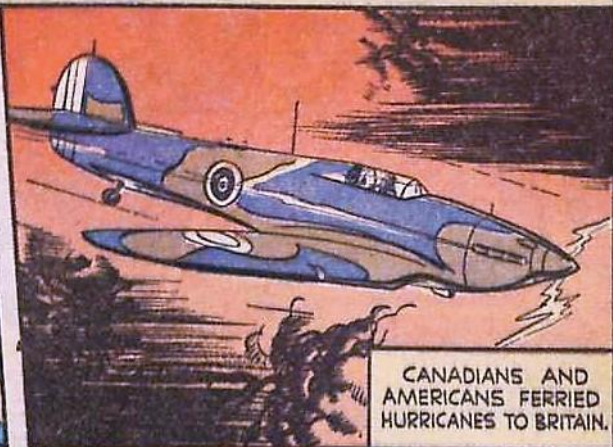


YOUNG VIKINGS TRAIN IN CANADA, TOO.

HOW DID YOU GET OUT OF NORWAY?

STOLE A FISHING SMACK.

BEFORE THE U.S. WENT TO WAR, 10,000 AMERICANS WHO COULDN'T WAIT JOINED THE CANADIAN ARMED FORCES.



**AND
WERE ALL
TOGETHER
NOW!**



The above original six pages may be purchased online for \$27.00 [U.S.].

William Mackenzie King is today viewed as one of Canada's top three Prime Ministers, head of the Liberal Party for twenty-nine years and leader of the country for almost twenty-two years. King retired from politics in 1948 and died from pneumonia two years later, on 22 July. He left behind one of Canada's greatest literary achievements, his 50,000-page diary, which amazed or shocked many historians, and left him with the moniker "Weird Willie." King's personality was most complex, he lacked charisma, was very cold and tactless in human relations, had very few close friends, never married, and loved his mother to the very end. [Diary – 8 January 1922] Told his mother - "You will be with me and I will be with you always." King was a devout Christian, a lifelong member of the Presbyterian Church, and he believed in a heaven and the afterlife. His occult interests were kept secret from Canadians during his long years in office and only became public after his death. Today his diary, [7,500,000 words] can be read online and readers can make their own decision on his communication with the spirits of the dead. King communed with many spirits, using séances, and paid mediums of fortune-tellers and palm readers, all recorded in his diaries. King claimed he communicated with Leonardo da Vinci, Wilfrid Laurie, his grandfather, his dead mother, and two of his dead dogs, Pat and Pat Two. In 1946, King made contact with the spirit of the late President Roosevelt and the two old-friends had many late-night chats. These many spiritualist experiences, combined with his other superstitions, [numbers, the shape of objects, clouds, and the hands of the clock] helped shape his thoughts and feelings in many different directions, and it's all online for today's experts to read and digest. [This might go on for another thousand years] King was the only Western Leader to travel to Germany [27 June to 1 July 1937] and meet with Adolf Hitler, and came away impressed with the German leader [a man crush] and positive he would not cause world problems. Historians today believe his intense belief in spirits distorted his understanding of Hitler until war was declared in 1939. [Diary 1937 – "The world well yet come to see a very great, mystic, in Hitler."

Some historians also believe King sought personal reassurance from the spirit world, helping him form Canadian wartime policies, which were amazingly effective and successful. Most historians admire his political skills and for moving Canada away from the British, with special attention to Canadian unity and the Canadian "Maple Leaf" symbol.

King also played an important part in Canadian Airline Commercial flying, forming Trans-Canada Airlines in 1937. On 5 May 1944, King became the first Canadian prime minister to fly transatlantic in a borrowed B-24 American Liberator VII, Consolidated C-87 Transport aircraft. The following year, he would fly in his own special constructed [American serial #44-10583] B-24J RCAF #574 transport called the "Silver Saloon" which also carried RCAF No. 12 Communication Squadron unofficial nose art of Walt Disney Pluto pulling a Stage Coach. It's also possible P. M. King talked with his pilot "Pluto" the flying dog, but that was never recorded in his diaries.

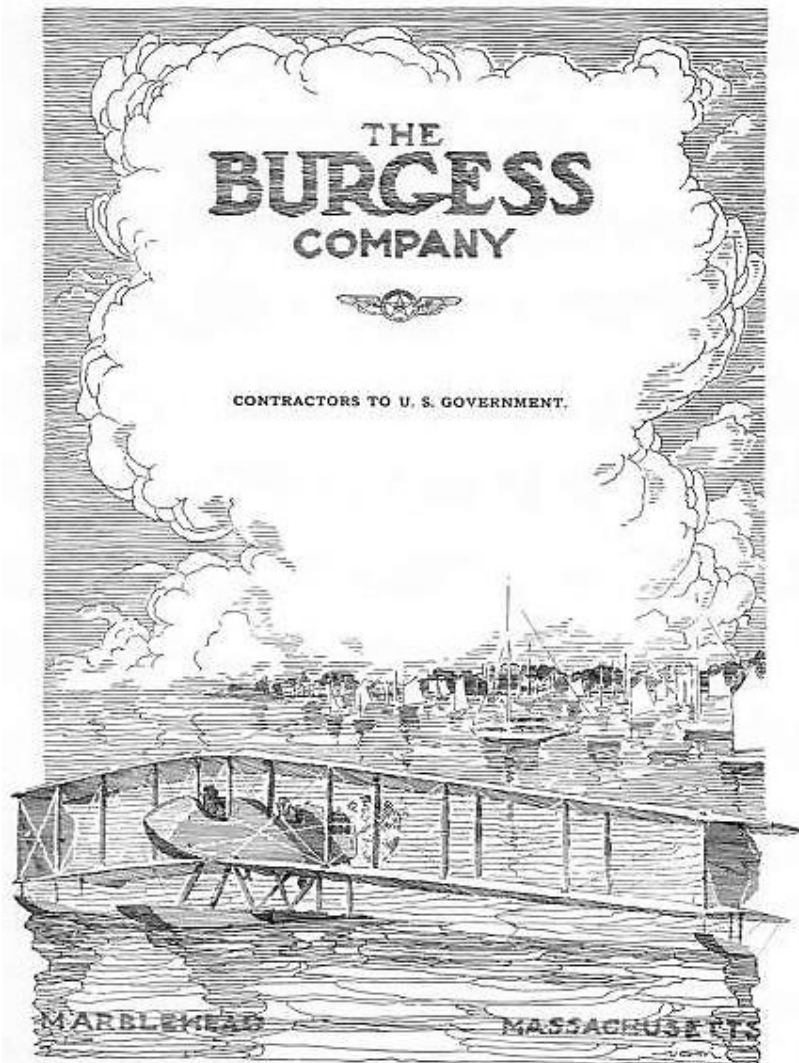


RCAF No. 12 Communication Squadron – Lost History

On 23 February 1909, J.A.D. McCurdy made the first aeroplane flight in Canada, flying the “Silver Dart” [fourth American built] a half-mile over the ice-covered surface of Baddeck Bay in Nova Scotia. Four more flights were completed the following day, recognized by the Royal Aero Club of the United Kingdom as the first heavier-than-air flights by a British subject in Canada. [British Army Aeroplane Cody #1 first flew on 16 October 1908] On 2 August 1909, McCurdy made four demonstration flights in the Silver Dart at Camp Petawawa, Ontario, [Canadian Army] in an attempt to interest the Department of Militia and Defence in the use of the aeroplane as a weapon of war. After his fourth flight, the aircraft was destroyed in a heavy landing and his second back-up aircraft “Baddeck No. 1” was assembled but crashed a few days later, on Friday the thirteenth of August 1909. The Army Camp [Petawawa] closed before the second aircraft could be repaired, and the short Canadian aircraft testing was over. The Canadian officials who witnessed the two crashes were not impressed and repeated efforts [1910-12] to have the department form an aviation section were just told – “no government funds are available.”

In 1919, the Canadian Government, Department of Public Information, [Ottawa] published a booklet giving the facts and figures of WWI Canadian Military Report. The first page stated – “In the spring of 1914, Canada, for practical purposes, had no Army. There was a permanent force of about 3,000 men, but no trained reserve, or militia.” “This lightly trained force was only organized for a defensive war on Canadian soil.” When Canada went to war with Germany, 4 August 1914, it had no trained pilots or aircraft in their permanent armed forces.

On 16 September 1914, Colonel Sam Hughes, the Canadian Minister of Militia and Defence, personally formed a Canadian Aviation Corps, with two officers, one aircraft mechanic and one American aircraft from the Burgess-Dunn Company in Massachusetts, USA. Shipped by train to Vermont, [to avoid American neutrality law] it was assembled, and flown to Quebec City by pilot Clifford Webster of the Burgess-Dune Company. The biplane was loaded on the S.S. Athenia on 1 October 1914, and shipped to the dock at Plymouth, England. Canada's first military combat aircraft never flew in England, as the new Canadian Aviation Corps only had three pilots and the Burgess-Dunn quickly deteriorated [rotted] in the wet English climate and was written off. This first [catch-up] attempt to form a Canadian Aviation Corps by the Minister of Militia and Defence ended in total failure. On 7 May 1915, the short lived [eight months] first Canadian Aviation Corps ceased to exist. The Canadian Burgess aircraft contained no known markings.



1915 ad from American Aviation Week magazine.



From the very beginning of World War One the two British air services, Royal Flying Corps [RFC] and Royal Naval Air Service [RNAS] both turned to Canada for a source of pilot recruits. This continued on 1 April 1918, when the two British air services were united and became the Royal Air Force. At first the British would only accept trained Canadian pilots, but there were few in the hundreds of young volunteers, and even fewer civilian schools in the rapidly expanding demand for Canadian trained pilots. [The American Curtiss School of Aviation at Toronto, "Hanlan's Point" trained 129 Canadian pilots at a cost of \$400 for 400 minutes 'seven hours' of flying, then they sailed for England]

On 18 January 1917, the Royal Flying Corps consulted with Canadian officials and agreed on an organization of three RFC Stations for training in Canada. In October 1917, the three were organized into a Training Brigade, RFC No. 42 Camp Borden, RFC No. 43 Deseronto and RFC No. 44 North Toronto. [In total seven schools were opened] The United States entered the war in April 1917, [with 135 aircraft on strength] and the British entered into a training scheme where early American aero squadrons and personnel would be trained in Canada in return for Royal Flying Corps training in snow-free Texas during the winters of 1917-18. In total eight American Aero Squadrons were trained by the Royal Flying Corps, 17th Aero, 22nd Aero, 27th Aero and 28th Aero Squadrons trained by British Flying Instructors in Canada and the 147th Aero, 77th Aero, 78th Aero and 79th Aero Squadrons were trained by British Flying Instructors at Kelly Field and Waco, Texas. On 11 November 1918, [Armistice signed] the RFC/RAF training organization in Canada had graduated 3,135 pilots [over 200 being Americans which is not included in total] 7,463 aircraft mechanics, with 130 pilots killed in training accidents.



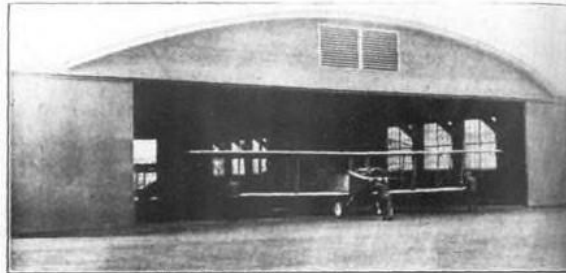
Copyright Royal Flying Corps

ROYAL FLYING CORPS FIELD



Copyright Royal Flying Corps

CADET MILITARY AVIATORS



Press Illustrating Service, Inc.

The pictures of Camp Borden and its personnel indicate the magnitude of the school in Canada.

The lower picture shows the fifteen hangars which show the officers' and cadets' quarters. The officers and enlisted men are shown in the hangars also shown.

These pictures bring out clearly the necessity to train even a few military aviators.

Recruiting for the Royal Flying Corps, who might be eligible can secure there all are being recruited, it is interesting to



Copyright Royal Flying Corps



CAMP BORDEN, CANADA



Press Illustrating Service, Inc.

placed through the courtesy of the Royal Flying
 one of several that have been established in
 nodating six airplanes. The upper picture
 on the side show the cadet aviators, while only
 A close view of one of the hangars and ma-
 mechanics and other camp personnel neces-
 on at 280 Broadway, New York, and those
 desired. While Canadians and English subjects
 of the officers and men are Americans.



Copyright Royal Flying Corps

CADET MILITARY AVIATORS





With seventeen aircraft hangars, RFC/RAF Camp Borden became the largest airport in Canada.

Curtiss

“ THE OPEN BOOK ”
Curtiss Achievements *The Great War*

- 1—The design and construction of the fastest fighting airplane ever flown. Official Government records credit this triplane, which was built for the U. S. Navy, known as model 18-T, with 160 miles per hour, carrying full military load, pilot and passenger. This is 15 miles per hour faster than any speed ever claimed for an airplane, a truly epoch-making achievement, made possible by the development of our new model K motor.
- 2—The design and construction for the Navy of the largest flying boats in the world, colossal crafts capable of carrying five tons useful load. It was one of these boats that recently carried fifty passengers.
- 3—The design and construction for the U. S. Navy of the fastest and most efficient seaplane in service anywhere. This craft, which is known as the Curtiss model H-A, with Liberty motor, made an official speed of 126 miles per hour with full military load, armament, ammunition, pilot and passenger.

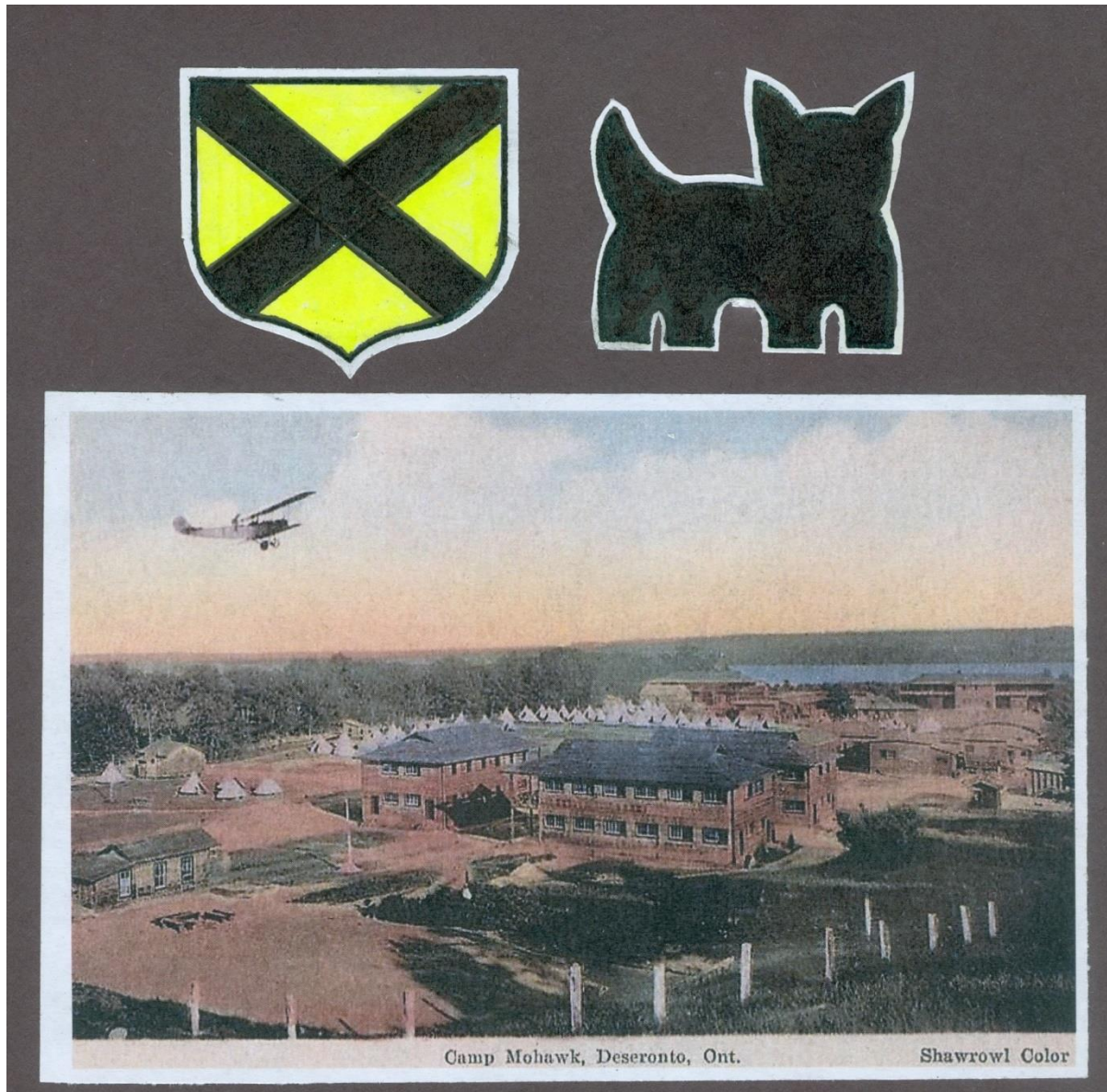
The Curtiss Engineering Corporation is today the center of aeronautical activity. Its activities, instead of being decreased, will be increased by the coming of peace. Glenn H. Curtiss and his engineers have been busy in developing research laboratories, wind tunnels and shops in perfecting designs and carrying forward the production of suitable commercial types. Aircraft designed for sportsman's use, mail carrying and other peace-time purposes are already available, and are as superior in design, workmanship and performance as the military planes have proved themselves to be.

CURTISS ENGINEERING CORPORATION, GARDEN CITY, L. I.

-The development and construction on a large scale of the Curtiss OXX motors, and the J-N-4 training planes, which were used almost exclusively by the United States and Canada and largely in England for the training of American and British aviators. The training of over seven-tenths of the original land and marine flying pilots, most of whom entered the service and formed the nucleus of the United States Aerial Training Forces.

Between 1917-1918, 1,288 Curtiss JN-4C [Canuck] aircraft were manufactured in the factory of Canadian Aeroplanes Ltd. at Toronto, Ontario. These RFC/RAF aircraft trainers had a control stick, [American model had a wheel] ailerons on the lower wings and a new designed stronger tail with fabric on metal tubing. The Canadian RFC trainer aircraft was designated – “Canuck.”

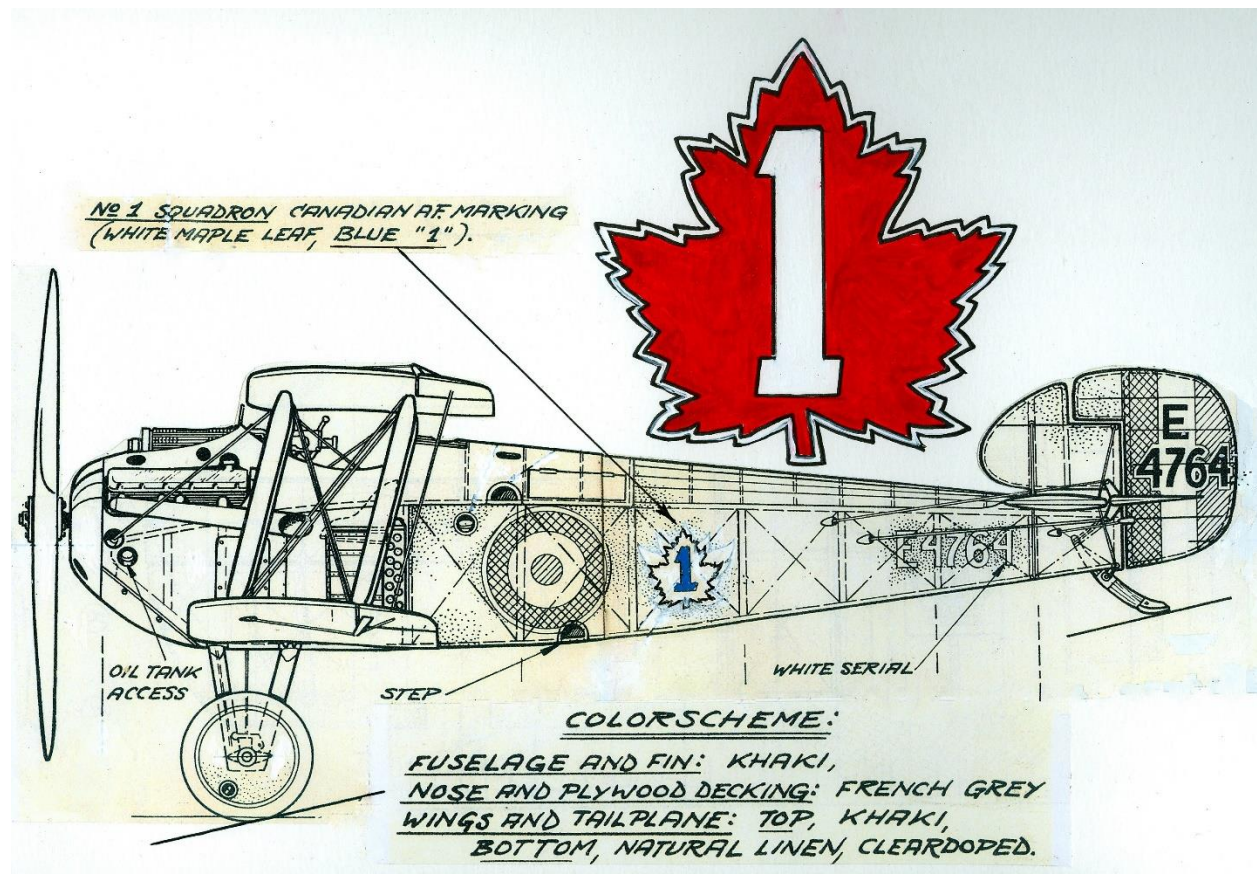
The seven Canadian RFC schools began operation in May-June 1917 and each school adapted a new form of aircraft squadron fuselage identification. The Canadian markings ranged from simple single letters, numbers, to badges of animals such as a black cat and Scottish Terrier dog. This was a first for Canadian aviation and the author would like to extend a special thanks to the many model aeroplane publications and websites which have researched and preserved this important creation of Canadian aviation aircraft fuselage markings.



No. 85 Training Squadron at Camp Mohawk, [Deseronto] Ontario, flew two squadrons with fuselage markings of a crest with black cross and the second squadron flew with a black Scottish Terrier dog fuselage marking. The rear tail fin was painted light blue on all the Curtiss JN-4C aircraft flown at Camp Mohawk. The complete RFC/RAF history of Canadian aircraft markings can be found on a number of websites and well researched model aeroplane magazine publications.

The total number of Canadians who flew for the British in WWI is unknown due to British records which failed to properly identify airmen from other parts of the Empire and the large number of Americans who professed to being Canadian during their British enlistment. It is today estimated 23,000 Canadians served under the British and at least 1,563 are known to have given their lives. The Canadian Military Report published by Ottawa in 1919, records 21,169 Canadians served in the RFC/RAF mainly as pilots, observers, or pilot cadets, with 20,500 on strength in the Royal Air Force on 11 November 1918. Canadians served in every battle front flying mostly fighters, day and night bombers, flying boats, observation balloons and British Army spotter aircraft. These Canadian air achievements are still a largely “British” forgotten part of their original Royal Air Force creation and form the present early heritage of the Royal Canadian Air Force.

On 30 April 1918, the Canadian High Commissioner in London, expressed his proposal to form a Canadian Air Force in England. On 5 August 1918, the British Air Ministry authorized the formation of two Canadian Squadrons, one a day-bomber and the other a fighter squadron, which was approved by the Canadian Privy Council on 19 September. No. 1 [No. 81 “Canadian” RAF] Squadron was formed at Upper Heyford, Oxfordshire, England, on 20 November 1918, a scout [fighter] squadron assigned four Sopwith Dolphin aircraft.



Air Classics Quarterly Review 1978, model of the Sopwith Dolphin in No. 1 Canadian markings.

No. 1 [Canadian] Squadron received their first Sopwith Dolphin aircraft on 18 November 1918, serial E4764, F4767, F7076, and F7085. It is believed Dolphin E4764 received the very first Canadian Maple Leaf fuselage markings, a large White Maple Leaf with dark Blue number '1' painted to the rear of the RAF roundel. Photos confirm at least two Dolphin aircraft and the Sopwith Snipe [tail fin] carried the White Maple Leaf with Blue #1. The squadron were also assigned four S.E.5a fighters serials E5747, E5755, F7982, and F9020, Avro 504K # E4207, Bristol F.28 fighter #E4336, Sopwith Snipe # E8213 and two war-prize German Fokker D.VII serial 6823/18 and 8493/18. These aircraft carried the Red Maple Leaf with white #1.



Library and Archives image showing the Red Maple Leaf on the German war-prize Fokker D. VII, serial 8493/18. This complete history of the Canadian Air Force in England, and aircraft markings, can be found on a number of model publications and excellent websites. This became the first 'unofficial' use of the Canadian Maple Leaf as a National squadron marking of Canadian combat aircraft, but it was short lived.

On 14 June 1919, the Canadian government officially informed England that it was not forming a permanent peace-time air force. Orders directed that all flying cease and all aircraft and equipment belonging to the Canadian government be dismantled and shipped to Canada. No. 1 Squadron was disbanded on 28 January 1920, followed by No. 2 Squadron and Wing Headquarters on 5 February. The Directorate of Air Services was disbanded on 9 August 1920, bringing Canada's second military aviation force to an end. It was a pure shock to the 20,000 most outstanding airmen and highly decorated Canadian aircrews in the world. It was like finding your best friend in bed with your wife, but life must go on, and the Canadian public had no idea they had lost their first combat trained Canadian Air Force.

On 5 September 1918, plans to form a Royal Canadian Naval Air Service were approved by the Canadian government. The new air-arm recruited 81 flying cadets with 60 in training in the United States, eight awaiting assignment and the remaining 13 training in the United Kingdom. On 5 December 1918, the RCNAS was disbanded and the cadets in training were demobilized. Many historians consider this an attempt to form Canada's third Air Force, but I do not. I believe this was just part of early political debate [delays] over the value of a permanent Air Force in Peace time, and most of all saving money.

On 6 June 1919, the government passed the Air Board Act and they were constituted on 23 June, submitting their recommendations for the organization of the Canadian Air Force on 22 December. On 31 August 1920, a Canadian Air Force Association was established, with a base in each Canadian province. The new C.A.F. was a non-permanent organization, only involved in providing a 28-day refresher training course for wartime Royal Air Force officers and airmen. Secondly they trained pilots for the Air Board of Civil Operations Branch, which became the "Taxi" pilots for Politician's in Ottawa. The main training base became Camp Borden, Ontario, a product of the RFC/RAF training program of 1917-18. After eighteen months of operation, it became obvious to the government the new non-professional C.A.F. was not retraining many WWI pilots and in fact trained no new Canadian pilots. At last, it was decided to form a permanent Canadian Air Force into a single military organization. On 28 June 1922, the National Defence Act was passed to incorporate one department, under one minister, [Militia, Defence, Naval and Air Board] On 1 April 1924, the full reorganization was complete, the prefix "Royal" was adopted and the Royal Canadian Air Force was born, after at least four failed attempts.

From 1924 to 1932, the RCAF slowly expanded, then the great depression brought government cuts, the air force was slashed by one-fifth, and for the next three years was just able to survive. In 1936, it was decided the RCAF should be reorganized as a pure military organization breaking free of civil responsibilities, it began to grow and develop as a Canadian Military Air Force, forming new squadrons.

No. 7 [General Purpose] Flight was formed on 29 January 1936, by amalgamating four other RCAF flights, Test Flight, two Photographic Detachments [Flights], and the *Air Force Headquarters General Purpose Flight, [civilian Taxi pilots] which were all based at Rockcliffe, Ontario*. On 1 February 1937, the squadron was reorganized into just two flights, [Test Flight] and [General Purpose Flight]. The General Purpose Flight was for aerial communication, however, this was just really for paper work, as the Daily Diary shows it became the RCAF V.I.P. taxi flight, which also transported many political V.I.P. members from Ottawa. The squadron RCAF pilots flew four Fairchild 71 aircraft serial #634, #638, #641, and #644, plus four Bellanca Pacemaker serial #601, #603, #610, and #612.

No. 7 [General Purpose] Flight Daily Diary begins on 1 May 1937 and it records five civilian registered aircraft on strength, all operated by civilian pilots. Waco CF-AYF [pilot Mr. Fisher], Ryan CF-AWY [pilot Mr. Wrathall], Stinson CF-BBI [pilot Mr. Towne], Stinson CF-BAS [pilot Mr. Bibby], and Fairchild 34 - Niska CF-AXO [pilot Mr. Schneider]. The first political recorded 'Taxi' flight took place on 11 June 1937, Hon. Mr. Rhodes and Mr. Brady. Other parties were the Mayor of Ottawa, four Alderman from the City of Ottawa, Hon. Ian McKenzie and Hon. McClarty. [who used the flight many, many times]. The RCAF Senior officer passengers were - Wing Comdr. Godfrey, Commodore Croil, the Minister of National Defence and the most used passenger became [future Air Marshall Billy Bishop] and party, which included his wife. This was in fact the 'official' formation of RCAF first V.I.P. [Very Important Person] Flight.

In July 1938, the Canadian government purchased a single American Grumman Goose aircraft, RCAF serial #917. This was flown to No. 7 Flight [RCAF Rockcliffe] by pilot F/Lt. Trecarten at 12:45 hrs., 26 July 1938 and taken on charge. This became the main [land or sea] "Taxi" aircraft used for transporting V.I.P. such as the Duchess of Atholl and party on 9 September 1938. On 10 September 1939, Canada declared war on Germany, and No. 7 General Purpose Flight became RCAF Headquarters Communication Flight on paper. Due to the lack of trained RCAF pilots, the squadron [No. 7 Comm. Flight] personnel were transferred to other squadrons to bring them up to war strength and the squadron was disbanded on the same date it was formed, 10 September 1939. The Flight had no known badge or aircraft insignia.

On 30 August 1940, No. 12 Communications Squadron was formed at RCAF Rockcliffe, taking the nucleus of original senior RCAF officers and aircraft from the disbanded No. 7 Communication Flight. [ex-No. 7 General Purpose Flight] At first, they flew a variety of old aircraft as general air communication and light transport duties, plus ferrying and testing new aircraft for the RCAF. They also maintained a practice flight for the Air Force Headquarters personnel who were required to update their pilot flying hours every month. [North American Harvard, Hawker Hurricane and Avro Anson aircraft were mainly used for practice flights]

Their RCAF assigned aircraft became a wild mix - Fairchild 71 #647 and 51 #625, two Stinson #3486, Fleet Fawn Mk. II #213, Hawker Tomtit #139, Grumman Goose #917, #939, #943, #944 [ex-U.S. Navy] Goose #386, #383, and #390, Northrop Delta #675, a one-of-a-kind Barkley Grow #758, Lockheed Hudson #762, #765, #767, #770, and #774 Boeing 247D, Noorduyn Norseman #792 and #3539, three North American Harvard's #2918, #2922 and #3101, Hawker Hurricane #5689 and #5586, Lockheed 10A #1526, #1528, Lockheed 12A #7646, and Lockheed 212 #7642, Avro Anson #11895, #11896, #11898, and #11899, Lockheed Lodestar #561, #565 and #567, Douglas Dakota #663, and Beechcraft Expeditor #1387, #1388, #1389, #1390, #1391 and #1392.

Most of the early aircraft were rather plain inside as they were used to transport freight on one flight and the next day seats were added for passengers.


The Mackenzie King Liberal cabinet, [with a major part played by senior minister Hon. Clarence D. Howe] formed Trans-Canada Air Lines on 10 April 1937. It was created using the Crown Corporation Canadian National Railway, with some back-room politics, forcing a government national airline, and destroying the true “Father of Canadian Trans-Continental Air Service” Mr. James Armstrong Richardson from Winnipeg. The Liberal government then purchased their first two Lockheed 10-A passenger aircraft, which Mr. Richardson had originally purchased from Lockheed in California. [Richardson could no longer fly in Canada, so he was forced to sell his two modern Lockheed Electra aircraft to T.C.A.]

McGraw-Hill Publishing Company, Inc. APRIL, 1934 Price 35c. per copy

AVIATION

The Oldest American Aeronautical Magazine

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PRATT & WHITNEY



This new Wasp Junior powered transport ranks as one of the world's fastest multi-motored passenger planes. It cruises at 203 miles per hour at 10,500 feet and has a top speed of 221 at 5,000 feet.

The two Wasp Juniors which power this 12 place Electra develop 420 h.p. each at 2,200 r.p.m. at 5,000 feet.

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CANADA'S
NATIONAL
MAGAZINE

TORONTO
JUNE 1
1 9 3 9

In This Issue:
**"CANADA
FLIES"**

by
Jack Paterson

Stories by
**Elmer Davis
Weston Martyr
Samuel Hopkins
Adams**

THE LARGEST
MAGAZINE CIRCULATION
IN CANADA

The first Lockheed 10A [serial #1112] built for Trans-Canada Airlines became CF-TCA, aircraft #23, on 1 October 1937. Impressed from the RCAF by the Department of National Defence on 12 October 1939, this aircraft was assigned to No. 12 Communications Squadron [RCAF #1526] from 23 October 1939 until 16 January 1946. [It was loaned back to TCA for a brief period in 1941] Cover art deco by Canadian artist Eric Aldwinckle, for article "Canada Flies."



RCAF photo taken of #1526 at Camp Borden on 10 January 1940. Today she survives and is on display at the Canadian Aviation and Space Museum, wearing the wrong period T.C.A. "Speedbird" insignia on her nose. RCAF #1526 is believed to have also flown with No. 12 Comm. Squadron nose art of "Pluto pulling a Stage Coach", but photos are impossible to locate.

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THE BARKLEY-GROW AIRCRAFT CORPORATION, DETROIT, MICH., U.S.A.

No. 12 Communications Squadron flew a rare one-of-a-kind RCAF Barley Grow #758, which was taken on strength 22 May 1940. Her first VIP flight was recorded on 24 November 1940. Sold to Maritime Central on 20 October 1941, the aircraft was lost at Greenland, registered as CF-BVM.



The American Lockheed Hudson was a light bomber and coastal reconnaissance aircraft initially built for the Royal Air Force in 1939. A military version of the Lockheed 14 transport aircraft.



WRIGHT CYCLONES

power the

BRITISH "HUDSON"

LOCKHEED B-14 BOMBERS

ordered by the

BRITISH AIR MINISTRY

The imposing fleet of British "Hudson" twin-engined reconnaissance-bombing planes—the Lockheed Aircraft Company's B-14 type recently ordered for the Royal Air Force of Great Britain—will be powered exclusively by 1100 H. P. Wright Cyclone engines.

A military version of the Wright Cyclone-powered Lockheed 14 Transport with which Howard Hughes flew around the world in the record time of 3 days and 19 hours, the "Hudson" ranks as one of the swiftest and most efficient bombardment types ever developed. Its speed, cruising range and great striking power make it

an important addition to the British Empire's aerial fighting forces.

The Lockheed 14 Transports, from which this advanced bomber version was developed, are now in regular service on airlines both here and abroad, notably on British Airways, K. L. M. (Royal Dutch Air Lines), Roumanian Air Lines, and K. N. I. L. M. (Royal Netherlands Indies Airways), where they are powered by Wright Cyclones.

WRIGHT AERONAUTICAL CORPORATION

Paterson New Jersey

A Division of Curtiss-Wright Corporation

Type	Numéro de série	Numéro constructeur	Porté à l'effectif	Rayé des contrôles	Immatriculation précédente	Immatriculation ultérieure	Notes
Type	Serial Number	Manufacturer's Number	Taken on Strength	Struck off Strength	Previous Registration	Subsequent Registration	Remarks
Douglas Digby	757	1649	22.5.40	16.5.44			10(BR) Squad 1940
Barkley Grow	758	5	9.9.39	20.10.41	CF-BMV	CF-BMV	Sold to Maritime Central
Lockheed Hudson I	759	1740	23.9.39	26.9.40	N 7344		11(BR) Squad 1939
Lockheed Hudson I	760	1741	15.9.39	20.10.43	N 7345		11(BR) Squad 1939
Lockheed Hudson I	761	1742	15.9.39	16.4.43	N 7346		Cat A 6.5.42 Torbay
Lockheed Hudson I	762	1743	16.9.39	22.9.43	N 7347	OCT. 39	Cat A 9.7.43 Charlottetown
Lockheed Hudson I	763	1744	18.9.39	2.12.46	N 7348		11(BR) Squad 1939
Lockheed Hudson I	764	1745	16.9.39	2.2.45	N 7349		11(BR) Squad 1939
Lockheed Hudson I	765	1746	16.9.39	3.9.42	N 7350	SEPT. 39	Cat A 6.7.42 Bellingham USA
Lockheed Hudson I	766	1748	20.9.39	2.2.45	N 7352		13 OTU 1942
Lockheed Hudson I	767	1751	18.9.39	25.2.40	N 7354	OCT. 39	Cat A 30.12.39 Nova Scotia
Lockheed Hudson I	768	1752	20.9.39	12.1.43	N 7355		Cat A 28.1.42 Newfoundland
Lockheed Hudson I	769	1753	9.2.40	16.5.44	N 7356		110(BR) Squad 1941
Lockheed Hudson I	770	VIP-DEATH -	31.1.40	4.11.40	N 7360	JAN. 1940	Cat A 10.6.40 Newtonville
Lockheed Hudson I	771		10.2.40	20.10.43	N 7370		11(BR) Squad 1940
Lockheed Hudson I	772		10.2.40	23.7.45	N 7371	A 420	11(BR) Squad 1940
Lockheed Hudson I	773		22.2.40	6.11.41	N 7375		Cat A 3.10.41 Dartmouth
Lockheed Hudson I	774		3.2.40	16.2.48	N 7380	A 430 & A	13 OTU 1940
Lockheed Hudson I	775		31.1.40	2.2.45	N 7381	A 440 FEB. 1940	13 OTU 1940
Lockheed Hudson I	776		31.1.40	25.3.42	N 7373		Cat A 21.2.42 B.C.
Lockheed Hudson I	777		31.1.40	17.11.41	N 7382		Cat A 15.10.41 Dartmouth
Lockheed Hudson I	778		27.2.40	24.7.41	N 7384		Cat A 26.5.41 Dartmouth
Lockheed Hudson I	779		31.1.40	29.7.44	N 7383		11(BR) Squad 1940
Lockheed Hudson I	780		27.2.40	12.2.45	N 7387		11(BR) Squad 1940
Lockheed Hudson I	781		16.2.40	2.2.45	N 7385		11(BR) Squad 1940
Lockheed Hudson I	782		16.2.40	25.7.41	N 7386		Cat A 3.6.41 Sable Island
Lockheed Hudson I	783		16.3.40	2.2.45	N 7388		11(BR) Squad 1940
Lockheed Hudson I	784		21.2.40	16.5.44	N 7389		11(BR) Squad 1941
Lockheed Hudson I	785		26.2.40	21.1.43	N 7390		Cat A 30.7.42 Dartmouth
Lockheed Hudson I	786		11.3.40	2.2.45	N 7391		11(BR) Squad 1942

In September 1939, and January 1940, the RCAF received twenty-eight Lockheed Hudson Mk. I transport aircraft and twelve were assigned to No. 11 Bomber Reconnaissance Squadron, formed at Rockcliffe, Ontario, 3 October 1939. Five others were assigned to No. 12 Communications Squadron at RCAF Rockcliffe and appear above marked in yellow. The serial numbers N 73—were original RAF serials.

In January 1940, WWI ace and Canadian hero Billy Bishop became head [Director] of RCAF recruiting with the rank of first RCAF Canadian Air Marshall. A/M Bishop became a frequent flyer, in todays terms, and would have qualified for millions of air miles. No. 12 Comm. Squadron Daily Diary records his flights and the Air Marshall flew more than any other RCAF senior officer. Billy Bishop also had more photos taken than any other RCAF officer and a few recorded rare aircraft histories.



With the most RCAF Lockheed Hudson Mk. I aircraft assigned to RCAF Station Rockcliffe, [Ottawa] it is no surprise the Air Marshall was captured in front of many RCAF Hudson aircraft, but most serial numbers and code letters were never shown. [angle of photo censored aircraft markings, code letters, serial number, by RCAF photographer]



This RCAF image of Air Marshal Bishop was taken in front of Lockheed serial [RAF] #N7360 [seen on right fuselage] and the RCAF #770. [white "0" on under wing] Hudson Mk. I RCAF #770 was taken on strength 31 January 1940 and was assigned to No. 12 Communications Squadron in May, for the transport of Ottawa V.I.P.'s and senior RCAF officers. On 10 June 1940, at noon time in Ottawa, the Canadian Minister of National Defence, [Hon. Norman McLeod Rogers] climbed into RCAF Hudson #770, unaccompanied, he intended to return to Ottawa after his speech in Toronto. The pilot was F/O John James Cottier #C1588, [Halifax, Nova Scotia] with RCAF flight attendant, AC1 James Edward Nesbitt #R51105 [Saskatoon, Sask.] and AC1 Oscar David Brownfield #R51048, radio operator, [Big River, Saskatchewan]. The V.I.P. flight took off from RCAF Rockcliffe for Toronto, at 12:15 hrs. the aircraft developed catastrophic engine failure. [that's one newspaper report] The pilot attempted to turn back to RCAF Trenton, stalled, and the Hudson nose-dived at high speed into the ground just east of Newtonville, Ontario. Norman Rogers was trapped in the fuselage and was burned beyond recognition, only a skeleton remained. The Peterborough newspaper "Examiner" raised some hard questions as eyewitnesses had seen one of the engines on fire. The RCAF accident report discounted the possibility of sabotage and ruled in October 1940, cause was pilot error, no fire in engine, bad weather, pilot loss of ground reference, wing hit trees. I do not have the newspaper article or RCAF official report, so it appears to be just another accident caused by bad weather conditions. The only political V.I.P. fatality in the history of No. 12 Communication Squadron.

ROCKCLIFFE AIR REVIEW



Volume 1

DECEMBER, 1940

Number 2

Commanders

W/C J.L. Plant 30 Aug 40 - 2 Feb 41.

W/C H.M. Kennedy, AFC 3 Feb 41 - 22 Oct 43.

W/C G.G. Diamond, AFC 23 Oct 43 - 7 Nov 45.

W/C E.B. Hale, DFC 8 Nov 45 - 31 Jul 46.

W/C G.G. Diamond, AFC 1 Aug 46 - 21 Mar 47.

W/C W.H. Swetman, DSO, DFC 22 Mar 47 - 31 Mar 47.



Squadron Leader J. L. Plant

Officer Commanding Communication Squadron

Squadron Leader Plant is another Westerner whom duty has called to the East. After taking his degrees in the University of B.C. he joined the R.C.A.F. in 1931. After being at Camp Borden he went to Trenton as one of the first Officers at that station. He first visited Ottawa in 1933 when he attended the first Seaplane conversion course held here. Leaving the East he was stationed at Vancouver from 1934 to 1936. In 1936 he received his instructor's course under the tutelage of our Commanding Officer W. I. Riddell. Having received this course he began work as an instructor and one of his first pupils was Squadron Leader Briggs. In 1938 he was moved to Headquarters on the Personnel Branch and had the doubtful honour of approving the Padre. He became the Officer Commanding Communication Squadron in September of this year.

Wing Commander J.L. Plant became Officer Commanding of No. 12 Communications Squadron on 30 August 1940, with his RCAF history appearing in the December 1940 issue of "Rockcliffe Review" station magazine. W/C Plant allowed the first dog mascot for his new V.I.P. squadron, and this possibly led to the creation of their Walt Disney "unofficial" insignia of Pluto pulling a Western Stage Coach.



"DANNY THE DANE" The Mascot of Communication Squadron.

Danny has been described as a noble brute weighing 135 pounds. He stands 34 inches high and covers the shelf of his master's coupe as he commutes to and from the Station.

It is noted that the hangar which Danny frequents is the same as that which houses the Armament Officer, so the rest of the Station feel satisfied.

The RCAF Rockcliffe Air Review magazine also reported the arrival of No. 12 Communications mascot "Danny the Dane" in the December 1940 issue. It is possible this dog mascot leads to the creation of the 'unofficial' aircraft nose art insignia of Walt Disney "Pluto" pulling a western Stage Coach with two RCAF airmen as drivers. The author has researched but no date or name of the artist can be found in Daily Diary or other documents related to No. 12 Communications Squadron. This lost aircraft insignia history could still be contained in a long forgotten RCAF photo Album somewhere in Canada.



Author work sheet on first created Pluto nose art.

The “unofficial” nose art badge and insignia appears to be 12” in diameter and the outside circle is at least two inches wide. #1 – The number “1” extends outside the outer black circle. #2 – The nose of Pluto remains inside the outer circle. #3 – The front paw of Pluto extends outside the outer circle. #4 –The rear wheel of the Stage Coach covers the outer circle.

The art work was never on file at Walt Disney Archives in Burbank, California, and it can be assumed it was created by an unknown Canadian stationed at RCAF Rockcliffe, Ontario.

I believe this insignia first appeared on the Lockheed 10-A Electra and Lockheed 12-A aircraft sometime in 1941, however, no photo proof can be found to support a correct date.



Pluto first appeared as a nameless bloodhound who was tracking escaped convict Mickey Mouse, film "The Chain Gang" released on 6 August 1930. 23 October 1930, appeared as Minnie's dog with first name Rover. On 3 May 1931, he appeared as Mickey's pet dog, and Disney gave him the name Pluto.

Pluto was created as a normal cartoon animal, did not walk on two legs or stand upright, did not speak English or wear human clothing. In 1934, he became a major Disney character, was a very loyal pet, able to convey personality and solve major problems on his own. By 1940, Pluto had appeared in 53 short films and was second to only Donald Duck [216 insignia appearances] as the most requested WWII insignia design created by Walt Disney artists at Burbank, California. Pluto appeared on forty-five known WWII insignia [plus four times in the RCAF] the other Disney dog "Goofy" came third with thirty-nine insignia, with Mickey Mouse appearing thirty-seven times. Disney character analysis helped to guide the animators in selection of a unit insignia and Donald was the cocky show-off, boastful, loud, and when crossed became angry and took a fighting pose, which was fully appreciated by the troops at war. Pluto was a born leader, trusted, loyal to his master and able to get out of tough situations. RCAF No. 12 Communications Pluto design nose art was a very good choice by some forgotten Canadian ground-crew artist.

SPECIAL MAINTENANCE ISSUE

McGraw-Hill Publishing Company, Inc.

JULY, 1939

Price 35c. per copy

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GRUMMANS *for the Coast Guard*



This month finds a new group of Grumman G-21A's joining the United States Coast Guard. Swift and sturdy, they are built to carry out their assignments under any conditions — fair weather or foul. And their dependable Pratt & Whitney engines are true to the famous Coast Guard motto "Semper Paratus" — Always Ready.

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Seven Grumman "Goose" aircraft flew V.I.P.'s in No. 12 Comm. Squadron.



Type	Numéro de série	Numéro constructeur	Porté à l'effectif	Rayé des contrôles	Immatriculation précédente	Immatriculation ultérieure	Élimination	Notes
Type	Serial Number	Manufacturer's Number	Taken on Strength	Struck off Strength	Previous Registration	Subsequent Registration	Disposition	Remarks
Grumman Goose	917	1016	26.7.38	23.10.42	No. 13 Sqn - Nov. 1940			No. 12 Comm Sqn - 26 July 1938 V.I.P.
Supermarine Stranraer	918	CV 207	23.10.40	2.9.44				Cat A 21.7.42 Pat Bay, B.C.
Supermarine Stranraer	919	CV 208	18.11.40	29.11.44		CF-BYA		Cat B 2.10.42 9 Squadron
Supermarine Stranraer	920	CV 209	28.11.40	10.5.44		CF-BXO		Western Air Command 1944 Cat B 16.9.43 W.A.C.
Supermarine Stranraer	921	CV 210	6.2.41	29.11.44		CF-BYD		5(BR) Squadron 1941
Supermarine Stranraer	922	CV 211	15.2.41	18.2.42			Burnt	Cat A 31.12.41 Aliford Bay, B.C.
Supermarine Stranraer	923	CV 212	19.3.41	7.2.45		CF-BYG		5(BR) Squad 1941
Grumman Goose	924	1013	12.9.39	1.1.45	CF-BKE	No. 13 Sqn Nov 1940		13 OTU 1942 OCT. 42
Grumman Goose	925		10.7.40	15.1.43				Cat A 7.11.42 Torbay
Grumman Goose	926	1083	16.7.40	25.6.42	13431	CF-BZY		121(C) Squadron 1942
Supermarine Stranraer	927	CV 213	27.5.41	18.2.42				Sank 15.12.41 Vancouver
Supermarine Stranraer	928	CV 214	25.6.41	18.2.42				Cat A 30.12.41 Uchuclet, B.C.
Supermarine Stranraer	929	CV 215	26.6.41	6.11.43				Cat A 13.9.43 120(BR) Squad
Supermarine Stranraer	930	CV 216	4.7.41	7.2.45				6(BR) Squadron 1942
Supermarine Stranraer	931	CV 217	10.7.41	4.12.43				Western Air Command 1941
Supermarine Stranraer	932	CV 218	10.7.41	7.2.45				13 (OTU) Squad 1941
Supermarine Stranraer	933	CV 219	10.7.41	3.11.43				Western Air Command 1941
Supermarine Stranraer	934	CV 220	10.7.41	7.2.45				Western Air Command 1941
Supermarine Stranraer	935	CV 221	9.8.41	8.3.43				Cat A 14.2.43 Aliford, B.C.
Supermarine Stranraer	936	CV 222	12.8.41	7.2.45		CF-BYK		13 OTU 1941
Supermarine Stranraer	937	CV 223	14.8.41	8.3.44				117(BR) Squadron 1941
Supermarine Stranraer	938	CV 224	16.8.41	30.11.43				Western Air Command 1941
Grumman Goose	939	1082	25.9.40	4.10.44	CF-BTE			12 Comm. Squadron 1941 - V.I.P.
Grumman Goose	940	1083	16.10.40	5.1.45	CF-BTF	No. 13 Sqn Nov 1940		Cat C 14.3.41 Pat Bay, B.C. O
Grumman Goose	941	1061	1.11.40	5.1.45	CF-BQE	No. 13 Sqn		13 OTU 1941 OCT. 42
Grumman Goose	942	1003	29.3.41	9.5.45	NC 16912	CF-BHL	No. 13 Sqn	13 OTU 1941 OCT. 42
Grumman Goose	943	1007	25.8.41	22.11.44				12 Comm Squad 1941 - V.I.P.
Grumman Goose	944	1019	30.9.41	1.1.45	NC 2385			12 Comm Squad 1941 - V.I.P.

The first RCAF Grumman Goose Mk. II serial #917 was flown by No. 12 Communication Squadron then transferred to No. 13 Squadron in November 1940. Crashed 21 July 1942. If the Pluto insignia flew on any early RCAF Goose V.I.P. aircraft, it would be on serial #939, #943 or #949 possibly in 1941 or 42.

In March 1944, the Canadian government purchased sixteen ex-U.S. Navy Grumman Goose aircraft and three were assigned to No. 12 Communications Squadron, serial #383, #386 and #390. All three were painted with the first No. 12 Comm. Squadron nose art, Maple Leaf Roundel and red cowling with aircraft red lightning flash markings.



This RCAF image RE2822-8 was taken 25 July 1945, showing Grumman Goose #383, U.S. Navy serial 37797, taken on charge by No. 12 Comm. Squadron on 8 March 1944. The RCAF roundel marking was first painted [LAC Skip Rutledge] on Canadian flown Wellington Mk. X aircraft in Tunisia, North Africa, in August 1943. This same “unofficial” Maple Leaf marking was now adopted by No. 12 Comm. Squadron and painted on all V.I.P. flown aircraft at RCAF Rockcliffe, Ontario. It is interesting to note [for model builders] the original [over painted] U.S. Navy “National U.S. Star” is still showing behind the new RCAF nose markings. Two of these aircraft were photographed still wearing the U.S. Star on 29 August 1944, so the RCAF markings and nose art were applied soon after that date.



RCAF image RE4202-2 taken 2 July 1948. On 1 April 1947, the 400 “Canadian” block was added to No. 12 Comm. Squadron and they became No. 412 Composite [K] Squadron. This is ex-U.S. Navy Grumman Goose serial #37802 which became RCAF #386 on 9 May 1944. You can see part of the number six on the nose. This is the original ‘first’ Pluto nose art insignia, only a new number “4” has been painted on the nose art of Pluto. RCAF Grumman Mk. II #386 flew with re-numbered No. 412 Transport Squadron until 1952.

On 22 June 1943, No. 12 Comm. Squadron received their first Lockheed Lodestar aircraft, U.S. serial 42-55996, which became RCAF #561, converted for transport duties. This was the best passenger and freight aircraft of the period for both speed and comfort and Lodestar #565 [US #43-16440] arrived with No. 12 Comm. Squadron on 14 October 1943, followed by RCAF #567 [US #43-16438] on the 15 October 1943. Lodestar #567 would become the very first RCAF V.I.P. transport to be modified for the Chief of the Air Staff, Air Marshall Robert Leckie, CB, DSO, DSC, DFC, and CD. The latest radio equipment was installed with a new oxygen system for high-altitude flights. A new cabin heating system was installed, the complete interior was upholstered, then two chesterfields, a desk and a map case were added, completing the first RCAF Lodestar flying office in Canada.

OF No. 12 Communication Squadron, Rockcliffe, Ont.

(UNIT OR FORMATION)

10-7-44

SUMMARY OF EVENTS

On this date the work on aircraft 567 was completed. This work includes the modification of the heating system, installing new type Bendix Radio equipment, upholstering the interior, building a combination desk and map case, the upholstering of the seats and building two Chesterfields, also installation of oxygen equipment. The entire job was done by tradesmen who were amateurs at the work they were doing on the aircraft with the exception of one cabinet maker and one upholsterer, this does not include the radio and oxygen installation which was done by qualified W.M.'s and Instrument Makers, however both of these jobs were prototypes. The total number of man hours required for the rebuilding of this aircraft is approximately 7000 hours most of which work was put on in the past thirty days. In spite of considerable difficulty being encountered in obtaining material and parts. Excellent results were achieved as may be seen in the photograph attached as Appendix "A".

Lodestar 567 made its first transportation flight with A/M Leckie to Malton.
G/C Wood and Mr. Sharpe were flown to Dorval and returned in Lockheed 7654,
Beechcraft 1387 made a trip from Rockcliffe to Bagotville.

DAILY DIARY OF NO. 12 COMMUNICATION SQUADRON



A/M Leckie was born in Scotland, raised in West Toronto, Canada, and became an air officer in the Royal Air Force in WWI. In 1940, Leckie was sent to the Royal Canadian Air Force to establish the British Commonwealth Air Training Plan. On 6 April 1942, Leckie was placed on the RAF retired list when he accepted a commission in the RCAF. From 1 January 1944 until 31 August 1947, he served as the Chief of Air Staff, with the rank of Air Marshall. The modification work on Lodestar #567 began in early June 1944 with A/M Leckie taking his first flight on 10 July 1944.

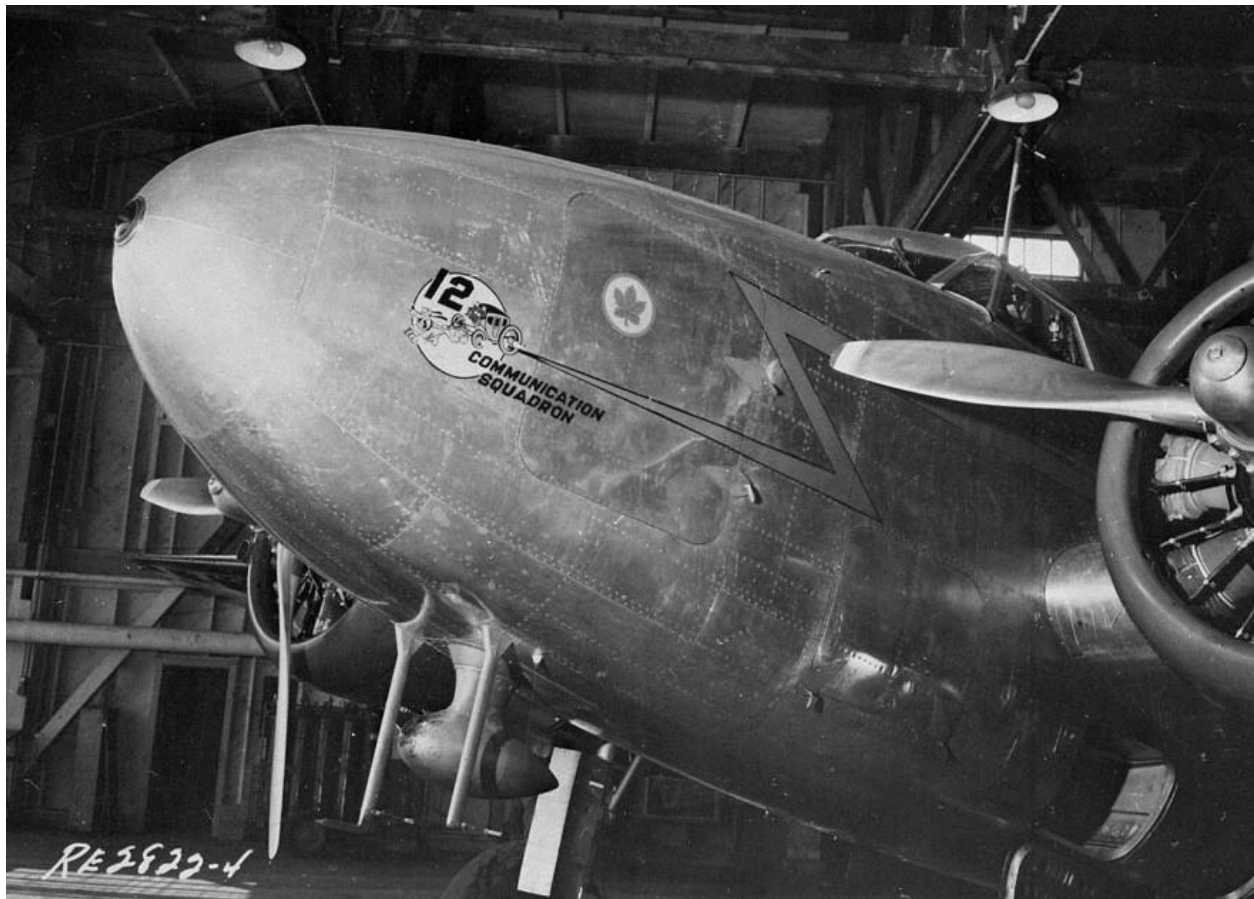


Lodestar #567 with Air Marshal Leckie pennant on her nose and “Royal Canadian Air Force” over the rear door. While this Lodestar appeared to be reserved for the Air Marshall, the Daily Diary records it being used as a normal transport in No. 12 Comm. Squadron at Rockcliffe.



With the end of WWII [Europe] the A/M pennant was removed from the nose of Lodestar #567 and the second No. 12 Communication Squadron nose art Pluto insignia was painted in it's location.

RCAF image RE2822-4 was likely taken in June 1945, nose art & Maple Leaf on Lodestar #567.



The new [second] No. 12 Communication Squadron insignia has changed, the nose and front paw of Pluto both extend outside the outer circle and the rear Stage Coach wheel is much larger and now also extends well beyond the outer circle. The aircraft red lightning flash now connects with the rear Stage Coach wheel. Important for model builders.

No. 12 Communications Squadron Daily Diary photo taken on 29 August 1944, twenty-one aircraft in photo, twenty-seven are on charge.



OF No. 12 Communication Squadron, RCAF Station, Rockcliffe, Ont. (UNIT OR FORMATION)	
DATE	SUMMARY OF EVENTS
29-8-44	Practice Flight had 3:55 hrs. local flying W/C Black had 1:40 hrs. cross-country to Dorval & return. Dakota 663 was loaded to 168 Squadron for a trip to LaGuardia. Lodestar 561 on Service No. 2 arrived Halifax on schedule. <u>Spn. AIRCRAFT PHOTO TAKEN - 21 AIRCRAFT.</u>
30-8-44	Unit visited by E. Cadigan and G. Brown, B.G. and Can. Wright representatives. Special Inspection 3 TC Anson V #20 being carried out on Unit's four Anson V aircraft. Norseman 792 (floats) on periodic inspection. Carburettor being changed on Harvard 3101. Anson 11899 starboard oleo leg being changed. Beechcraft 1387 brake seals replaced. Local flying for the Practice Flight is 9:15 hrs. with 6:35 hrs. cross-country flying to Montreal and return with A/C Plant and Toronto Island and return with S/L Stevens. Beechcraft 1390 returned from Halifax with Army V.I.P.'s. Beechcraft 212 flew to Aylmer and returned. Beechcraft 1388 transported A/V/M DeNiverville & party to Quebec returning with Hon. G.G. Powers and picking up Dep. Min. Sharp in Montreal. Service 1 returned on schedule. Dakota 663 returned from Washington. C.A.S. was transported to Lake Crevier and returned in Goose 386. Beechcraft 1389 was on local Radio Range work.

29 AUG. 1944

PERSONNEL

Officers - 26
Airmen - 164
Airwomen - 10

AIRCRAFT

Expeditor - 1387, 1388, 1389, 1390, 1391, 1392.
Anson - 11895, 11896, 11898, 11899.
Ldestar - 561, 565, 567.
Dakota - 663.
Goose - 386, 383, 390.
Lockheed - 1526, 1528, 7642.
Harvard - 2918, 2922, 3101.
Worseyan - 792, 3539.
Hurricane - 5689, 5586.



**COMMUNICATION
SQUADRON**

G.G. Diamond
(G.G. Diamond) Wing Commander,
Officer Commanding,
No. 12 Communication Squadron,
RCAF Station, Rockcliffe, Ont.

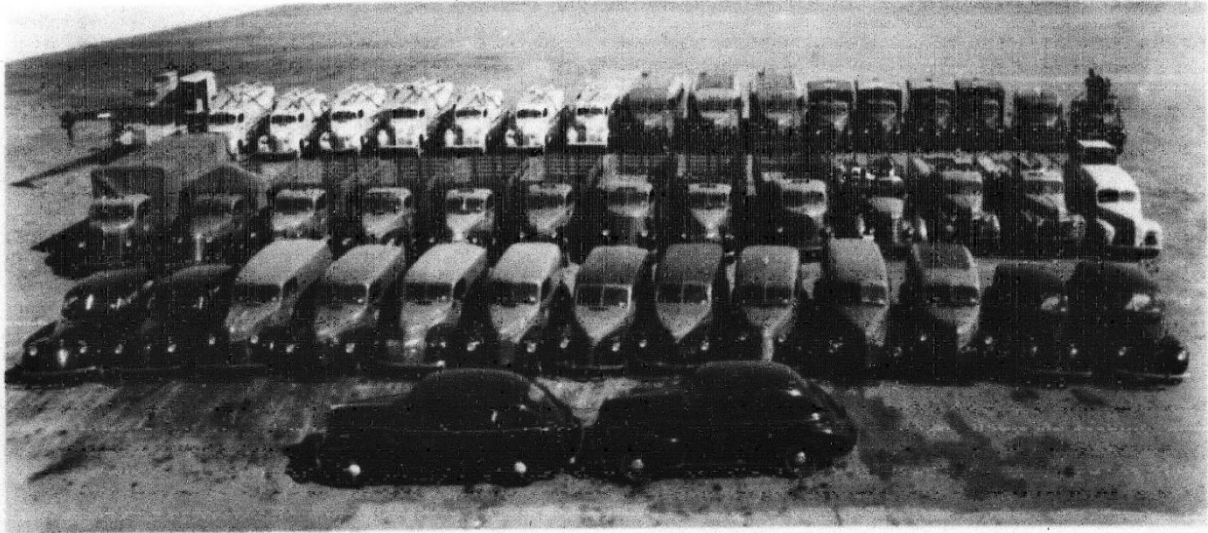


This RCAF image [number unknown] taken from the Rockcliffe hangar roof, also records four ex-U.S. Navy Grumman Goose Mk. II aircraft, [top right] and the last two are still wearing the large white U.S. National Star [on Dark Blue roundel] marking on each nose. On 15 September 1944, No. 12 Comm. Squadron were flying five ex-U.S. Navy Goose aircraft, serial #383, #386, #392, #391, and #392. Grumman Goose # 391 [US serial 37824] and #392 [US serial 37823] both arrived with No. 12 Comm. Sqn. on 24 August 1944. They were both captured wearing their original US markings five days later, [29 August] when this photo was taken. This RCAF rare photo also shows area where V.I.P. passengers walked to board their RCAF Transport aircraft, which were wearing the insignia of Pluto pulling a Stage Coach.



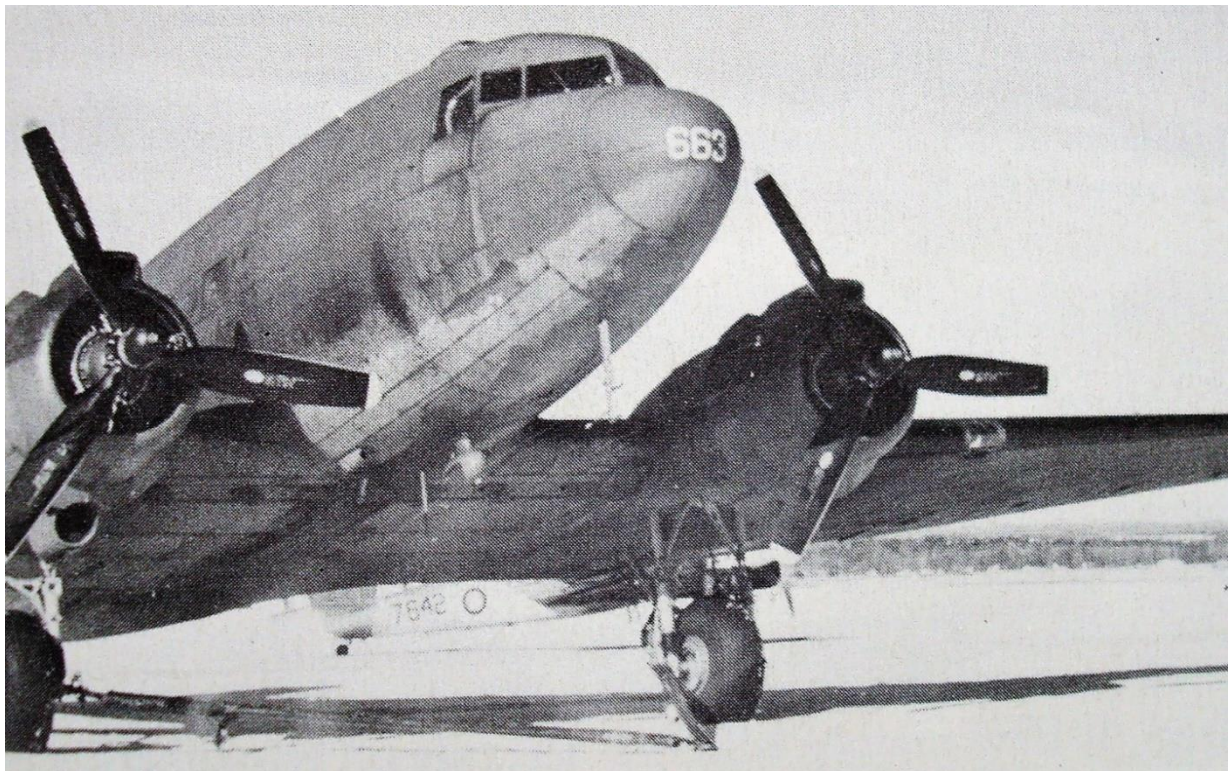
Undated RCAF photo of No. 12 Communications Squadron V.I.P. departure waiting room at RCAF Rockcliffe. Note the baggage scale for weight in and the flight map of Canada. The floor rugs, possibly Blue, carried RCAF pilot wings badge. RCAF RE1514-2. The Buy Victory Bonds poster was painted by Canadian Artist Joseph Ernest Sampson in 1943.





Appendix "A" RCAF Station Rockcliffe. Daily Diary July 1944.
July 2nd, 1944, Photograph of vehicles on strength M.T. Section Rockcliffe.

Forty-five service vehicles at RCAF Rockcliffe, July 1944, with six Black V.I.P. Staff cars.



Douglas Dakota Mk. III, RCAF #663 [U.S. 42-24340 C-47A-60-DL] arrived with No. 12 Comm. Squadron on 16 September 1943. The transport workhorse flew most of her career with camouflage paint, transporting heavy freight, RCAF passengers, and picking up aircraft parts.

DETAIL OF WORK CARRIED OUT

MONTH OF JULY - 1944.

From..... hrs..... /..... /..... to..... hrs..... /..... /..... By.....

Aircraft Type and No.	Crew	Duty
28-6-44 Dakota 663	F/L Bishop F/O Brethour	F/S Brown Sgt. Mulligan
30-6-44	"	"
30-6-44	"	"

Date	Time Up	Time Down	Remarks		
2-7-44			Picking up Aircraft Parts.		
5-7-44	14:05	18:20	Rockcliffe to Dayton	4	15
5-7-44	11:20	17:45	Dayton to Bismark	6	25
6-7-44	16:50	19:50	Bismark to Butte, Montana	3	00
	10:25	12:20	Butte, Montan to Spokane, Wash.	1	55
	14:45	17:45	Spokane, Wash. to Boundary Bay	3	00
	18:10	17:30	Boundary Bay to Vancouver	1	20
	09:35	12:45	Vancouver to Lethbridge	3	10
	14:55	19:15	Lethbridge to Winnipeg	5	20
	09:30	15:45	Winnipeg to Rockcliffe	6	15
				33	40



On 1 October 1944, her original camouflage paint was removed and she received the new markings of No. 12 Comm. Squadron with Pluto nose art, second design.



RCAF RE2822-3 photo taken on 25 July 1945, showing Dakota 663 in her new [second] Pluto insignia nose art and different [lower] lightning bolt line markings. Painted October 1944.

Still flying with No. 12 Comm. Squadron 11 August 1945, and carried Canadian government officials to South American and return in February 1946. Carried Air Commodore Kerr and his party on Western Canada tour February 1946. Transported patient from Southampton Island, N.W.T. to Winnipeg, Medevac Flight, 28 September 1946. Carried survey party from RCAF Rockcliffe, to Churchill December 1946. February 1947, carried US/Canadian Joint Board of Defense from Ottawa to Winnipeg. Carried the 412 Comm. Squadron nose art when it flew the RCAF Band to Austin, Texas, April 1949. Still active with Canadian Armed Forces in February 1968. Sold civil registration CF-TKX in 1976, Pem-Air at Pembroke, Ontario. Off Canadian register in 1982. The only C-47 [RCAF Dakota] to wear both No. 12 Comm. Squadron nose art and No. 412 Comm. Squadron nose art.

Beechcraft Expeditor 3T

The first of seven Expeditor transport aircraft arrived on 7 March 1944, RCAF #1381, two more arrived in June, RCAF #1387 on 13 June 1944. This aircraft flew at Gimli, Manitoba, in 1946, and went to No. 6 Repair Depot in September 1947. Today [2023] #1387 survives in Reynolds Alberta Museum collection. Maybe someday it will once again wear the No. 12 Comm. Squadron Pluto insignia? Beechcraft Expeditor 3T [Mk. II, U.S. serial 43-35854] serial #1388 arrived with No. 12 Comm. Squadron on 15 June 1944, painted with Pluto nose art soon after. The aircraft flew with renumbered No. 412 Transport Squadron until 18 January 1965, sold and registered as CF-RWW. Three more Expeditor aircraft arrived in August 1944, RCAF #1389, [18 August 1944] #1391, [18 August 1944] and #1392, [22 August 1944] and all carried the same No. 12 Comm. Squadron Pluto nose art markings. RCAF #1391 went to France on 19 March 1962 as Mutual Aid.



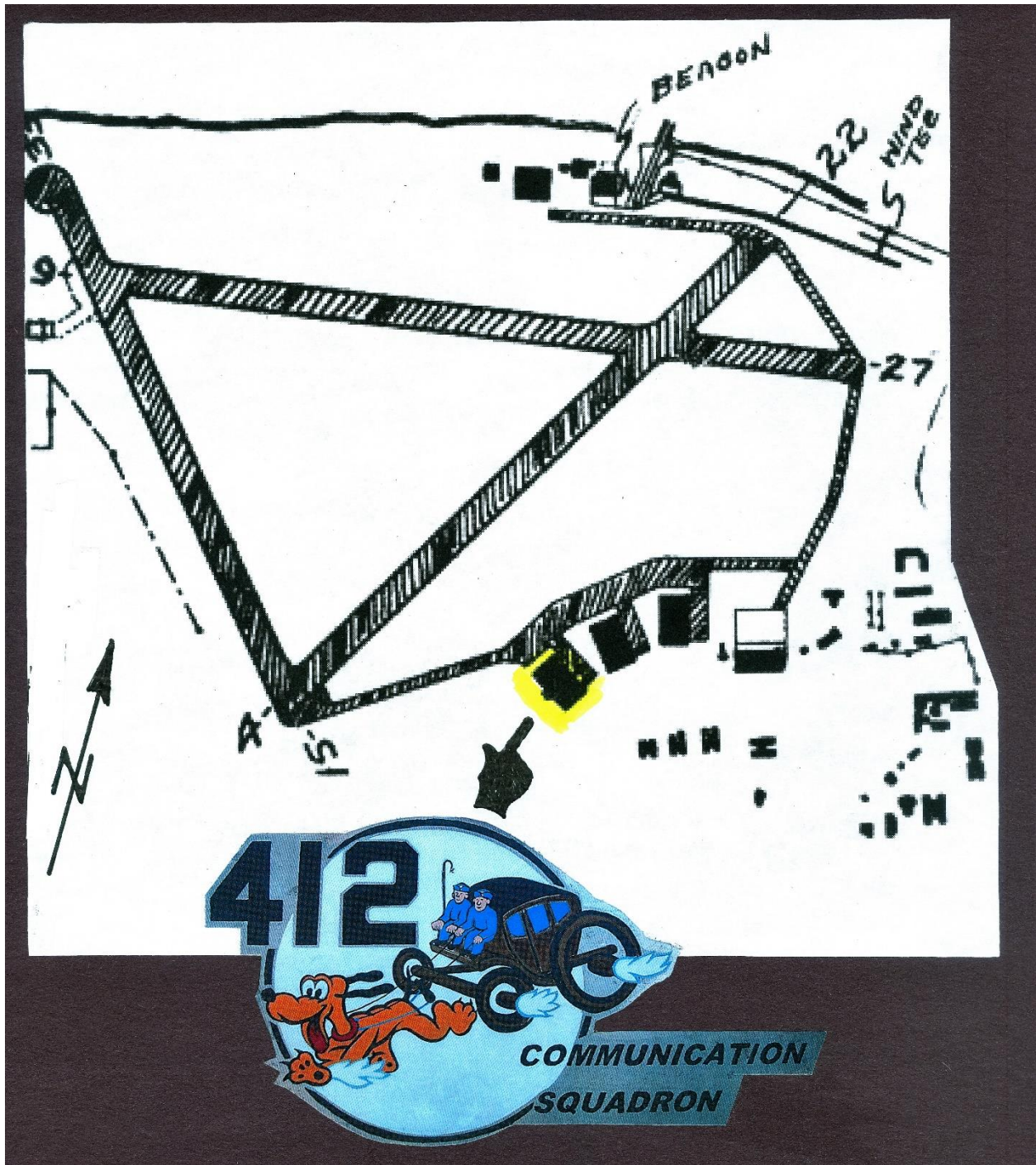
RCAF RE2822-2 on 23 April 1945, showing Expeditor Pluto insignia nose art. [Serial unknown]

December 1947, Expeditor #1388 still wearing No. 12 Comm. Squadron "Pluto" nose art.



The Maple Leaf roundel has been removed from nose. On 1 April 1947, No. 12 Comm. was re-designated No. 412 [K] Composite Squadron and the number "4" was added to the 12. The "K" was an RCAF abbreviation used for "Composite."





It is believed No. 12 Communications Squadron, No. 412 Communications Squadron, No. 412 Composite [K] Squadron and No. 412 [Transport] Squadron all occupied No. 1 Hangar at RCAF Rockcliffe, Ontario. [Never confirmed]



In January 1942, Canadian War artist Eric Aldwinkle created a Canadian Army recruiting poster for the Department of Public Information. The art was used with permission on the cover of Maclean's magazine for 15 February 1942. [author collection]



[author collection]

The same art was also used in February 1942 to advertise "The Army Train" which went across Canada as a stimulus to recruit more Army soldiers. The special train left Ottawa on 3 February 42 and returned on 10 May. The fifteen Canadian National cars carried all the modern fighting vehicles of the Canadian Army, stopping at hundreds of cities and towns on route. Until 1945, the train was the primary mode of long-distance transportation in Canada, including P. M. Mackenzie King, but that was about to change.

In the spring of 1944, the first meeting of Commonwealth Prime Minister's would take place in the United Kingdom, hosted by Prime Minister Winston Churchill. Mackenzie King's government had created Trans-Canada Air Lines in 1937, using a number of senior CNR railway management, and C.P.R. followed in 1942, when they created Canadian Pacific Air Lines. These two Canadian airlines were now flying passengers in direct competition to their parent company passenger rail service, and Canada had entered the pioneering years of air travel. In 1943, the King cabinet created the "Canadian Government Trans-Atlantic Air Service" [CGTAS] to provide priority military passenger and postal delivery to U.K. On 9 September 1943, two new "Lancastrian" [modified Canadian built Lancaster X bombers KB702 and KB703] began a non-stop flight to Scotland with average flight time of 13:30 hrs. King could have taken one of these passenger VIP flights to London but for some reason he wanted to fly in an American C-87 transport. King had taken a great interest in Chrystal ball reading, fortune-tellers, palmist astrologer, tea-leaf reader, saw shapes in clouds, the position of hands on the clock, combined with other superstitions, his mind had many multi-paranoid thoughts and feelings, but he had no fear of flying.

P.M. King was able to arrange the loan for one Consolidated Model 32 Liberator transport aircraft designated C-87, from his friend President Roosevelt. The C-87A was a military transport version of the B-24 bomber, which was in service with the U.S. Army Air Forces, U.S. Navy and the R.A.F. This deluxe passenger transport had 16 seats for day time, with five folding berths and four single seats for night time flights. King linked arms and posed for photographs with USAAF pilot Major R. N. Read, [Maryland] Major J.G. Tilton [Ohio] and the co-pilot Capt. William Hicks from New York City, N.Y. The flight departed Ottawa, to Gander, Newfoundland, the Azores and Scotland, arriving 5 May 1944. This became the first flight of a sitting Canadian Prime Minister combined with the first transatlantic crossing, which pleased King very much. His diary records he enjoyed his first flight, remarking on the glory of God and his spiritual nature of flying among the night time stars. He described his feelings as: majestic, celestial and graceful. King's exit from the American C-87 transport was anything but graceful, as he emerged ass-end first and then became stuck in the passenger exit door. The stocky P.M. then succeed in his exit, [still posterior-first] and reviewed his amused Canadian Army troops. This marked the beginning of aircraft travel by Canadian Prime Ministers and the construction of a special V.I.P. Liberator Canadian RCAF transport which first flew in No. 12 Communications Squadron, at Rockcliffe, Ontario.

Plane Talk

APRIL · 1943



LIBERATOR EXPRESS

Our Job is Building Airpower by Tom M. Girdler

Bombing the Japs at Kiska . . . by Lieutenant Nelson H. Drake

A sixteen seat Consolidated C-87 transport aircraft, like the one which flew P.M. King to U.K.



PLA 722403. NEW YORK BUREAU

~~CANADA'S PREMIER ARRIVES IN LONDON~~
~~LONDON -- STANDING BESIDE THE PLANE THAT BROUGHT HIM~~
~~TO LONDON, MACKENZIE KING, PRIME MINISTER OF CANADA,~~
~~IS GREETED BY VINCENT MASSEY, CANADIAN HIGH COMMISSIONER,~~
~~AS HE ALIGHTS AT THE AIRPORT. KING TRAVELLED TO LONDON~~
~~TO ATTEND THE CONFERENCE OF PREMIERS OF THE BRITISH~~
~~EMPIRE.~~
NY CHI CAN
CREDIT LINE (ACME) 5/5/44 (RK)

The American Press report should read – “Canada’s Prime Minister Arrives in London.”



London Conference: Left to right, Smuts, King, Churchill, Curtin, Fraser.

Photo by Photopress

"Canada Came of Age"

By **BLAIR FRASER**

Maclean's Ottawa Editor

LONDON (By Cable)—If mankind succeeds this time in its struggle against suicide, if this time the structure of enduring peace is not merely blueprinted but actually built, history may well record that an essential part of the foundation was laid in London in May, 1944. Five nations of the race, or tradition, that fathered free and stable government there wrought together to create a free and stable world.

Two vital decisions were taken at London. The first outlined the general architecture of a postwar world organization as the Commonwealth nations would see it. In shaping that decision Canada, like the other Dominions, played only a passive role—giving approval to proposals Britain was prepared to submit to the other major powers.

But the second decision, equally important, determined how and in what degree the British Commonwealth would support that world organization—whether it would support it fully, unreservedly, or with imperial reservations.

The choice was for unreserved support.

In that decision the Dominions played a full part. Canada, whose support in the past has been steadfast for war, but not always steadfast for peace, assumed

the responsibilities of full partnership, and even in some degree—be it said in all humility—of leadership.

Two brief months ago Canada appeared in many eyes to be in the imperial doghouse. True our war effort was admired, our fighting men well-liked, our mutual aid appreciated. But these were merely an ally's share of the transient struggle, differing in no essential from the contributions of the United States. These things would pass. It was the dream of thousands, perhaps millions, to build now something that wouldn't pass—the elusive spirit that unites us today—and hold it in a vessel of new contriving.

To this effort they said Canada had nothing to bring. Worse, she was a dissident, a "naysayer." We were the sand in the gearbox, the skeleton at the imperial feast. We were the reason why the British Commonwealth couldn't look to speak with one voice to the world.

In Canada, and throughout the Commonwealth, this notion found wide acceptance.

At Ottawa predictions were two to a penny, as late as April 1, that Prime Minister King wouldn't attend the conference of Commonwealth prime ministers, if indeed the conference were held at all. Westminster had debated Commonwealth unity just before the premiers arrived—the first speaker made three references to Canada, two of them prefixed by the word "even." "Even Canada," he said sadly, "cannot afford to ignore facts." That quotation was fairly typical of most of the speakers in the debate.

The misconception stemmed from two sources. One was Canada's record of isolationism. Canada was remembered for the slogan "no commitments," and also as the country whose delegate at Geneva in 1923 moved the resolution emasculating the obligations imposed by the League Covenant.

The other source was a division of opinion within the Commonwealth, erroneously supposed to represent a cleft between the Commonwealth nations. This division itself is real enough. In other forms it exists throughout the world. In the British Commonwealth it separates the internationalists on one hand from the group believing in a strong Empire first.

To the internationalist, collective security must be wide open—inclusive, not exclusive, in Winston

Continued on page 6

Herewith the dramatic inside story of Canada's behind-the-scenes leadership at the London Conference of Commonwealth Premiers

The May 1944 Commonwealth Prime Minister's Conference was a turning point for Canada.

ROCKCLIFFE AIR REVIEW



Flies London to Rockcliffe

We pricked up our ears as we heard the message crackling through the speaker in the Despatcher's Office of No. 12 Communications Squadron: "Montreal calling Rockcliffe . . . five miles west of Montreal at nine-thirty eight." Reporters standing near the telephones were enquiring about the expected time of arrival. "Should be here about 10:02" remarked F/O Broadley after making a rapid calculation.

The message soon swept through the large crowd of distinguished visitors who had gathered out on the tarmac to welcome Prime Minister MacKenzie King on his return from Great Britain, where he had attended the widely publicized conference of British Prime Ministers. There was an air of increasing expectancy as they anxiously watched the sky for the first sight or sound of the approaching aircraft.

Publicity Preparations

Cameramen from the National Film Board were busy making the final adjustments to their battery of lights. They wanted to get as close as possible to the spot where the giant plane would be parked to photograph the arrival. A C.B.C. commentator was testing his equipment for the recording of this event that would be broadcast over the national network. After making sure all was in good working order he proceeded to interview F/O Maynard, the despatcher, to get local colouring. Reporters from several newspapers and press associations were running to and fro to the telephones giving the latest gas to their waiting editors. Cars containing distinguished government officials continued to arrive. Almost the entire Cabinet was now on hand. A large group of members of Parliament, together with ranking officers of all three services had gathered. Airmen who had stood by for hours lined the apron to keep the crowds back. Group Captain O'Brien, the Commanding Officer, was busy greeting many.

Large Crowd on Hand

Soon there was the drone of motors, and after first circling the field at 10:05, the

Page Six

aircraft made a wide sweep, and with a long low approach touched its wheels down and taxied in at 10:14. Colonel Ralston stepped forward to be the first to welcome the Prime Minister. Standing in the open doorway of the giant Liberator, Mr. King waved a hearty greeting to the large crowd which by this time had grown to about three hundred. Stepping out of the plane he shook hands with many of the Cabinet and then friends in the crowd surged forward to add their welcome. The Prime Minister appeared fairly fresh after his long trip. Flash bulbs went off from all sides as he endeavoured to make his way through the crowd to the Reception Room of the Communication Squadron, where a movie camera was grinding away as Mr. King broadcasted to the people of Canada.

When this was finished the Prime Minister went over to thank the members of his crew for their good work. "Thank you for a splendid trip," said Mr. King to Major Road of Bethesda, Md., United States army pilot of the Liberator on the flight to and from London. Then he posed for a photograph arm in arm with Major Road and Major Tilson of Ohio, the co-pilot, and Capt. William Hicks of New York, the Navigator.

Broadcasts from Comm. Squad

During his broadcast Mr. King said: "I return to Canada with a feeling of confidence in the ultimate success of the war—victory for the Allied forces greater than ever before." "It will be a long struggle, greater than we realize," warned the Prime Minister, "but the outcome is certain. While I was in Britain I received the impression that everything possible has been done for the success of the Allied forces, and in the great events now pending the Allied forces are sure of victory."

"Say, Zeke, when are you going to marry Eliza Jane? You know you been goin' round with her for 20 years."

"Don't rush me, Poppy, I want to make sure she isn't a passing fancy."

I believe that this war, with the immeasurable evil it has brought in its train, has done one good thing to us. It has restored our moral purpose, our belief in ourselves. We have learned, I hope, that peace is something that must be won and worked for and paid for. We have learned that past heroism is only valuable if linked to present courage, that ideas dis-

regard frontiers, that unemployment or war in one country brings unemployment or war in others, that peace requires endurance, sacrifice, and vigilance as much as war. Even after the victory there can be no easy road from war to peace.

ANTHONY EDEN,
British Foreign Secretary.

FLIES LONDON TO ROCKCLIFFE

At the right Prime Minister King is greeted upon his return from England by A/V M Curtiss. Directly below Mr. King is seen broadcasting to the Canadian people from the Reception Room of No. 12 Communications Squadron. Colonel Ralston, the Minister of Defence, is shown at lower right welcoming Mr. King as he stands in front of the Liberator at Rockcliffe station.

(Photos: Courtesy National Film Board)

Page Seven



Prime Minister King was given a great reception when he returned to RCAF Rockcliffe on 22 May 1944. While the C-87 transport and pilots were American, the RCAF flight crew were No. 12 Communication Squadron. The age of RCAF passenger V.I.P. flight had taken off, and now the P.M. wanted his very own special re-modelled American B-24, with kitchen, washroom, office, secretary and bedroom for his exclusive use.

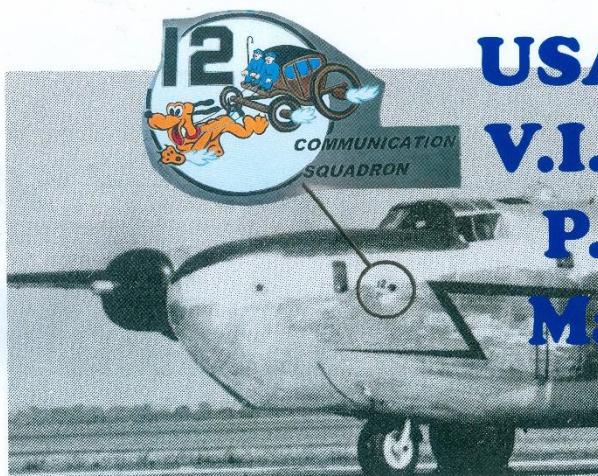
The Combined Munitions Assignment Board was created by President Franklin D. Roosevelt and Prime Minister Winston Churchill in January 1942. The American in charge was Harry Hopkins, one of the President's top advisers, who took control of war supplies and lend lease to the Allies, mostly United Kingdom. Canada had asked for a seat on the board but were refused and had no form of control over assigned WWII aircraft. [Yes, Canada had no control over the WWII aircraft tax-dollars constructed] When the Liberal government application was drafted to the Combined Munitions Board in early May 1944, they were informed eighteen C-87 transport would be made available for Canada in the summer of 1944. On 15 May 44, this offer was withdrawn as the USAAF and US Navy had increased their requirement for C-87 transport aircraft and they had priority. It is possible P. M. Mackenzie King used his friendship with the American President and on 29 May 44, the RCAF were advised they could obtain ten B-24 bombers, but the conversion to transport would be done by the RCAF in Canada. The ten bombers had been taken from the production line at Fort Worth, Texas, built as B-24J bombers fitted with turrets and wearing American markings. They were delivered to the RCAF in June and July 1944, allotted RCAF serial numbers #570 to #579 and flown to No. 4 Repair Depot at Scoudouc, New Brunswick, for conversion to transport.

Type Type	Numéro de série Serial Number	Numéro constructeur Manufacturer's Number	Porté à l'effectif Taken on Strength	Rayé des contrôles Struck off Strength	Immatriculation précédente Previous Registration	Immatriculation ultérieure Subsequent Registration	Élimination Disposition	Notes Remarks
Consol. Liberator GRVI-T	570		30.6.44	4.7.46	44-10586			Conversion to Transport
Consol. Liberator GRVI-T	571		30.6.44	7.7.47	44-10589			Conversion to Transport
Consol. Liberator GRVI-T	572		30.6.44	7.7.47	44-10587			Conversion to Transport
Consol. Liberator GRVI-T	573		30.6.44	27.3.47	44-10588			22.2.45 Conv. to Transp.
Consol. Liberator GRVI-T	574	<i>P.M. KING</i>	30.6.44	8.6.48	44-10583	<i>VIP</i>		Conversion to Transport
Consol. Liberator GRVI-T	575		4.7.44	7.7.47	44-10592			4.7.44 Conv. to Transp.
Consol. Liberator GRVI-T	576		4.7.44	7.7.47	44-10593			4.7.44 Conv. to Transp.
Consol. Liberator GRVI-T	577		4.7.44	7.7.47	44-10590			20.2.45 Conv. to Transp.
Consol. Liberator GRVI-T	578	<i>RCAF.</i>	4.7.44	7.7.47	44-10581	<i>VIP</i>		25.11.44 Conv. to Transp.
Consol. Liberator GRVI-T	579		4.7.44	7.7.47	44-10585			22.12.44 Conv. to Transp.

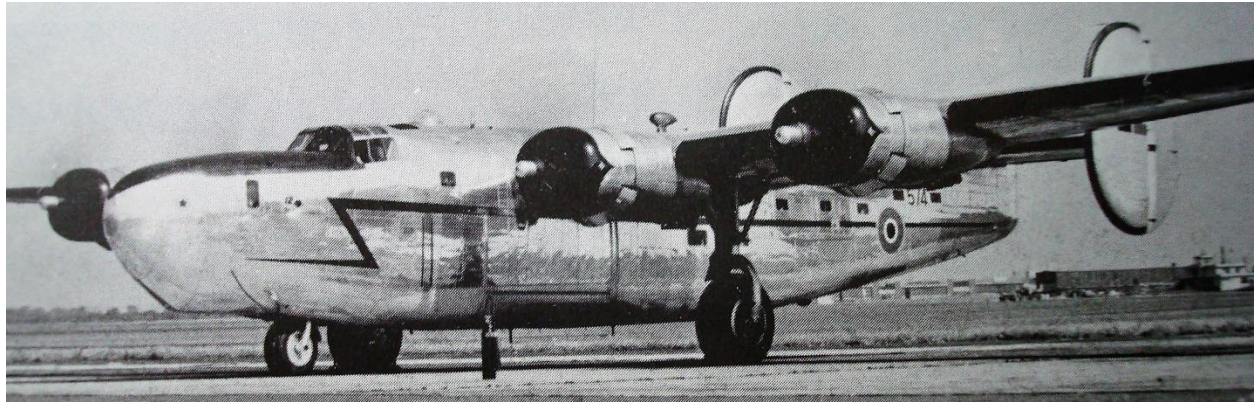
Liberator #574 arrived No. 4 R.D. 30 June 1944. Eight were converted to RCAF Transport Liberator standard for use by No. 168 [Heavy Transport] Squadron [formed 18 October 1943] in Rockcliffe, and two were converted for RCAF "V.I.P." flights. Liberator #578 conversion featured new seats, a washroom in the tail and a wide mattress bunk over the bomb bay, for RCAF Senior Chief of Air Staff, and also fitted with bins for priority mail delivery. The second aircraft was serial #574 and this would be converted for the Prime Minister of Canada, Mackenzie King. This became the RCAF's first V.I.P. aircraft, which required a much more ambitious conversion by the engineers and tradesman at RCAF Rockcliffe, Ontario. The man in charge of the B-24 conversion has been forgotten by RCAF historians and I wish to give him his long over-due credit deserved.

Sgt. Emil M. Albota was born in Ottawa, Ontario, in 1919. After graduating from Ottawa Technical High School in 1938, he began his Canadian military career by joining the Canadian Navy and served for one full year. In 1939, he re-enlisted in the RCAF as an Air-Frame Technician, and flew the war years 1940 to 1943 in Catalina Flying Boats under Eastern Air Command. In 1944, he was posted to No. 168 [H.T.] Squadron at Rockcliffe, to repair and maintain the B-17 Flying Fortress and new B-24 converted Liberator transport aircraft. On 7 September 1944, Liberator RCAF #574 landed at RCAF Station Rockcliffe and the Prime Minister's conversion could begin. Sgt. Albota was placed in charge of the small group of RCAF personnel who faced many new challenges working with new material and trades they had never been trained to perform. It is important to note the new Liberator #574 [USAAF # 44-10583] was taken on strength of No. 12 Communication Squadron at Rockcliffe, Ontario, 7 Sept. 1944 and not transferred to No. 168 [H.T.] Squadron until 26 February 1945, RCAF order #18714.

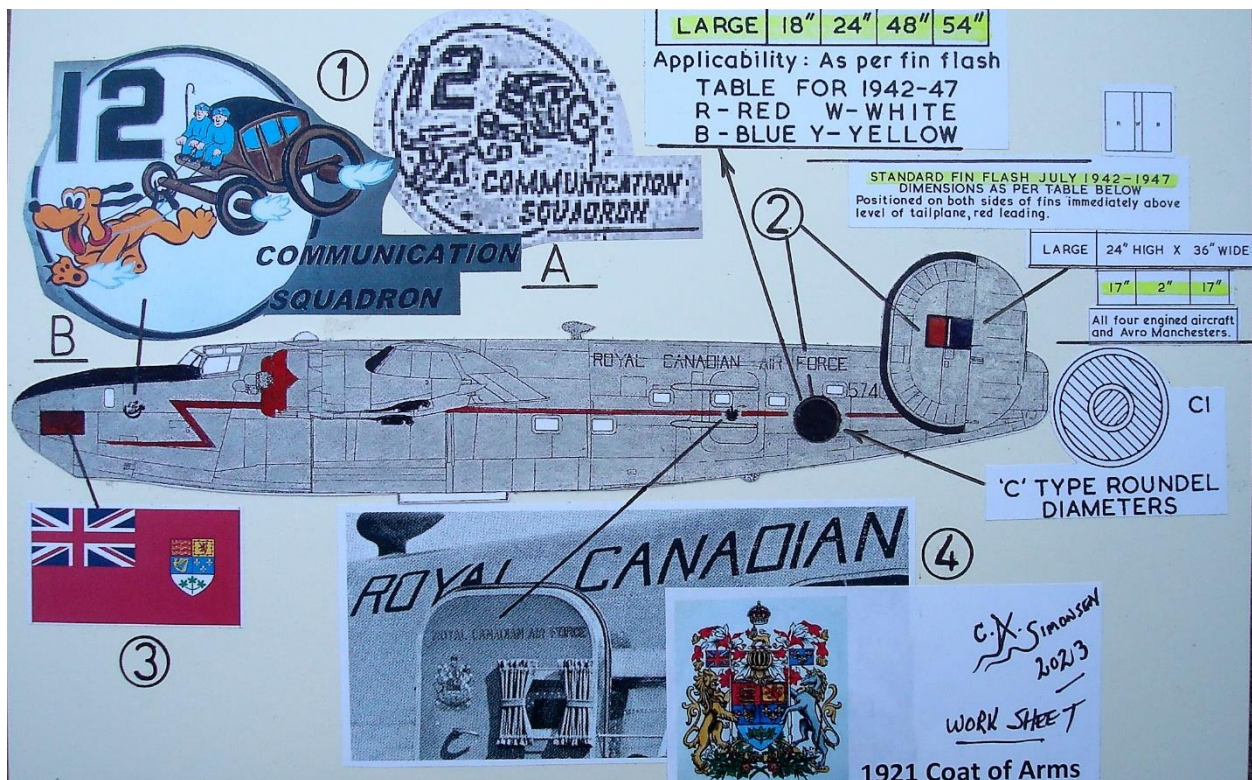
The rear fuselage required windows and ten seats for P.M. King's party and selected members of the Canadian Press. The rear bomb bay section was converted into a private compartment, with a toilet, and a bed which disappeared into the ceiling. The rear section contained a food [liquor] galley with refrigerator, and a second toilet. The major problem was cutting a side door for the prime minister, which involved re-routing the aircraft control cables along the roof. The RCAF parachute section in Rockcliffe completed the interior upholstery and the engineering section installed an intercom system. This non-standard B-24J aircraft conversion was tested many times, due to moving aircraft cable controls and weight positioning. As far as I can tell, this one-of-a-kind RCAF VIP aircraft was never given any special designation and remained on paper a GR. VI Transport. It should have been designated RCAF #One or Zero-One, but no such luck. Conversion work began on 7 September 1944, and No. 168 [HT] Daily Diary reports – 10 October 1944, Liberator #574 still under construction. 12 February 1945, Liberator #574 is test flown for the first time, wearing her new RCAF markings. [Daily Diary for No. 168 Sqdn.]



USAAF # 44-10583
V.I.P Transport of
P.M. William L.
Mackenzie King



VIP Transport [Prime Minister] Liberator #574 is wearing “unofficial” No. 12 Communication Squadron Pluto insignia on her nose for test flight. The aircraft is still on strength with No. 12 Comm. Squadron, Rockcliffe, and they wanted their “Pluto insignia” on her nose. It is believed by author; the nose art was the second design “B” shown in colour below.



The No. 12 Communications Squadron “Nose Art” insignia of Pluto remained for only two weeks, on 26 February 1945, Liberator #574 was officially transferred to No. 168 [H.T.] Squadron [RCAF order #18714] and the nose art was soon removed. It is believed No. 168 [H.T.] insignia of American Flying Bald Eagle was never painted on Liberator #574. [At least no photo proof can be found]

The fuselage roundel was Type "C" diameters given above, RAF standard tail fin flash, and each side of nose contained the Canadian Flag, the Red Ensign. 36" wide by 18" high. The Canadian Coat of Arms appeared on the inside and outside of the new modified VIP aircraft door, 11" high by 8 "wide. The red fuselage thunder flash [No. 12 Comm. Sqdn. Marking] was 4" wide with half-inch black trim. Royal Canadian Air Force was 12" high and serial 574 same size.

DEPARTMENT OF NATIONAL DEFENCE FOR AIR

Office of Chief of the Air Staff
O T T A W A

16th March, 1945.

Dear Leigh

I am sending along this note to let you know that the Minister and I were very much impressed with the excellent job of work that has been carried out on Liberator 574.

It is obvious that the design of the interior modifications to the aircraft have been given a great deal of thought, and the ingenuity and high standard of workmanship of those who carried out the work is apparent throughout. The attractively finished interior of the aircraft presents an appearance of which I have not seen the equal.

I am aware of the special efforts put forward in connection with this work by the Officer Commanding No. 168 Squadron, Wing Commander C.L.G. Fraser, DFC, his Engineer Officer, Squadron Leader W.H. Lewis, and the other ranks of the Squadron who worked on the aircraft. I would like to convey to them, as well as to personnel of your Group Headquarters who were connected with this project, my congratulations and thanks.

Yours sincerely,

"Sgd" Robert Leckie"

(Robert Leckie)
Air Marshal
Chief of the Air Staff.

Group Captain Z.L. Leigh, OBE,
Officer Commanding, No. 9 Transport Group,
RCAF Station, Rockcliffe, Ontario.

CERTIFIED TRUE COPY

.....
(H. Crow) F/O

No. 168 [HT] Squadron Daily Dairy records the aircraft history, which follows.

14 March 1945, [Daily Diary] the "Hangar Queen" Liberator #574 was test flown.

19 March 1945, [D.D.] Liberator #574 was test flown Rockcliffe to Dorval and return.

23 March 1945, [D.D.] Liberator #574 test of first inflight meal [with drinks] served for special [senior RCAF officers] passengers. It is possible the RCAF Liberator nickname "Silver Saloon" originated on this date.

23rd Mar /45	SUMMARY OF EVENTS
Movements of aircraft at our overseas detachments were as follows:- Dakota 972 arrived at Biggin Hill at 1425 hrs. from Brussels. Dakota 975 returned to Biggin Hill from Istres. Dakota 981 flew from Biggin Hill to Istres. Dakota 982 flew from Istres to Pomigliano and return.	
Weather at this base today was C.A.V.U.	
Liberator 574 was flight tested today, at noon, and the following passengers in this aircraft were served a meal while in the air:- A/C H.L. Campbell, G/C Z.L. Leigh OBE, W/C H.M. Kennedy, S/L L.A. Collins, Fl/O M.E. McFarlane, S/L W.H. Lewis and W/C L.G. Fraser DFC. Comments on the meal were favourable and facilities worked fine.	

29 March 1945, [D.D.] Liberator #574 had completed 50 hours of flight testing.

14 April 45, [D.D.] Liberator #574 flight to Washington and return.

14 April/45
His Excellency, The Governor General and Princess Alice, were flown to Washington in Liberator 574, piloted by S/L W.H. McIntosh, departing at 0905 hrs. Other crewmen were: F/L A.W. Lockhart, DFC AFC, F/L A.W. Bishop, F/L L.W. Queale DFC & BAR and F/O W.G. Wreford. (Flight Engineer - Sgt. Drybrough, D.J.; Steward - SAC Quezel, J.A.P. On arrival at Washington at 1200 hrs. the aircraft was met by Lord Halifax and A/V/M Walsh, of the Embassy staff.

19 June 1945, [D.D.] Prime Minister Mackenzie King inspected 'his' Liberator #574 in preparation for flight to San Francisco, 22 June 1945.

22 June/45
Liberator 574 smartly decorated with the Royal Coat of Arms departed today at 2217Z for San Francisco.
On board were: S/L B.G. Smith --Captain Pilot F/L H. Hutchins --Wireless Officer Operator WOI Schoenherr --Engineer Cpl. Quezel, J.A.P. --Steward
Distinguished passengers aboard were:
Prime Minister King Justice Minister St. Laurent Mr. A.D.P. Heeney Mr. Handy Mr. Nicol
The primary reason for this trip was for Mr. King's attendance at the Security Conference where he was to sign for Canada, the agreements reached there.

27 June/45
Prime Minister Mackenzie King arrived in Liberator 574 at 1805Z Crew aboard were
S/L B.G. Smith --Captain Pilot F/L Hutchins --Wireless Officer Operator WOI Schoenherr, L.F. --Engineer Cpl. Quezel, J.A.P. --Steward Sgt. Drybrough, D.J. --Crewman
Accompanying Mr. King were Hon. Louis St. Laurent, Minister of Justice, Warwick Chipman, Ambassador to Chile, and Arnold Heeney, clerk of the Privy Council.
Mr. King thanked the Ground Crew for their work in servicing the Aircraft.

27 June 1945, RCAF Rockcliffe, Ontario, P.M. King thanks the "Erks" from No. 168 [H.T.] Squadron.



CABINET MINISTERS WAIT—“Erks” and officers alike crowded around Prime Minister Mackenzie King upon his arrival Wednesday afternoon at Rockcliffe airport, Ottawa, in an RCAF Liberator in which he flew from San Francisco.

The PM is pictured above telling his interested listeners of the success of the conference while cabinet ministers and high ranking service chiefs waited to escort him back to the city. His listeners were members of the RCAF station staff at Rockcliffe.—(RCAF Photo.)

Flights recorded in No. 168 [HT] Squadron Daily Diary

19 July 1945 – Test Flight, Rockcliffe.

21 July 45 – made ready for special trip to Western Canada. Minister of National Defence and party. Returned to Rockcliffe 2 August 1945.

29 August 45 – Test flight, placed in reserve.

7 September 45 – Washington, D.C., no passengers listed.

29 September 45 – Return trip to Washington, D.C. with P.M. King.

6 October 45 – Vancouver and return, passengers not listed.

19 October 45 – to Halifax, Nova Scotia, Rt. Hon. Colin Gibson, Minister of Air.

25 November 45 – Vancouver and return, no passengers listed.

5 January 1946 – Rockcliffe, Gander, Newfoundland, to Northolt, England. Rt. Hon. Colin Gibson, returned to Rockcliffe, 26 January 46.

Air Minister Gibson Arrives in England

LONDON, Jan. 6—(Reuters)—
Air Minister Gibson of Canada
arrived at Northolt Airdrome
near here today from the Domin-
ion to inspect R.C.A.F. units over-
seas. He said he also expected
to talk with officers and men of
the R.C.A.F. occupation force in
Germany. Mr. Gibson flew in
the R.C.A.F. Liberator normally
used by Prime Minister King.

The following is an extract from The Ottawa Citizen, Monday, February 25, 1946.

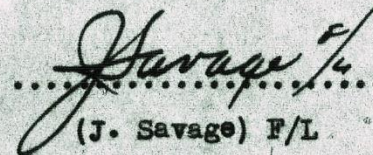
MILK AND MAIL ON LAST EASTWARD FLIGHT

A Liberator, with flt. lt. C.E. Snider, of Ottawa, as skipper, took off from nearby Rockcliffe airport shortly after 10 o'clock yesterday morning on the final eastward trans-Atlantic mail flight of 168th Transport Squadron of the RCAF, which disbands Feb. 28.

The aircraft, carrying 5,923 pounds of powdered milk and mail for Canadian servicemen overseas, left Gander, Nfld., at 2.43 p.m., on the final leg of the ocean hop.

Future service mail will be handled by Trans-Canada Air Lines, operating three flights weekly.

CERTIFIED TRUE COPY


.....
(J. Savage) F/L

No. 168 [Heavy Transport] Squadron was disbanded at RCAF Rockcliffe, Ontario, on 21 April 1946. The Douglas Dakota and Consolidated Liberator aircraft were transferred to other RCAF Transport Squadrons.

RCAF #574 [USAAF # 44-10583] was transferred back to her original No. 12 Communication Squadron, [15 March 1946] and continued to be flown as the V.I.P. transport of P.M. Mackenzie King. On 5 February 1945, No. 12 Communication Squadron came under Air Force Headquarters, No. 9 [Transport] Group, Rockcliffe, Ontario.



It's possible the original [second design] No. 12 Communications Pluto insignia was once again painted on the nose of Liberator #574, but no photo proof can be found by the author. The author believes the Pluto insignia was repainted on Liberator #574 in November 1946, when the new Maple Leaf roundel was painted on the "Silver Saloon."

The first VIP flight in No. 12 Communication Squadron took place on 16 March 1946, as recorded in their Daily Diary. His Excellency, the Earl of Athlone and Princess Alice were flown from Rockcliffe to Trinidad for a few days' vacation in the sun.

16th Mar./46

The Squadron's personnel were very busy today but undoubtedly the highlight of the activities was the very successful take-off of His Excellency, the Earl of Athlone, and Her Royal Highness, the Princess Alice. Prior to returning to Gr. Britain this vice regal couple intend spending a vacation in Trinidad and for this purpose Liberator 574, captained by S/L Wright, has been put at their disposal. A complete account of the departure is related in the attached clipping (Appendix "A").

The Squadron's work in this important departure was carried through faultlessly and the A.O.C. extended his compliments to the Unit for its good show.

Other flights completed by the Squadron today included the following: The return from Savannah of Hon. Mr. Ilsley and his wife in Dakota 663, flown by F/L Bredt; the arrival of F/L Ernst on the scheduled No 1 Service run from Dartmouth; and the continued flight of F/O Morrison from Kansas City to Albuquerque, New Mexico, enroute to Burbank with Ledestar 567.

In addition to the foregoing, A/V/M Morpheus departed from the unit bound for Dartmouth in the visiting Hudson BW625.

EBH

Liberator #574 pilot S/L Wright returned the vice regal couple to Rockcliffe on 20 March 1946, for their return flight to United Kingdom.



THE ATHLONES LEAVE—Upper picture shows His Excellency the Earl of Athlone and the Princess Alice as they waved farewell at Rockcliffe airport Saturday. His term of office as Governor General concluded, the Earl and his consort left by Liberator aircraft for Washington on the first

leg of their return to England. Lower picture shows the crowd on the Plaza as the Governor General performed his last official act in the Dominion—the laying of a wreath at the base of the National War Memorial.—(National Film Board Photos.)

The VIP flights continued in Liberator RCAF #574 -

4 April 46 – Trinidad, passengers not recorded.

5 April 46 – New York, passengers not recorded.

13 April 46 – Washington, D.C. [possible P.M. King]

5 June 46 – Governor General of Canada, Viscount Alexander and party to U.K. via Goose Bay, Newfoundland, to Northolt, England. The crew were entirely made up of personnel from No. 12 Communication Squadron, recorded Daily Diary that date.

11 June 46 – return to Rockcliffe.

30 June 46 – Fly Past at RCAF Mount Hope, Hamilton, Ontario, airshow. [four days]

11 July 46 – Winnipeg, passenger guest's unknown.

2 August 46 – Winnipeg, Governor General Alexander and party.

12 September 46 – Lord and lady Addison to Patricia Bay, B.C., and return 14 September.

1 October 46 – Prague, Czechoslovakia. VIP flight for 8 October awards presentation of Czech decorations to fifteen Canadian Army and RCAF members for WWII actions. The group was made up of mainly Senior Canadian Armed Forces members, [listed below] but also included three "Erks", two Corporals and one lonely LAC in the RCAF. I'm positive this was the high point of their military career, flying in the Prime Minister's aircraft, and I hope they had a few free drinks in the "Silver Saloon."

**Czechs Honor Crerar
And 'Plane Crew**

Recent awards of Czechoslovak decorations to members of the Canadian Army and Air Force were supplemented today by an additional list of 15 awards announced by the Defence Department. All were presented at Prague, Czechoslovakia, on October 8, the recipients being General H. D. G. Crerar, members of his official party, and members of the crew of the RCAF 'plane which transported the Canadian group to the Czechoslovak capital.

The list follows:
Order of the White Lion for Victory—General H. D. G. Crerar, CH, CB, DSO, Ottawa.
War Cross 1939 — General Crerar; Lt. Gen. J. C. Murchie, CB, CBE; Air Vice-Marshal H. L. Campbell, CBE, 212 Rideau Terrace, Ottawa; Air Commodore L. E. Wray, OBE, AFC, 480 Cloverdale road, Rockcliffe; Lt. Col. John Walter Weir, OBE, Vancouver; Lt. Col. Vincent McKenna, MC, ED, Victoria, BC; Flt. Lt. J. H. C. Lewis, 220 Stewart street, Ottawa.
Medal of Merit (First Class)—Flt. Lt. G. G. Wright, AFC, Montreal; Sqdn. Ldr. E. H. M. Walsh, 213 Wilbrod street, Ottawa; Flt. Lt. P. J. Roy, DFC, Arnprior; FO. M. Hlady, Rama, Sask.
Medal of Merit (Second Class)—Cpl. D. Turner, Westlock, Alta.; Cpl. J. S. Stoker, 427 Arlington avenue, Ottawa; LAC. C. Martin, Edwards, Ont.

The flight returned to RCAF Rockcliffe on 26 October 1946.

Liberator #574 did not fly in the month of November 1946, it was in the hangar for re-painting, the new Red Maple Leaf on Dark Blue roundel replaced the original RAF Type "C" roundels. I believe the No. 12 Communication Squadron nose art was also added in November 1946.

OF No. 12 Communication Squadron, Rockcliffe, Ontario.

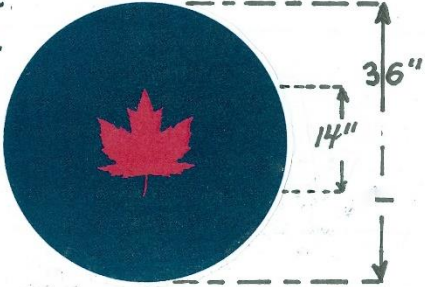
(UNIT OR FORMATION)

SUMMARY OF EVENTS

REFERE
APPEN

F/L W.S. Johnson and F/O C.S. Olsen carried out training flights today.

PERSONNEL	TYPE	AIRCRAFT		UNSERVICEABLE
		SERVICEABLE		
Officers - 36	Dakota	663, KG368, KN291,		KG350 Fairings, De-Icer Boots Major Inspection
Airmen - 100				977 Line Assy Pts borrowed Bracket Assy
Airwomen - NIL				Major Inspection STBD Engine Change.
Civilian - 2				1387 Minor U/S
Others - NIL				1409 Reconversion
				386 De-Icer Boots
				361 Wheel Installation, bearings.
				574 Re-painting & finley change
	Liberator	"MAPLE LEAF" ROUND EL		565 Prop Installation.
	Lodestar	567		



Total flying time for the month of November, 1946 was: 302:20

G.S. Diamond
(G.S. Diamond) W/C.,
O.C. No. 12 Comm. Sqdn,
Rockcliffe, Ont.

On 1 April 1947, the "400 block numbers" were added to No. 12 Communications Squadron and they became No. 412 "K" Composite Squadron. The "K" was an official RCAF abbreviated for air transport squadrons who provided practice flying for all H.Q. Staff personnel at Rockcliffe. The Letter "K" was removed in December 1947, [never painted on aircraft] when a special A.F.H.Q. "Practice Flight" was formed at RCAF Rockcliffe.



This RCAF photo was taken at RCAF Rockcliffe in early June 1947, [after a complete tire change] showing Liberator #574 with new RCAF roundel markings, [Red Maple Leaf in Dark Blue roundel], which were painted in November 1946, recorded in the No. 12 Communications Daily Diary.



Same RCAF photographer image [port nose] taken at RCAF Rockcliffe, Ontario, June 1947, wearing the new No. 412 Communication Squadron "Pluto" unofficial nose art. I believe the original No. 12 Communications Squadron nose art was painted in November 1946 and the number "4" was added to the aircraft nose art around 1 April 1947. The name "Communication Squadron" remains when this image was taken in June 1947, after a tire change.





Replica 24" by 24" painted on original RCAF [Montreal manufactured F-86] aircraft skin. It's impossible to find WWII B-24 Liberator skins in Canada. Throughout the squadrons history, 30 August 1940 until June 1949, their chief responsibility was the transportation of "Very Important Persons", including British Royalty, Ambassadors to Foreign countries, the most Senior RCAF Officers and the Canadian Prime Minister Mackenzie King. The unit never applied for or received any official RCAF badge authorized by King George VI. They created their own "unofficial" badge of Walt Disney "Pluto" pulling a Western Stage Coach, with two RCAF Airmen as drivers.



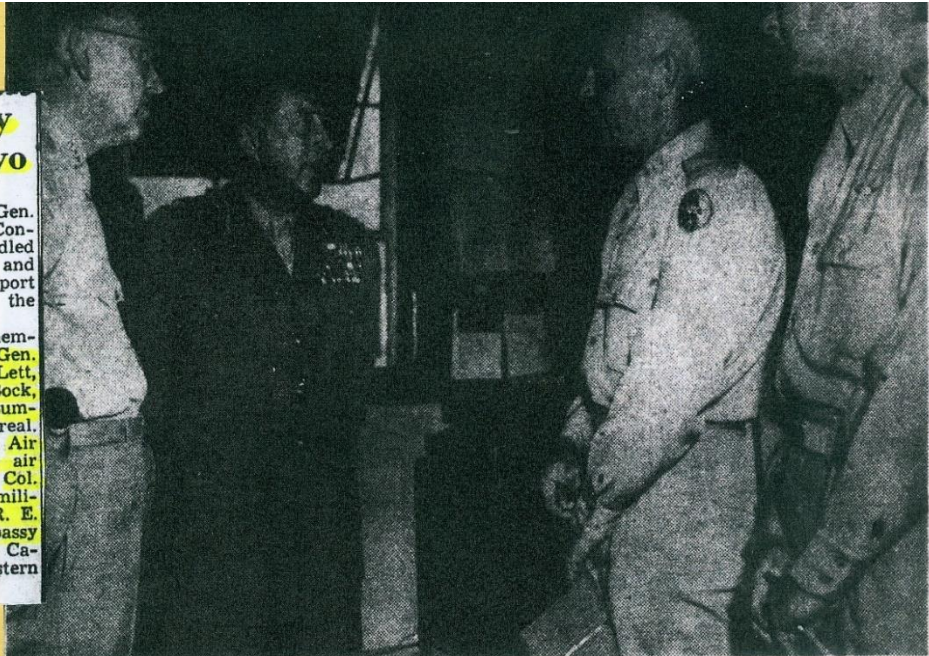
During this period [April to June 1947] the members of RCAF No. 412 “Composite” Squadron ordered a limited number of squadron insignia manufactured by Crest Craft at Saskatoon, Saskatchewan. It is possible only 100 badges were created [personnel on strength were 36 Officers, 100 Airmen] and today they are very rare, hard to find by collectors, value \$500 to \$700 Canadian dollars.

November 1946, Liberator #574 received new Maple Leaf Roundel markings, No. 412 Nose Art of Pluto pulling Stage Coach and three new tires in June 1947. On 21 July 1947, four new engines were installed and the “Silver Saloon” was test flown by F/L G.G. Wright in preparation for a special Canadian Far East tour headed by General H.D.G. Crerar. The flight took off from RCAF Rockcliffe on 27 July 1947, headed for a fuel stop at Cheyenne, Wyoming, and on to San Francisco, California. Pluto will visit Hawaii, Johnston Island, Guam, Kwajalain, Tokyo and Nanking, China. On 29 July 1947, the aircraft was almost lost, when an engine gave out on the trip to Honolulu, with an emergency landing made at Hickam Field, Hawaii. The Silver Saloon had only 50 gallons of fuel left in her tanks holding 2,370 gallons. The V.I.P. passengers were never informed, while panic set in at RCAF Headquarters Rockcliffe, [Ottawa].

F/Sgt. Lawrence F. Schoenherr [12 years veteran] was flown in from Rockcliffe and a 333-gallon additional fuel tank was installed in Liberator # 574. [No. 412 Composite Daily Diary]

Canadians Ready For Hop To Tokyo

(Continued from Page 1)
 Lt. Gen. John E. Hull, Maj. Gen. Ralph E. Wooten, and British Consul John C. O'Dwyer—all huddled at Hickam—jumped into cars and motored over to Honolulu airport when they were advised of the emergency landing.
 There they met the three members of the official party: Gen. Crerar, Brigadier Sherwood Lett, Dieppe hero, and Roland Bock, president of the Canadian Lumbermen's association, Montreal. Accompanying the trio were Air Commodore C. B. Godwin, air member for air staff plans; Col. F. LeP. T. Clifford, Canadian military attache to China, and R. E. Collins, of the Canadian embassy in Washington and alternate Canadian member on the Far Eastern Commission.



CANADIAN GENERAL VISITS HERE—General H. D. G. Crerar, fourth Canadian to receive the rank of full general and first to be so designated while commanding troops in the field, arrived in Honolulu yesterday en route to Japan. Left to right are Admiral Louis E. Denfeld, commander in chief of the Pacific; General Crerar, former commander of the 1st Canadian Army; Lt. Gen. John E. Hull, commander of army ground forces in the Pacific, and Maj. Gen. Ralph E. Wooten, commanding general of the 7th Air Force. (Army photo).

JULY 29/47 HONOLULU ADVERTISER

Canadians Ready For Hop To Tokyo

A Canadian military-trade commission to Japan, headed by Gen. H. D. G. Crerar of the Canadian army, was ready to take off for Tokyo tomorrow in a special RCAF Liberator plane, which yesterday made an emergency landing at Honolulu airport.

The scarlet-trimmed B-24, which had an engine "conk out"

as the plane approached Oahu, was towed to Hickam Field yesterday afternoon from a NATS parking spot at Honolulu airport.

NO MAJOR mechanical difficulties were encountered by air force mechanics at Hickam, who gave the Canadian plane a routine check. They performed regular maintenance on the ship, including work on the fuel pumping system which was reported to have caused one motor to quit.

Flight Leader G. G. Wright, plane commander who elected to land at the first airstrip that came into view after one motor was gone, caused a bit of consternation at Hickam field, where military and diplomatic biggies were waiting to greet Gen. Crerar and his party.



The Far East tour by General Crerar was completed on 2 September 1947 and Liberator #574 was given a full checkup at Rockcliffe.

22 November 1947, test flight in #574 by W/C W.H. Swetman. [Commanding Officer]

9 December 1947, the Silver Saloon was ferried to Dorval, Quebec, by W/C Swetman and placed into storage, three and one-half months.

16 March 1948, Liberator #574 was returned to RCAF Rockcliffe by W/C Swetman. A 50-hour inspection was started on the Liberator and the Daily Diary states 1/3 of No. 412 Composite Squadron were put to work. Four engines completed on 25 March and repairs to interior were completed on 2 April 1948, with more minor repairs and air-tested on 3,5, and 9 April 1948.

DATE	SUMMARY OF EVENTS	REF API
10 Apr 48	Liberator 574, with the crew of F/L G G Wright, F/O M Hlady (pilots), F/L K C Murphy (navigator), F/L D C Bullock (woo), Cpl J C Trethowan (crewman) and Cpl J X O Beaudoin (steward), departed at 1008 hours for Gander, Nfld. on the first leg of the journey overseas. The passengers were His Excellency the Governor General, A/M W A Curtis, S/L Mitchell, Major Millbank, Mr. Burdfield and Miss Quane. The following were at the airport to see the vice-regal party depart. The Honourable Brooke Claxton, The Minister of National Defence, Sir Alexander Clutterbuck, A/V/Ms Slemon, Morfee and Plant, Major-General Letson, A/Cs Wray, Bryan, Ripley and Busk, Mrs. Curtis and Miss Rhona Curtis (Appendix). The aircraft arrived at Gander, Nfld. at 2023Z.	



OFF FOR U.K. — Governor General, Viscount Alexander of Tunis, is shown above with Air Marshal W. A. Curtis, chief of the air staff, Mrs. Curtis and Miss Rhona Curtis at Rockcliffe airport, just before the Governor General and

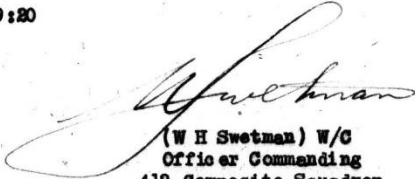
Air Marshal Curtis flew to England. Left to right, they are: Air Marshal Curtis, Miss Rhona Curtis, His Excellency the Governor General, and Mrs. Curtis.

—RCAF Photo

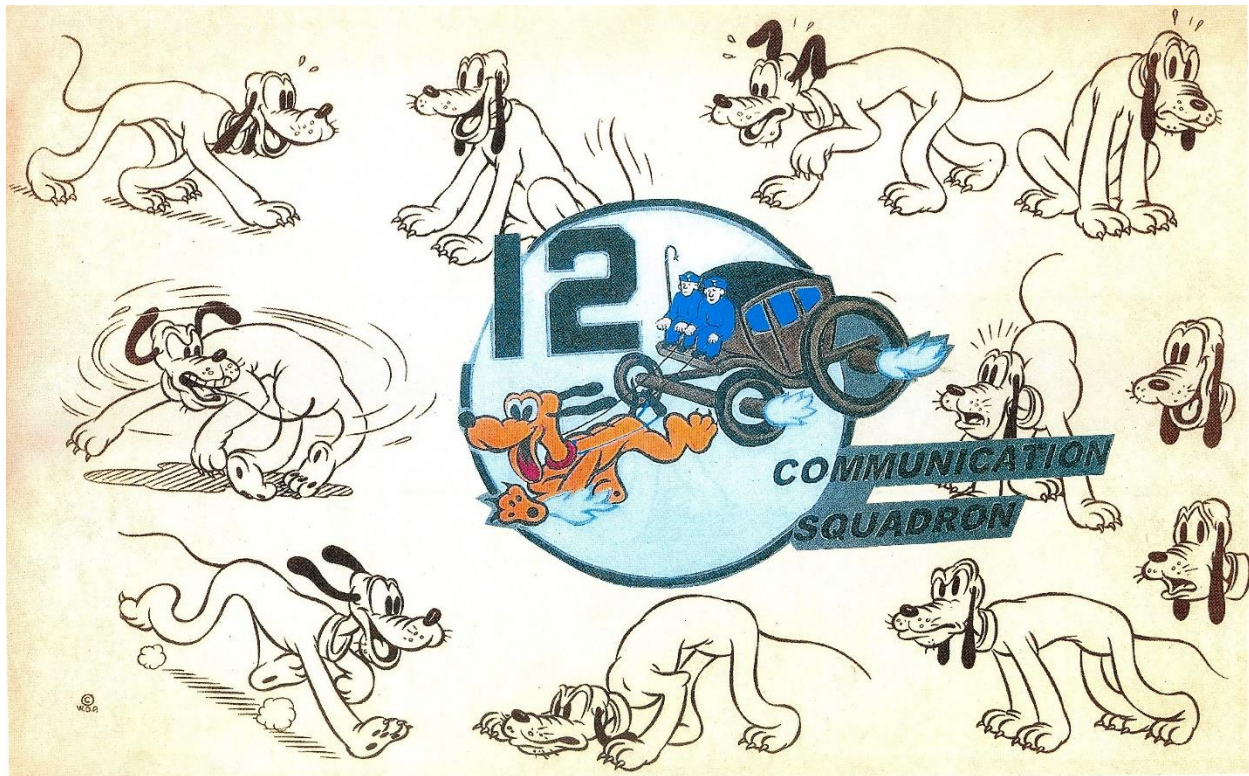
The "Silver Saloon" returned from United Kingdom on 29 April 1948 at 07:20 hrs and remained parked until 20 June 48, when it transported the Governor General of Canada to Bermuda for a holiday. They returned to Rockcliffe on 28 June [last V.I.P. Flight] and Liberator #574 remained unserviceable for months July, August, September, October, and November 1948. RCAF records state the Liberator was struck off strength RCAF on 8 June 1948, however No. 412 Composite Squadron Daily Diary records a different history.

and 995, and Air Force Admin-
ier A.39/1.

OF: No. 12 Communication Squadron, R.C.A.F., Station, Rockcliffe, Ontario.

Date	Time	Summary of events			
31 Dec 48 Friday	Cont'd	<u>PERSONNEL:</u>	<u>TYPE</u>	<u>AIRCRAFT SERVICEABLE</u>	<u>AIRCRAFT UNSERVICEABLE</u>
		Officers - 32	Dakota III	663 and KG657	KG455 - AOG tip attaching bolts.
		Airmen - 115	Dakota IV	1000 and KJ936	KN291 - P400 hour inspection.
			Expeditor II	1409 and 1425	
			Goose II	386	383 - Storage at Montreal
			Liberator CVI		574 - On transfer to 6 RD
			Norseman VI	792	787 - Ski installation
FLYING TIMES FOR DECEMBER 1948: 319:20					
 (W H Swetman) W/C Officer Commanding 412 Composite Squadron Rockcliffe Ontario					

On 31 December 1948, Liberator #574 was transferred to No. 6 Repair Depot at RCAF Trenton, Ontario. Sold by Canadian War Assets in 1949, the Liberator was purchased by Mr. E.J. Rohrt, [Eivind Rohrt Aviation Supply Co., Dallas, Texas]. Registered as a C-87 with permit NL1246V. In 1951, re-sold to McGhee-Ingram Inc. with freight doors installed with twelve passenger seats. Sold to Air Chile Ltd. on 12 December 1951, registered as CC-CAN. Nose wheel collapsed in December 1953, repaired and crashed a second time 21 February 1956. The Liberator was overloaded, carrying cargo and fifteen passengers, three more than weight allowed, when the right landing gear collapsed during landing, damaging right wing, flaps, engine, with cracks in fuselage. The Airline Air Chile were having financial problems, so ex-RCAF 574 was abandoned in Santiago, with registration cancelled 7 March 1961. The Canadian "Silver Saloon" had flown 2,371 hours, when scrapped in Chile, early 1960.



Pluto continued to fly with No. 412 Composite Squadron until late 1949, then big changes came in the re-organization and aircraft markings in the RCAF V.I.P. squadron.

RCAF records state No. 412 [Transport] Squadron was formed on 1 April 1949, at RCAF Rockcliffe, Ontario, replacing No. 412 [Composite] Squadron.

DAILY DIARY

OF <u>412 Composite Squadron Rockcliffe Ontario</u> (UNIT OR FORMATION)	
DATE	SUMMARY OF EVENTS
1 Apr 49 Friday	Most of Southern Ontario is overcast this morning and rain is falling along the north shore of Lake Erie. Skies cleared over the Ottawa region during the night. The RCAF celebrated its 25th anniversary today and the whole station was paraded to hear an address by the Chief of the Air Staff, A/M Curtis, and to witness the presentation of a number of Long Service Medals to officers of AFHQ, MCHQ and Rockcliffe. Our own S/L W O Reeves was decorated at this investiture. There was one trip in the morning with expeditor 1425 proceeding to Trenton to pick up a parcel for AFHQ. At 1330 Dakota 2000 took off for Washington with the Hon L B Pearson who was proceeding there to represent Canada at the signing ceremonies of the Atlantic Pact. The crew for this trip was F/O Stuart, r/L Golab and F/O Gurney.

The Daily Diary of No. 412 Composite Squadron records no such name change for the months of April, May, and June 1949. The name "Transport Squadron" appears in the D.D. on 1 July 1949, but no exact date can be found by the author.

RCAF Organization Order 75/49 was issued on 13 May 1949, [below] ordering the formation of No. 412 [Transport] Squadron.

412 COMPOSITE SQUADRON, ROCKCLIFFE, ONT.
(This order supersedes Org O 906)

13 May 49

INFORMATION

1 412 Composite Squadron was formed to provide air transport as directed by the AOC, ATC. Its role is that of a Transport Squadron and it has been decided to rename the squadron 412 Transport Squadron. This requires the re-organization of 412 Squadron.

INTENTION

2 To re-organize 412 Composite Squadron as 412 Transport Squadron.



RCAF No. 412 [Fighter] Squadron was disbanded at Utersen, Germany, on 21 March 1946, and by June 1949, No. 412 [Transport] squadron had adopted "their" RCAF WWII Badge [A falcon volant] motto, "Swift to avenge" and their WWII hero's. No. 412 [T.] Squadron [ex-No. 12 Communications Squadron] shared no ancestry history with No. 412 [Fighter] Squadron, other than the three numbers "412." This was a clear [inside] decision by RCAF Headquarters to keep a famous Canadian WWII fighter squadron and their heroes alive in the new reorganization of No. 412 [Transport] Squadron at Rockcliffe, Ontario, in the post-war years. One [or more] senior RCAF officers decided No. 412 [Fighter] Squadron should be saved forever in their post-war history books and ex-No. 12 Communication Squadron was selected to 'perpetuate' the badge, motto and history of the fighter squadron during the re-organization of 412 Transport Squadron.



The Presentation of the Squadron Standard

to

NUMBER 412 SQUADRON

Royal Canadian Air Force

by

The Honourable W. Earl Rowe, P.C., (c) LL.D.,

Lieutenant-Governor of the Province of Ontario

Two-thirty p.m.

Twenty-fifth day of September

Nineteen Hundred and Sixty-four

RCAF Station, Uplands, Ontario

1939

1964

On 25 September 1964, No. 412 [Transport] Squadron received their presentation of Squadron Standard, displaying WWII Battle Honours of No. 412 [Fighter] Squadron. From this date [until 2023] 412 Transport Squadron states in their official history – “They have a dual historical background” which now includes WWII No. 412 [Fighter] Squadron combat fighter pilots.

THE SQUADRON STANDARD

His Majesty the late King George VI, in 1943, graciously observed the twenty-fifth anniversary of the Royal Air Force by announcing that squadrons would be entitled to be presented a standard upon their twenty-fifth anniversary. This privilege was extended to the Royal Canadian Air Force in 1958.

The historical origin of the standard is that of the battle flag of the mounted regiments of The Household Cavalry and The Dragoon Guards, whereas colours are carried by regiments of infantry. Standards and colours have their origin in early times when they were used to show the position of the commander and a rallying point in battle.

Squadron standards, of light blue silk, fringed and tasseled in gold and blue, with the border composed of handworked floral emblems of the ten Provinces, are rectangular in shape, measuring two feet eight inches on the staff and four feet on the fly. In the centre is the squadron badge, while on either side of the badge are white scrolls, up to eight in number, upon which are inscribed the battle honours of the squadron. The staff on which the standard is flown is eight feet one inch in length.

412 Squadron Battle Honours

Defence of Britain (1941-1944)

Fortress Europe (1941-1944)

English Channel and North Sea (1942-1943)

Dieppe

Normandy (1944)

France and Germany (1944)

Arnhem

Rhine

412 SQUADRON HISTORY

Number 412 (Transport) Squadron, based at RCAF Station Uplands, Ontario, has a dual historical background. It traces its history to 12 Communications Flight, and to 412 (Fighter) Squadron.

12 Communications Flight

Formed on the 10th of September, 1939, the day on which Canada entered the Second World War, 12 Communications Flight was redesignated 12 Communications Squadron on the 30th of August, 1940, coincident with the renaming of RCAF Station Ottawa, where it was based, to RCAF Station Rockcliffe.

No. 412 [Transport] Squadron ancestry is clearly traced to No. 7 [General Purpose VIP] Squadron formed at RCAF Rockcliffe, [Ottawa] on 29 January 1936 and subsequently, this nucleus of RCAF officers, formed No. 12 Communications VIP Squadron, later became No. 412 Communications VIP Squadron, which now flies as No. 412 [Transport VIP] Squadron, at Ottawa, Canada. They had no connection to No. 412 [Fighter] Squadron other than the Canadian [RAF assigned, 1 March 1941] 400 block numbers "412."

No. 412 [Transport] Squadron is the oldest squadron in Air Transport Command, and since it's original creation as No. 7 [General Purpose] Squadron, its main function has been the transportation of V.I.P.s. During the war years and until June 1949, the squadron flew high ranking visiting dignitaries, heads of State and Prime Ministers, including Prime Minister Mackenzie King, while wearing the "unofficial" badge of "Pluto pulling a Western Stage Coach."

In June 1949, RCAF High Command [Ottawa] created their own three-part No. 412 [Transport] Squadron. The transport section was responsible for paratroop training of the Royal 22nd Regiment and R.C.R.s in Eastern Canada, while the V.I.P. section retained their personnel carrier role. Now, RCAF H.Q. added the famous WWII Badge, motto, and history of No. 412 [Fighter] Squadron to create the new No. 412 [Transport] Squadron, which remains flying today at Ottawa International Airport. [It's really a Frankenstein Squadron]

Today [2023] "Canadiana Heritage" RCAF Operations Record Books can be read and researched online. In this vast collection of RCAF history only one squadron is missing from the microfilm reel numbers – C-12280, No. 12 Communications Squadron, September 1939 until June 1944.

This lost V.I.P. transport history is the authors attempt to tell the truth and preserve the [destroyed] history of No. 12 Communications Squadron, RCAF Rockcliffe, 1940 to 1949, including the forgotten RCAF badge of Pluto pulling a Western Stage Coach. Walt Disney and P.M. Mackenzie King would be very proud, while main-stream Canadians are just confused, and really could care less, while the "Silver Saloon" still flies as a CC-144 Challenger passenger jet.



KING of CANADA

MACKENZIE KING, PRIME
MINISTER OF CANADA,
HEADS UNCLE SAM'S
NEAREST NEIGHBOR
NATION TO THE NORTH



F/0

PLUTO

C. A. SIMONSEN

