

# The Tribute

Summer 2023

## Chairman's update

By John Argue, Chair AFMSA

Welcome to the 2023 summer edition of The Tribute Air Force Museum Society of Alberta (AFMSA) quarterly magazine.

Even with the dog days of a lazy hot summer now upon us, I must point out that there is still a large volume of work that is continuously being done by all our members, volunteers and staff and I will touch on that further, later in this entry.

First off, and on behalf of AFMSA, we extend our sincerest happy birthday wishes to one of our most venerable founding members MGen (Ret'd) Ken Lett on his 100th birthday on 13 July 2023. Equally important, Ken Lett will be inducted into the pantheon of the Canadian Aviation Hall Of Fame greats on 14 September 2023 at a formal ceremony being held here in Calgary at the Sunwest hangar. We are looking forward to seeing our leader once again and supporting Ken at this auspicious occasion. All of us at AFMSA send our congratulations in this well-deserved recognition of a true Canadian aviation pioneer.

On a sad note, and as many of you may already be aware, an icon in the CAF and RCAF, General (Ret'd) Paul Manson passed away on 1 July 2023 at the age of 88. As a fighter pilot, he flew almost every fast jet in the RCAF inventory and Gen Manson went on to Command 441 Sqn, 1 CAG, 1 CAD, ADM to the MND and ultimately CDS of the CAF. Most notably, even to our current crop of aviators, the CF-18 Hornet acquisition program was spearheaded by General Manson with its ultimate selection and that aircraft's 40 plus years of vaunted service being a testament to his leadership and vision. Canadians are grateful for his service to

the country and may he rest in peace.

Over the last six months, or even longer, TMM and our air force facilities have seen and enjoyed a very significant growing increase in visiting patrons to all our museums. To all our volunteers, I would like to take this opportunity to share my appreciation for your continued enthusiasm and outstanding service in meeting this now even higher demand. Our gifted scheduler, Stuart Craig, has often anticipated this influx of visitors and has populated the AF gallery and CWE accordingly by adding extra available personnel. Thank you to everyone for meeting the challenge and to be fair, this is a very welcomed challenge to have, as it recognizably quantifies and qualifies our mission.

Additionally, I would also like to point out that the official Cold War Exhibit Expansion Feasibility Study is now at the Real Property Operations Unit (West) for review and recommendation. From there it will be sent to the ADM IE department and possibly brought before the Infrastructure Management Board (IMB). With success, our project will be granted a Land Use Agreement (LUA) and greenlighted for physical development on said land. Most of the work from us and throughout these aforementioned agencies, has been arduously back-channelled in advance and therefore we anticipate no surprises as we await an outcome. However, it is now somewhat out of our hands, so fingers crossed.

As we wrote the feasibility study, and as was often articulated within the document, volunteers and your service, not only in the day to day operations, but also in helping to build an even greater RCAF museum in Calgary featured prominently. Again, the giving of your valuable time serving as a volunteer docent, project coordinator, and/or serving on the AFMSA board of directors is inspiring and is truly what it means to be a volunteer. We are very proud of this team and we thoroughly enjoy serving alongside all of you. Thank you for all you do for this organization and the RCAF.

Unfortunately, we will now be saying goodbye to a long standing volunteer within our midst. Marty Doyle and his wife Lorraine will be moving to Ontario at the end of August. As our facility manager we trusted Marty to keep the doors open, the lights on and to ensure a safe CWE was available to our customers. Marty's smiling face, congenial outgoing nature, great ideas and naturally his skills with



Gen Paul Manson in our CWE 104. Photo by Gary Watson

## The Directors & Staff (<https://www.rcaf.museum/>)

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## Chairman's update Contd.

tools (Navy baseball cap???) made sure we didn't miss a day. If there ever was an AFMSA glue guy, that is absolutely Marty. For those of us who loved Marty and Lorraine's food truck perogies, we may just have to buy the truck and borrow the recipe (may need board approval 1st LOL) or go without. To the Doyle's . . . we wish you both Godspeed and look forward to seeing you on the occasions when you are back to visit Calgary.

Finally, on an administrative note, the AFMSA AGM will be held in mid to late September and formal details will be mailed out to all our members and volunteers shortly. We are planning this event as a business meeting followed by an AFMSA members/volunteers only TGIF.

To all, enjoy the rest of your summer. *Per Ardua Ad Astra*



Marty Doyle with the T-33 Nene engine. *Photo by Dave Lowery*

## Exhibits

*By Bob Wade*

The Air Force Museum of Alberta has been receiving visitors in ever increasing numbers in both the Gallery and Cold War Exhibit over the past few months. It's interesting to note in our guest book that many of these guests are coming from countries from all over the world while visiting Calgary and their comments on the exhibits and guides assistance couldn't be more complimentary.

Updates to displays and facilities in both exhibit areas are taking place to increase WIFI reception, modernize tv and projection screen hardware to attain better performance and increase options available to the viewing public for selecting videos. A major display to portray the Great Escape story is well into the planning stage now and will be open to the public in the RCAF Gallery in time for the 2024 RCAF Celebrations.

Considerable work has taken place to arrange for the transport of a CF101 from the Alberta Aviation Museum in Edmonton to our Cold War Exhibit by this fall. This aircraft will be displayed outside the current Cold War facility until the new expansion project is completed. Two partially complete CF100 airframes will be shipped from Borden, Ontario to a large hangar just south of Calgary this summer. One complete CF100 aircraft will be constructed from both those partial airframes over the next year and hopefully be ready for display when the Cold War expansion project is completed. Planning is being conducted to acquire two CT114 Tutor aircraft to be mounted on pedestals in Snowbird paint schemes in time for the 2024 RCAF celebrations.

Busy and exciting times for the Air Force Museum of Alberta.

## Alison's "military service" The sequel: Penhold air cadet camp

By Alison Mercer

After 2002's three-week stint at Gimli air cadet camp for their introduction to aviation course, I applied to work as cadet staff at Penhold and Cold Lake the following year as the prospect of going to camp and getting paid appealed greatly. Cold Lake was the preferred place of employment for many cadets as its remoteness and its reputation as Canada's largest fighter base lent it a flair you couldn't really get anywhere else in the west. It offered an enticing mix of camps: survival training, senior leadership, and physical fitness, to name a few. Penhold, by comparison, was vast and bland. It was the regional location of the rudimentary 'basic' course (the first experience many younger cadets had with camp life), a handful of band courses, and introductory leadership training. Significantly, it also housed the power flight school but those cadets were far removed from everyone else and spent their time, we suspected, being cool and doing cool things somewhere over on the east side of the base. We saw them occasionally and couldn't help casting covetous looks at the glider pilot wings they had earned the year before.

While it lacked the rugged elan of Cold Lake, Penhold was festooned with trappings of its earlier history and when the ancient barracks and creaking mess hall floors were paired with the dry, crackling grasses outside and the sunlit summer heat, it didn't feel like much had changed between 2003 and 1942.

RCAF station Penhold began life in 1940 as a single-building manning depot but expanded to five hangars and thirty-one buildings a year later. In late 1941, it became No. 36 Service

Flying Training School of the Royal Air Force under the British Commonwealth Air Training Plan until it was handed back to the RCAF in November 1944 upon disbandment of the school. Although closed briefly, Penhold was reopened in 1952 as a RCAF flying training school for pilots from NATO nations in the early Cold War. It also housed a pinetree line radar station and the provincial emergency government headquarters bunker, which ran as a warren of serious-looking hummocks on the way out of town. Penhold functioned as the prairie region air cadet summer training centre from the mid-1960s until it was closed in 2014.

When I arrived at the camp in early July 2003, we were collectively herded in barrack block 12 and underwent a few days of introductory training and assessment prior to receiving our staff assignments. Most staff cadets angled for instructor postings as these afforded more opportunity to engage with the camp's educational function; the alternative was working "ACCOM" or "accommodations," which was the comparatively unglamorous job of supervising the barracks and monitoring the coming and going of cadets. A few staff cadets selected "ACCOM" by choice but most were assigned by shoddy luck of the draw. I was the latter; so were the eight sergeants in my flight (delta flight) and most of us spent the summer unable to shake the suspicion that some inherent personal failing had landed us in this purgatory.

Shifts were twelve hours long: 6 AM to 6 PM for day shift and the opposite for night shift. Nobody ever fully adjusted to the interminable hours of the night shift and I, as flight sergeant, had



RAF officers sitting on train tracks at Penhold Station, Alberta, 1943. AF2014.039.004 FRONT. From the collection of W.F. Young, a RAF pilot-in-training at Penhold in the 1940s.



538 Squadron Cadets at Summer Camp - Penhold. Outside barracks, 1960s. AF2019.036.004 - 21

While night shifts were long, they also afforded chances to slip away under the cover of darkness to explore remoter parts of the base including the old BCATP runways that stretched flat and black and worn under the silver canopy of sky over to the west. After running races in our heavy black boots, we lay on our backs looking up at the great arc of Milky Way and in that moment, there was only a hair's breadth distance between us and the young aircrew trainees of the second world war.

Pardon the romance. It was a long hot summer and we dealt with a lot of nonsense so we had to find the poetry where we could. There was a great reluctance among the male sergeants to supervise the top floor of barrack block 12. BB12 third floor housed the male band students and while most musically-gifted individuals manage to maintain respectable body hygiene, the occupants of BB12 third floor had somehow missed the memo. The one saving grace was that these kids were generally well-behaved and needed less supervision than most of the others. The sergeants called it "stench patrol" and traded off floor shifts like Soviet submariners trading off repair work on the melting nuclear core of their foundered submarine.

to go around on occasion and ferret the sergeants out of their secret napping lairs in the depths of the night.

One of our main jobs was the settling in of new course intakes, which inevitably arrived around 0230 via the cheapest transportation available, crying and/or sick. These were usually the youngest cadets enrolled in the "basic" course. Fire drills also had a peculiar way of instigating collective tears, particularly in barrack block 11, which disgorged its teenage occupants wrapped in their wool blankets as instructed, and weeping. I'll never forget how one of the majors ran a derisive eye over the scene and bellowed: "I don't know what you're crying about but stop it right now!" Can't remember if it worked or not.

Like Gimli, the return to "civilian life" jarred in its lack of structure, socially and temporally, but there were only a scant two weeks before university started in September, which imposed its own structure. Unlike my friends from Gimli, our little group of nine from delta flight kept touch only briefly, perhaps wishing to move on from that summer's association-under-duress. But the memories of the base itself linger even now and for that, I am very grateful.



Mobile Support Equipment Section - RCAF Penhold, 1960. AF2017.014.001 - 55

# My unforgettable journey in the 2023 Cateran Yomp: overcoming adversity and regaining empowerment

By Toby Prigione

The Cateran Yomp, an annual endurance event in the heart of Scotland, became the defining moment of my personal journey. Participating in the 2023 Yomp, over a decade after my life-altering injury, allowed me to experience the transformative power of resilience, confidence building, socializing, and empowerment firsthand.

Within this supportive network I found solace, encouragement and camaraderie. Engaging in conversations, sharing stories and offering mutual support not only bolstered my spirit but also reinforced the vital role of human connection and resilience in our lives.

As I crossed the finish line of the Cateran Yomp in 2023, an overwhelming sense of empowerment washed over me. It was more than just a physical accomplishment; it was a testament to my personal growth and resilience. The Yomp pushed me beyond my perceived limitations, fueling my determination to overcome any obstacle. With each stride, I discovered hidden reservoirs of strength and resolve. Completing the arduous course affirmed that I could triumph over adversity and inspire others to embrace their own potential.

Participating in the 2023 Cateran Yomp became an unforgettable chapter in my life. A decade after my injury, I not only proved my resilience but also inspired others to embrace their own inner strength. The Yomp's challenging terrain, coupled with the unwavering support of fellow participants, fostered an environment where I thrived, reaffirming my belief in the unyielding

human spirit and the boundless possibilities of personal growth.



Ten years ago, my world was turned upside down by a combat injury that left me physically wounded and emotionally scarred. However, determined to reclaim my strength, I embarked on a healing journey. Participating in the Cateran Yomp became a pivotal symbol of my perseverance, as I pushed myself to the limits and proved that my injury did not define me. Each step through the rugged Scottish landscape allowed me to build confidence in my abilities and rediscover the indomitable spirit within me.

Throughout the 2023 Cateran Yomp, I came to realize the incredible power of socializing in overcoming challenges. The event united military veterans, active-duty personnel and civilians forming a tight-knit community bonded by a shared purpose.



## Inside the mind of your scheduler

By Stuart Salisbury Craig

It is a great honour for me to prepare the schedules for the Air Force Gallery and Cold War Exhibit, and I need to occasionally reflect on the level of trust placed upon me. I honestly can't remember how I stumbled upon this duty, but it is one which brings a great deal of satisfaction and helps to keep the neurons firing in my grey matter. Nearing two years in this role, I have come to know many of you on a personal basis through conversation, but there remain others I would like to spend time with. It is a remarkable group of volunteers and I hold admiration for most everyone.



City of Calgary Archives

Each of us have stories to tell and I thought I would humbly submit a couple of anecdotes that will hopefully explain the inner workings of my mind and how I came to where I am. It is a stream of not necessarily politically correct musings and adventures. To have led anything else would have been a compromise in spirit and zest for life (though often to the dismay of my long-suffering wife, Karen). What all of this has to do with the museum is little more than tenuous at this point in the story, though it does indeed lead back to my time with the AFMSA.

From the time I was a freckle-faced kid, I was always fascinated with the lore of flight. I remember my first flight at the age of five. It began with looking down from the rooftop observation deck of the old McCall Field International Airport in awe of the lithe figure of the BOAC 707 in its signature livery. Well, that is how I remember it. I don't think I had ever seen anything so beautiful, well, not until the first time I saw the Cindy Crawford Pepsi ad! Both are memories that are deeply entrenched – both causing great excitement!

That first flight was even more memorable for a number of reasons. My observations could go into great detail, however, our editor might mistake these as innuendos of a particular kind, so best to stick to the facts. It was a long flight, but I remember spending quite a bit of time in the cockpit – talking to the pilots/flight engineer and looking at all of the instruments and gazing at the clouds below us. Over the years – and many BOAC, Air Canada and Canadian Airlines flights to visit relatives – I spent a significant amount of time in this fascinating world. In latter years, when we lived in the middle east, I had four passports filled to the brim with entry and exit stamps from repeated trips within the region and to the many other countries we saw whilst on vacations. Sadly, the allure of air travel lost its sheen. As an aside, I still have my BOAC Junior Jet Club wings though the complementary logbook has long since disappeared.

For a multitude of reasons, I never pursued a career in aviation,

and sometimes lament the fact this never occurred; but life turned out to be quite alright. My passion for military and civil aviation never abated and, indeed, became a key asset over the years in my career. Combining my love of all things technical (particularly in aviation) with my quiver of skills, I spent a good share of my career developing policies, procedures, business continuity/resilience plans, speeches, proposals and organizational restructuring programs for some fairly significant clients. This work has given me a good living, a chance to build valuable perspectives on life but most importantly led me to meeting Karen. It is funny how each decision taken along each path has a knock-on effect to only become evident years later.

In retirement, my itch for aviation has finally been scratched. Karen gets her peace and quiet and I get to spend time amongst our jets, interact with many incredible visitors and of course time with my wonderful colleagues. There is never a day in which I come home feeling disappointed or uninspired. Things have come full circle to see me fill much of my time involved with the things I am passionate about – my time both as a docent and scheduler with the AFMSA.

When my time is not occupied with AFMSA activities, there are many responsibilities that come with ownership of a century plus old home (seeming like an endless stream really and most of which I tend to complete on my own) – along with time set aside to work on my own book about Karen's and my life in the middle east. It is more a series of anecdotes, observations and dispelling of perceptions than it is an autobiography. At some point, I may share some of the excerpts if you are interested! Perhaps, however, one of the most important projects that remains is writing the book capturing life within RCAF fighter squadrons during the Cold War era. While I had intended to complete this in time for the 2024 Centenary of the RCAF, other responsibilities and pressing home projects have led to delays but there is still great imperative to complete it.

I was going to close off with a ribald rhyme but as this is a publicly viewable document, I will offer a more sedate limerick.

To my AFMSA peers I herein offer,  
A few words, a fractured proffer.  
When you read, bear in mind,  
These thoughts, sentiments most kind.  
Here are my two cents for the coffer.

Clearly still too much time on my hands!



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Malcolm Taylor, Airliners.Net

## Former RCAF CF-104D returns to Canada

Article and photos by Dave Lowery

In June this year, Kelowna's KF Aerospace finally received a former RCAF CF-104D (dual) after a flatbed trailer ride from Mesa, Arizona and who knows how high a bureaucratic paperwork mountain to get it over the border.

Formerly registered as 104633, this 104 started life in the Palmdale Lockheed production plant before finding its first home in Cold Lake, Alberta in 1962. Eleven years later it was sold to the Norwegian Air Force and eventually ended up privately owned by Mark Sherman, who flew it only 200 hours over more than 25 years in the experimental VFR category.

KF Aerospace has plans to restore it back to its original RCAF paint job. Though the aircraft was received in "near airworthy condition" no one at KF has confessed to trying to fly it again . . . yet!

SEP	25	CF104D	633
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Logbook entry from September 25, 1962 of 104633 flown in Cold Lake by EA Lowery.

And for those who just have to hear that unforgettable J-79 howl, here is a link to a video I recorded in 2014 when Sherman static ran his 104:  
[https://youtu.be/gT44R\\_Zjxwg](https://youtu.be/gT44R_Zjxwg)



Author (front) and his son in 104633, December 2013.



## RCAF 100 New Brunswick banner project

This project will produce 100 banners showcasing 100 New Brunswick Royal Canadian Air Force veterans and service persons who served with the RCAF between 1917 to 2024.

While the RCAF was formed in 1924, this project will recognize its predecessor formations from 1917 to 1923 as well as the other flying formation names post Canadian Armed Forces unification in 1968: Royal Flying Corps (Canada), Royal Flying Corps, Canadian Air Force, Royal Canadian Air Force, Air Command, Canadian Air Force.

### Breakdown of service:

The RCAF 100 banners will represent a diverse range of service from 1917 to 2024. During that time there were two world wars, the Korean conflict, the cold war, as well as several UN and NATO missions.

The following service period breakdown will act as a guide during the selection process:

- 1917-1923 – five persons
- 1924-1938 – five persons
- 1939-1952 – 25 persons
- 1953-1970 – 20 persons
- 1971-2024 – 45 persons

These numbers represent 35 who served before the Korean conflict and 65 who served from the cold war to present. Printing would be done over the winter of 2023/2024. The banners will be made public for April 2024, the centennial of the RCAF. The banners will be exhibited throughout New Brunswick.

### Banner description:

The RCAF 100 banner will be four feet high, with graphics printed on vinyl. The banners will be designed by Jim Belliveau, retired RCAF graphic designer with 410 (City of Saint John) Squadron at Cold Lake, Alberta. Jim has over 35 years of experience designing RCAF logos and aircraft graphics.

The banner image consists of a background of aircraft silhouettes showcasing RCAF aircraft from 1924 to present. This includes aircraft from 410 (City of Saint John) squadron and from 403 (City of Calgary) squadron at base Gagetown. Both squadrons were formed during the second world war and have distinguished

service records.

Both squadrons received the Freedom of the City of Saint John, and 403 squadron also has the Freedom of the City of Fredericton. The Turnbull (NB) chapter initiated the City of Saint John Freedom for both squadrons.

The image of the veteran will include their rank and name, and the dates they served in the RCAF. If they were born outside of New Brunswick, the name of the place of birth and also their place of New Brunswick residence will be used.

### Nomination process:

Nominations may be made by submitting the following information by postal mail:

1. Rank and name of nominee
2. Date and place of birth and death (if applicable)
3. Dates served in the RCAF or predecessor units
4. A summary of the RCAF and post RCAF career
5. Provide a 5"x7" copy photographic print which will be scanned to the projects printing specifications. Digital scans will not be accepted. If the photograph is not of sufficient quality, then the nomination cannot be accepted. All photos will be returned to the nominator.

6. The nominators full contact details: postal address, telephone and email address.

The banners will represent all ranks and all trades, regardless of age, gender or ethnicity.

Nominees may have served in the regular or reserve RCAF or have received an honorary RCAF appointment.

While nominees may have been born outside of New Brunswick, they must have lived a significant portion of their life in the province.

Once this project is complete, the banners will be offered to the veterans or their families as well as to regional and national aviation organizations.



### Contact:

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