

“Crabapple” Fighter, Hurricane Mk. XII, serial #814, RCAF 5389

RCAF Hurricane 5389 was constructed by the Canadian Car and Foundry factory in Fort William, Ontario, on the western tip of Lake Superior in May 1942.



The first production Hurricane Mk. XII aircraft serial RCAF 5376 was retained at the factory in Fort William for testing and was not assigned to the RCAF until taken on strength 6 August 1943. The next 25 production new Hurricane Mk. XII [serial 5377 to 5401] aircraft were flown directly by No. 124 ferry pilots to No. 4 Training Command at Calgary, Alberta, or their Ferry Detachment at Lethbridge, Alberta, then later assigned to No. 133 [Falcon] Squadron which was formed at Lethbridge, Alberta, on 3 June 1942.

The first Air Force Ferry Squadron was formed at Air Force Headquarters, RCAF Station, Rockcliffe, [Ottawa] Ontario, on 24 December 1941, Organization Order 173, Flight Lieutenant H. O. Madden [C1407] was approved as the first Ferry Squadron Commander. On 14 February 1942, they were officially numbered No. 124 [Ferry] Squadron, formed for the purpose of inter-command ferrying of all RCAF aircraft across Canada, with detachments located in Eastern Division at Moncton, New Brunswick, Montreal, Quebec, Megantic, Quebec, Malton, [Toronto] Ontario, North Bay, Ontario, Kapuskasing, Ontario, and Western Division at Armstrong, Ontario, Regina, Saskatchewan, Lethbridge, Alberta, Cranbrook, B.C. and Penticton, B.C. The Daily Diary records

the first ferry aircraft were Oxford AT533 and AS6596 delivered to R.A.F. Station Penhold, Alberta, on 4 January 1942, before they were officially numbered 124 [Ferry] Squadron.

The month of June 1942, became a busy period for No. 124 [Ferry] Squadron as new Canadian built Hawker Hurricane Mk. XII aircraft were being delivered from the factory in Fort William to new formed units in Eastern and Western Canada. The Daily Diary records the number of aircraft delivered but no aircraft individual serial number is recorded. The No. 124 squadron ferry pilot who delivered Hurricane 5389 is not known, however this fighter was taken on charge by RCAF on 23 June 1942, and assigned to No. 133 [F] Squadron in the next few days.

DAILY DIARY	
FOR THE MONTH OF JUNE,	
OF No. 124 Ferry Squadron, R.C.A.F. Station, Rockcliffe, Ottawa.	
UNIT OR FORMATION	
DATE	SUMMARY OF EVENTS
1-6-42 1a,	PERSONNEL as at 1-6-42. (b) AIRCRAFT Strength:- Officers, Staff - 27. Moravian 3528 - Kapuskasing. Airmen - 181. Avro Anson 8141 - Rockcliffe. Freedees - N.A. Personnel other than R.C.A.F. - 1 (RCAF) Civilians - N.A. TOTAL - 209.
1-6-42	Funeral of the late F/O. E.S. Parsons was held at 1100 hours in the city of Ottawa. S/L. H.O. Madden, F/Lt. J.E. Carson attended. Three aircraft moved to allotted Units.
2-6-42	Seventeen aircraft delivered to allotted Units.
3-6-42	Ten aircraft delivered to allotted Units.
4-6-42	S/L. H.O. Madden proceeded to Philadelphia, U.S.A. to ferry Grumman Goose to Ottawa. Stearman F.V.888, involved in "C" category crash on the main aerodrome No. 124 Ferry Sqdn. Detachment, Lethbridge, Alberta, pilot, Sgt. J.W. Ferguson, crewman, A.O. Ardron, D.R., uninjured. Aircraft went up on nose and over on back due to excessive use of brakes on landing. Hawker Hurricane Mk. II.B involved in "A" category crash 2 miles north of Ft. William aerodrome. Pilot Sgt. W.R. Bailey, slightly injured. Engine failure necessitating forced landing in trees. No aircraft deliveries this date.
5-6-42	S/L. H.O. Madden returned from Philadelphia U.S.A. with Grumman Goose. Twenty aircraft delivered to allotted units this date.
6-6-42	Nineteen aircraft delivered to allotted Units.
7-6-42	Six aircraft delivered to allotted Units.

Hurricane aircraft serial 5377 to 5382 were taken on charge by the RCAF 16 January 1942, and later in June delivered by 124 [Ferry] Squadron to No. 133 at Lethbridge, AB, which is recorded in the Daily Diary of squadron operations. Between 24 June and 30 June 1942, No. 124 Squadron will ferry 53 aircraft to allotted units and a large percentage are new Hurricane fighters, including 5389.



This RCAF photo [PL12324] which was a posed image taken at No. 133 Squadron at Lethbridge, Alberta, records two new Hurricane aircraft #5383 without code letter and #5398 [March of Dimes] with code “L” painted on fuselage. This was most likely taken around the end of July 1942, when the squadron was busy with training and painting code letters on their new Hurricane fighters.

The No. 133 Daily Diary records the following for 17 July 1942 – *Hurricane “March of Dimes” aircraft No. 5398, together with No. 5395 arrived at his unit at 19:00 hrs from Fort William, Ontario.*

Hurricane # 5398 was first ferried to Calgary from Fort William on 15 July 1942 and was officially taken on charge by the RCAF. This was a special presentation aircraft with the “March of Dimes” painted on both sides of the nose panel in white lettering.



Photo taken at No. 4 Training Command Headquarters, Calgary, Alberta, 15 July 1942.



No. 133 Squadron Commanding Officer received the new presentiaion fighter at Lethbridge, Alberta, 17 July 1942, newspaper clipping on left. The nose lettering reads – ‘CONTRIBUTIONS TO CANADA “MARCH OF DIMES” HELPED TO PURCHASE THE AEROPLANE.’

On 4 February 1943, No. 133 [Falcon] Squadron were based at Boundry Bay. B.C., conducting normal patrols and training exercises. P/O Grover Stewart Sargent, J11976, was assigned a night time map reading exercise [flying Hurricane 5398, “L”] to the training area at Pender Island, then west to Patricia Bay, fuel, and return to base at Boundary Bay. He never arrived at Patricia Bay and the next morning his body was recovered near Pender Island. The crash site has never been

found, and the cause is unknown. The body of Pilot Officer Sargent, age 20 years, was returned to Quebec, where he was buried in Lake View Cemetery, Pointe-Claire, Quebec.

ROYAL CANADIAN AIR FORCE	
	Name <u>SARGENT, Grover Stewart</u> J. 11946 R. 104939
	Rank <u>AC2</u> R.C.A.F.
	Age <u>19</u> Height <u>5' 10 3/4"</u> Weight <u>150</u>
	Hair <u>Blonde</u> Eyes <u>Hazel</u> Hair on face <u>Light</u>
	Marks, scars, etc. <u>None visible.</u>
	<u>G. Stewart Sargent</u> (Signature of holder)
	<u>A. McKernedy</u> 7/0 (Signature of issuer)
	Place <u>Montreal Recruiting Centre</u> Date <u>June 5th, 1941</u>
	Card serial number <u>10556</u>

ROYAL AIR FORCE IDENTITY MARKINGS 1915-1954

T.O. Charge RCAF 23 Oct. 1942.
 No. 125 Squadron, Torby, Nfld.
 Cat. "C" accident 29 Jan. 1943.
 RCAF serial 5501, code "L".


A. I.	RED, WHITE, BLUE, YELLOW, (MATT.)	1937—1942	Generally for all camouflaged surfaces, 1937 to March 1939. Generally for fuselage sides June 1940 June 1942.
B.	RED, BLUE, (MATT.)	1923—1947	All positions, night bombers only 1923-1937. Thereafter, apart from short period in 1939, it was exclusive to upper-surfaces.

All Hurricane fighters were painted at Fort William in R.A.F. colors for period June 1940 to June 1942. Aircraft code letters were painted on at assigned RCAF units as shown above.

ROYAL AIR FORCE IDENTITY MARKINGS 1915-1954

ROUNDEL TYPES

	ORDER OF COLOURS FROM CENTRE	PERIOD OF USE	APPLICABILITY REMARKS
A(i)	RED, WHITE, BLUE, (BRIGHT)	1915-1942	Used on clear, silver or light coloured surfaces
A(ii)	RED, WHITE, BLUE, (MATT.)	1937-1942	Used on camouflaged surfaces for a limited period 1939-1940 or generally as alternative to A(i) above. <i>RCAF UNDER-WING</i>
A.I.	RED, WHITE, BLUE, YELLOW, (MATT.)	1937-1942	Generally for all camouflaged surfaces, 1937 to March 1939. Generally for fuselage sides June 1940 June 1942.
A2(i)	RED, WHITE, BLUE, YELLOW, (MATT.)	1940-1942	Alternative on certain aircraft to Type A1 (no set thickness for yellow outline).
A2(ii)	RED, WHITE, BLUE, WHITE, (BRIGHT)	1915-1937	General for drab surfaces 1915-1923. Limited use on wooden hulls and certain prototypes in special schemes 1923-1937.
B.	RED, BLUE, (MATT.)	1923-1947 <i>RCAF-1942</i>	All positions, night bombers only 1923-1937. Thereafter, apart from short period in 1939, it was exclusive to upper-surfaces.
B.I.	RED, BLUE, YELLOW, (MATT.)	MAR-DEC. 1939	Limited use on certain aircraft.
C.	RED, WHITE, BLUE, (DULL.)	1942-1947	General use on light surfaces. Excluded from all upper-surface positions 1942 to early 1945.
C.I.	RED, WHITE, BLUE, YELLOW, (DULL.)	1942-1947	General use on drab surfaces, excluding upper-surfaces 1942-1944, including upper-surfaces from 1945-1947.
D(i)	RED, WHITE, BLUE, (DULL.)	1947	All surfaces introduced for production aircraft in June 1947 and extended to service aircraft when re-painting was necessary.
D(ii)	RED, WHITE, BLUE, (BRIGHT.)	1948 TO DATE	All positions.



T.O. Charge 7 October 1942 - 30 June 1947.

No. 130 Squadron, Bagotville, Quebec,

RCAF serial 5478, code "V", 600:55 hrs.

Show in delivery flight colors.

This records the correct 1942 roundel markings on the Canadian Hurricane fighters that were delivered from Fort William to RCAF Home War Establishment units. Upper roundel was type "B" red and blue, under wing was type "A. II" and fuselage was type A. I, red, white, blue and matt yellow.

Hurricane RCAF 5389 was the thirteenth fighter delivered to the RCAF and taken on charge 23 June 1942 at Calgary, Alberta, delivered to Lethbridge two days later. The fighter was painted with the code letter "M" and began general pilot training on 1 July 42, where Hurricane flying time was recorded at 23:15 hrs. On 2 July 42, Wing Commander Gray arrived by air at 11:00 hrs to arrange the allotment of three No. 133 Hurricane aircraft for pilot training at No. 135 Squadron at Mossbank, Saskatchewan. On 8 July 42, RCAF Hurricane 5385, 5386 and 5389 were transferred to No. 135 [Bulldog] Squadron at Mossbank, Saskatchewan for pilot training. They arrived at

Mossbank the next day, recorded in Diary. Pilots were S/L Brookes, P/O Sargent, [killed 4 February 1943, March of Dimes] and F/Sgt. Shavalier.

DAILY DIARY OF			
(UNIT OR FORMATION) NO. 135 (F) SQUADRON, MOSSBANK, SASK.			
SUMMARY OF EVENTS			9006
<u>R.C.A.F. PERSONNEL</u>	<u>OFFICERS 5</u>	<u>AIRMEN 195</u>	<u>CIVILIANS Nil</u>
9-7-42			
The Hurricanes are being carefully checked over by the mechanics and the excitement is keen to see the first Hurricane fly. M.A.F.T. 20.50 hours.			
11-7-42			
The first Hurricane took off to-day with Flight Lieutenant Harley at the controls. The weather was rather bad because of occasional showers but a large audience watched the different manoeuvres of the Squadron's first operational aircraft in the air. M.A.F.T. 7.40 hours.			
13-7-42			
The first airman pilot successfully soloed to-day, and has received a little water soaking from his fellow airmen for accomplishing this feat. M.A.F.T. 15.20 hours.			

[It is recorded in the No. 135 [Bulldog] Squadron Daily Diary that all pilots had been fully trained and soloed in the Hurricane fighter aircraft by 17 July 1942. It should also be recorded that Hurricane 5389 trained many of the first RCAF fighter pilots in No. 135 'Bulldog' Squadron].

It is most likely Hurricane 5389 received a new 135 squadron code letter, and possibly even the nose art of the 135 "Bulldog" appeared on her engine covering for a few weeks.



No. 135 pilot George Lawson in front of Hurricane “U”, at Mossbank, Sask., 13 July 1942, which could possibly be one of the loaned fighters, 5386, 5385 or [Calgary] 5389, with Bulldog nose art.

On 26 July 1942, Hurricane 5385 and 5389 are returned to No. 133 Squadron from Mossbank, Sask. RCAF Hurricane 5386 returns to Lethbridge on 31 July 42.

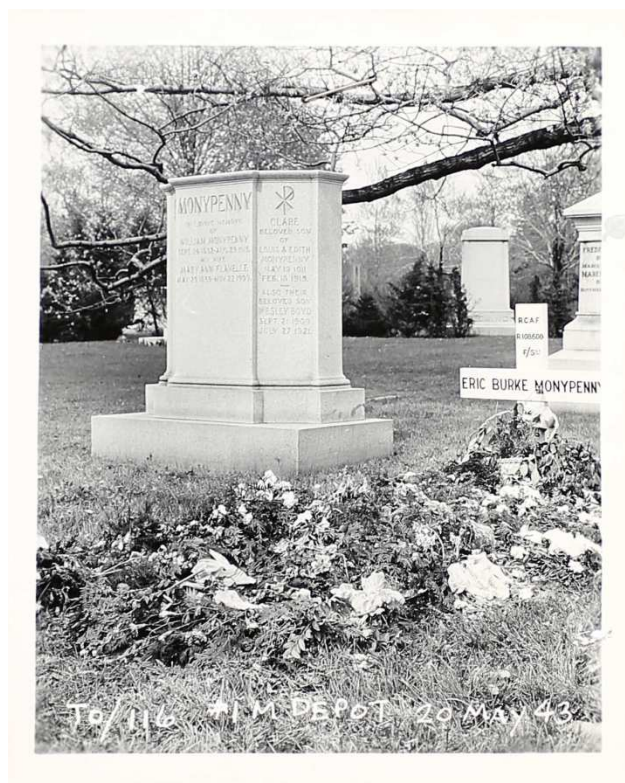
27 July 1942, Mr. E. J. Sousby, General Manager of Canadian Car and Foundry Co. arrives for a special meeting to discuss the new Hurricane aircraft. The following day all Hurricane Mk. XII aircraft are being tested by the flying instructors for a detailed report on their general condition, which will be sent to the Fort William factory.

On 31 July 1942, Officer Commanding No. 133 Squadron, S/Leader W. T. Brooks, reports 24 Hurricane and 6 Harvard aircraft on strength, only 9 Hurricane fighters are serviceable. 28 August 1942, at 15:20 hrs. Hurricane 5380 makes a crash landing on aerodrome and is a total loss. F/Sgt.

Pilot E. B. Monypenny R108600 is suspended from further flying. This is the first Hurricane lost and not taken off charge until 11 February 1943. On 12 May 1943, F/Sgt. Monypenny lost control of Hurricane 5383 at 1,500 ft over base, crashed and was killed.



Pilot Eric Burk Monypenny



On 31 August 1942, No. 133 Squadron has 13 officers and 199 airmen on strength, 23 Hurricane aircraft and 6 Harvard trainers. Total Hurricane flying training time for the month is 30:55 hrs day and 7:30 hrs night. 15 September 1942, Captain D. M. Howard, Chief Test Pilot, Canadian Boeing Aircraft, Co. arrives to test all of the squadron Hurricane aircraft.

23 September 1942, S/L Brooks advises the Squadron they will be moving to Boundary Bay, B. C. in October. The advance party depart by rail for Boundary Bay on 30 September 1942. At 17:00 hrs that same day, [30 Sept.] No. 135 squadron [Bulldogs] arrive for fuel with 19 Hurricane aircraft on their southern route to Sea Island, [Vancouver] B.C. The "Bulldogs" will become the first RCAF Fighter Squadron to fly from Lethbridge, Alberta, to Spokane, Washington, Yakima, Washington, and then to Sea Island, [Vancouver] B.C., No. 133 Squadron will follow this same route on 5 October 1942.



No. 133 [Falcon] Squadron patrolled the Canadian section [orange] however, unknown to many Americans, they also patrolled and were even stationed from Bellingham to Tacoma, Washington, [yellow]. This is covered in detail with Daily Diary records in chapter on pilot Gordon HILL.

Secret orders – 8 December 1942- Daily Diary

October 4th, ground personnel consisting of 135 Airmen and Officers, departed from Lethbridge at 23:59 hrs by special C.P.R. train, under supervision of flying Officer Thompson. October 5th, 16 Hurricane and 4 Harvard aircraft, under the supervision of Squadron Leader W. T. Brooks, depart from Lethbridge at 07:20 hrs via Spokane [fuel] and Yakima [fuel-image below], arriving Boundary Bay at 16:00 hrs same day.



After the Japanese attack on Pearl Harbor, the United States government moved quickly to organize, purchase, or lease local airports to be used as Military training airfields. In the State of Washington, 17 municipal and local civilian airports would be used as military airfields, with new expanded runways, new constructed hangars, and many other improvements. Most of these airfields had been constructed in the 1930's depression era with funds provided by the United States Works Progress Administration and the Public Work Administration. Three of these airfields became the main Hurricane aircraft ferry route from Alberta to the West Coastal RCAF Stations which were being constructed in 1941-1942.

Felts Field, Spokane, was constructed in 1927, home to the Air National Guard/116th Observation Squadron. It was named in honor of pilot Buell Felts, killed 30 May 1927. During WWII the airfield served as a Civilian Pilots Training Program and provided the USAAF with thousands of pilots. It also became the first ferry fuel stop for RCAF aircraft [No. 135 Bulldogs and No. 133 Falcon] leaving Lethbridge, Alberta, Canada, for Sea Island and boundary Bay, B.C.

McAllister Flying School, Yakima, Washington was cleared of sagebrush in 1926 by Charles McAllister and the first building was completed in 1928, which still survives today. Above is the Yakima Air Terminal in 1940, the same sight the Hurricane pilots of No. 133 Squadron saw on 5 October 1942. This became the second important ferry flight fuel stop for RCAF aircraft, and during WWII the base was part of the Civilian Pilot Training Program.

Bellingham Army Airfield was constructed in 1936, the runway was paved in 1940, and it officially opened on 7 December 1941, the same day the Japanese struck at Pearl Harbor. On 10 December 1941, the U. S. Army moved in and constructed 38 new hangars and buildings, expanded and constructed two more runways, making a major facility for bombers and fighter aircraft. This became the main American base for the protection and defending of Puget Sound area, shared by No. 133 Squadron of the RCAF north at Boundary Bay, B. C. The Daily Operations Record for No. 133 Squadron record many flights in and out of Bellingham Army Airfield, including that of Hurricane fighter 5389.

On 5 October 1942, this Army Airfield provided an emergency stop over for the ferry flight of No. 133 Squadron 16 Hurricane fighters and 4 Harvard trainer aircraft. No RCAF ferry aircraft were required to land at Bellingham Army Airfield. On landing [Boundary Bay] Hurricane 5399, pilot F/Sgt. J. A. Leslie, makes a hard landing [the runways are still under construction] and the aircraft is damaged as Cat. "C" crash.

Two of the squadron Hurricane 5391 and 5392 were left at Lethbridge as they required new Merlin engines, which were being shipped from Fort William. October 12th, Wing Commander Gray and Flight Lt. Assheton arrived at Boundary Bay at 17:25 hrs in Hurricane 5391 and 5392.

The Squadron diary notes – Housing condition was very poor and inadequate. The Senior NCO's and airmen were placed in various uncomfortable sections of the station. Civilian construction personnel occupying 2 H-huts and Airmen's Mess. One hangar is remodeled and at once lectures, physical training and organized sports are started while ground crews attempt their normal duties. The Squadron consists of 29 pilots, 27 trained for overseas duty, 17 Hurricane aircraft and 2 Harvard ready for instrument training. Due to the fact the runways are still under construction no hours of actual flight training are allowed.

The No. 133 Squadron Operations Record [below] states – NOTE – We submit a “Nil Report” for this period, Oct. 1st to Oct. 26th, 1942, inclusive as the runways at this station are under construction.

The first Hurricane to officially take to the air at Boundary Bay, B.C. was recorded as Hurricane 5389, pilot F/O F. H. Sproule, Practice Scramble, 11:00 to 11:20 hrs, 27 October 1942 [20 minutes].

From..... hrs..... /..... /..... to..... hrs..... /..... /..... By 133.

Aircraft Type and No.	Crew	Date	Time Up	Time Down	
NOTE—We submit a "Nil Report" for the period, Oct. 1st to Oct. 26th, 1942, inclusive as the runways at this station were under construction.					
OCT. 27, 1942					
HURRICANE 5389	F/O F.H. Sproule	Practice Scramble	11.00	11.20	1st.
HURRICANE 5377	Sgt. Costello, G.A.	Practice Scramble	11.00	11.20	
HURRICANE 5376	F/O R.M. Tracy	Practice Scramble	15.35	16.20	
HURRICANE 5392	F/Sgt. Walton, M.R.	Practice Scramble	15.35	16.20	
HURRICANE 5393	F/Sgt. Robinson, F.M.	Practice Scramble	15.40	16.40	
HURRICANE 5377	F/O R.H. Call	Practice Scramble	15.40	16.40	
OCT. 28, 1942					
NIL	NIL	NIL	NIL	NIL	
OCT. 29, 1942					

1 November 1942, strength of unit is :

RCAF Officers [Aircrew] 7,

Ground Crew Officers 2,

Airmen Aircrew 18 and Ground crew 173.

RAF Officers – 4.

Aircraft service ability

Hurricane 12,

Harvard 2.

Duties – Local flying of Sector Reconnaissance, Hurricane Scrambles, and Instrument flying in Harvard aircraft. Each month, five qualified fighter pilots will be posted overseas and replaced by five new graduates from Service Flying Training Schools in Canada.

This RCAF pilot training produced new Canadian fighter pilots for mostly England and gave coastal protection for Canadian Home War Establishment against possible Japanese attack. Only 14 flights had taken place in the month of October and now November would prove to be the break-in period for No. 133 [F] Squadron RCAF.

The total number of flights, date, and pilot name, are now listed for RCAF Hurricane [Calgary] 5389.

Hurricane 5389 will make 17 flights in the month of November, which totals 13:25 hrs.

1 November 1942	Sgt. Millar G. G.	9:20 to 10:20 hrs	Sector Reconnaissance
1 November 1942	F/Sgt. Curtis W. S.	10:35 to 11:30 hrs	Sector Recon.
7 November 1942	P/O D. C. Laubman	15:40 to 16:45 hrs	Formation Training
8 November 1942	F/Sgt. Tomlinson C.	09:40 to 10:40 hrs	Formation Training
8 November 1942	P/O D. C. Laubman	15:40 to 1645 hrs	Formation Training
10 November 1942	F/Sgt. Walton N. R.	11:10 to 12:10 hrs	Practice Scramble

13 November 1942	F/Sgt. McGowan J. C.	10:50 to 11:35 hrs	Formation Flying
13 November 1942	Sgt. Costello G. A.	10:20 to 11:20 hrs	Formation Flying
15 November 1942	Sgt. Monypenny E. B.	10:55 to 11:55 hrs	Formation Flying
18 November 1942	P/O L. R. Brooks	15:10 to 15:40 hrs	Scramble
19 November 1942	F/O F. H. Sproule	12:00 to 12:15 hrs	Scramble
23 November 1942	Sgt. Young F. B.	13:25 to 13:40 hrs	Scramble
24 November 1942	Sgt. Costello G. A.	11:30 to 12:20 hrs	Scramble
24 November 1942	F/O E. M. Tracy	15:15 to 15:30 hrs	Aircraft Test
27 November 1942	P/O L. R. Allman	16:15 to 17:05 hrs	Air Test
28 November 1942	F/Sgt. Walton N. R.	09:35 to 10:35 hrs	Squadron drill
28 November 1942	F/ Sgt. Gainforth	14:00 to 14:40 hrs	Squadron Drill

1 December 1942, 17 Hurricanes on strength and 5389 will make 13 flights.

1 December 1942	P/O L.R. Allman
1 December 1942	F/Sgt. McGowan J. G.
13 December 1942	P/O L. R. Allman
13 December 1942	P/O G. S. Sargent
14 December 1942	P/O G. S. Sargent
20 December 1942	F/Sgt. Shevalier R.
22 December 1942	F/Sgt. Le Gear F. S.
23 December 1942	P/O D. C. Laubman
30 December 1942	F/Sgt. Law R. R.
30 December 1942	Sgt. Dalsell D. J.
30 December 1942	F/O R. H. Gull

31 December 1942 Sgt. Wakeman N. F.

31 December 1942 F/O F. N. Sproule

1 January 1943, 15 Hurricanes on strength and 5389 will make 11 flights.

3 January 1943 Sgt. Young T. B.

4 January 1943 F/Lt. R. W. Mc Nair [DFC] local formation flying.

7 January 1943 F/O F. H. Sproule

7 January 1943 F/O G. S. Sargent

11 January 1943 S/L W. T. Breeks

14 January 1943 P/O D. C. Laubman

27 January 1943 F/Sgt. Walton M. R.

28 January 1943 Sgt. Dalzell D. J.

29 January 1943 P/O R. M. Tracy

30 January 1943 F/Sgt. Law R.R.

31 January 1943 F/Sgt. R. F. Gainforth.

1 February 1943, 17 Hurricanes on strength 5389 assigned 31 flights

2 February 1943 F/Sgt. W. S. Curtis

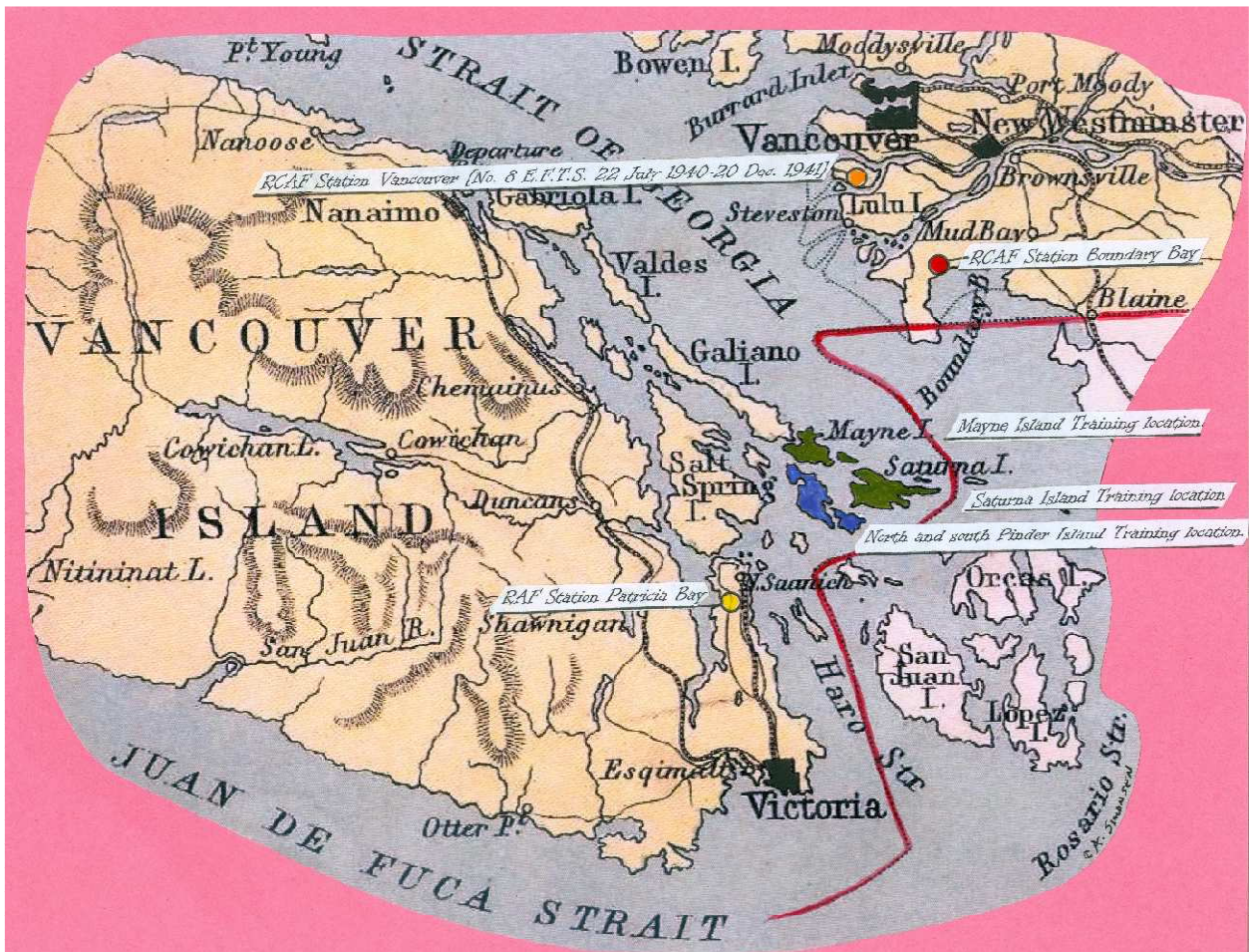
2 February 1943 Sgt. E. E. Grisom

3 February 1943 F/Sgt. H. F. Wakeman

3 February 1943 F/Sgt. R. F. Gainforth

On 4 February 1943, Pilot Officer G. S. Sargent is assigned to fly Hurricane 5398, “March of Dimes” presentation fighter, on a routine map reading night-time exercise. The aircraft never arrives at Patricia Bay, and next morning a search is conducted. The body of pilot Sargent is found.

Mayne, Saturna and North and South Pinder Islands were used by No. 133 squadron for many training flights, conducted between home base at Boundary Bay and Patricia Bay, on Vancouver Island. A number of Hurricane fighters crashed into the waters around these islands, in 1943, 1944 and 1945.



Of 133 (F) Squadron, Boundary Bay, B.C. 4th Feb/43

Weather clear, visibility approximately 40 miles. Harvard Aircraft FN110 departed for Pat. Bay, F/L B.M. Treleven, pilot, F/L K.G. MacDonald, passenger. Purpose of flight, taking muster of secret documents to be checked by Western Air Command. Pilot Officer G.B. Sarzent (J11976) was instantly killed at approximately 1700 hours today when his Hurricane Aircraft No. 5398 crashed on Pender Island, B.C. whilst carrying out night flying test of aircraft. Cause of accident obscure. Signal and letter of sympathy sent to pilot's mother. Squadron exercises & drill, local flying, low flying, one practice scramble, test flights, search for Hurricane 5398 carried out. Aircraft Serviceability Hurricanes 16, Harvards 1. Time flown Hurricanes day 28.45 hrs., Harvards day 3.50 hrs.

6 February 1943

F/Sgt. A. J. Ness

6th Feb/43	Sun shining all day with good visibility. Lockheed Aircraft No. 7650 landed at this station from Pat. Bay at 1500 hours with S/L W.C. Connell, F/O J.R. Shaw & F/O Swinler (DFC) for Court of Inquiry into accident to Hurricane No. 5398. Lockheed aircraft No. 7650 returned immediately to base. Coase Aircraft No. 940 landed at this station at 1745 hrs., taking off at 1749 hrs. for Pat. Bay with above party. F/O D.J. Aslin left Vancouver today by train escorting the remains of the late Pilot Officer Sargent to Montreal for burial. Six authorized flights to United States aerodromes and return, local flying, aerobatics, one scramble and one flight to Pat. Bay & return carried out. Aircraft Serviceability Hurricanes 13, Harvards 1. Time flown Hurricanes day 10.10 hrs., Harvards day 1.00 hr. Hurricane No. 5389, F/Sgt. A.J. Ness, had to remain at Bellingham, U.S.A., airport due to battery trouble.
7th Feb/43.....	Sunshine most of day, visibility very good. Harvard Aircraft No. 310, pilot, S/L W.F. Brooks, crew, F/L L.S. Thompson, flew to Bellingham, U.S.A. with battery for Hurricane No. 5389, departing at 1100 hours and returning at 1445 hours. Battle climb, aerobatics, dog fighting, 2 scrambles, local flying and formation exercises carried out. Hurricane No. 5389, F/Sgt. A.J. Ness, pilot, returned from Bellingham, U.S.A. Aircraft Serviceability Hurricanes 13, Harvards 1. Time flown Hurricanes day 15.15 hrs., Harvards day 2.45 hrs.

7 February 1943	F/Sgt. A. J. Ness
11 February 1943	F/O R. N. Gull
11 February 1943	F/Sgt A J. Ness
11 February 1943	F/Sgt. F. S. Le Gear
12 February 1943	F/ Sgt. F. S. Le Gear
12 February 1943	F/Sgt. F. S. Le Gear
16 February 1943	Sgt. D. J. Dalsell
19 February 1943	F/L E. H. Treleaven
19 February 1943	F/Sgt. F. S. Le Gear
20 February 1943	Sgt. F. B. Young
20 February 1943	F/O F. H. Sproule
21 February 1943	F/Sgt. W. S. Curtis
21 February 1943	P/O L. R. Allman
22 February 1943	Sgt. Gaskin R. A.
22 February 1943	Sgt. N. E. Grisson
22 February 1943	P/O L. R. Allman
23 February 1943	F/Sgt. N. F. Wakeman
23 February 1943	P/O L. R. Allman
23 February 1943	F/Sgt. F. S. Le Gear

25 February 1943	Sgt. F. B. Young
25 February 1943	Sgt. E. N. Grissom
27 February 1943	P/O L. R. Allman
27 February 1943	F/O R. N. Tracy
27 February 1943	F/Sgt J. A. Leslie
28 February 1943	P/O L. R. Allman
28 February 1943	Sgt. F. B. Young.

1 March 1943, 17 Hurricane on strength, 5389 assigned 34 flights

2 March 1943	F/Sgt. C. J. Tomlinson
3 March 1943	F/Sgt. C. J. Thomlinson
5 March 1943	P/O L. R. Allman
5 March 1943	Sgt. N. E. Grissom
7 March 1943	F/Sgt. N. F. Wakeman
7 March 1943	F/Sgt. A. J. Ness
7 March 1943	P/O G. G. Miller
9 March 1943	F/Sgt/ R. A. Gaskin
10 March 1943	F/Sgt. W. S. Curtis
10 March 1943	P/O L. R. Allman
11 March 1943	F/Sgt. J. A. Leslie
11 March 1943	F/Sgt. F. S. Le Gear
13 March 1943	F/Sgt. R. Shavalier
15 March 1943	P/O D. C. Laubman
16 March 1943	F/Sgt. W.S. Curtis

16 March 1943	F/Sgt. J. A. Leslie
17 March 1943	F/Sgt. F. S. Le Gear
17 March 1943	F/Sgt. F. S. Le Gear
17 March 1943	F/Sgt. F. S. Le Gear
19 March 1943	F/Sgt. C. J. Tomlinson
19 March 1943	F/Sgt. C. J. Tomlinson
20 March 1943	F/Sgt. G. A. Costello
20 March 1943	F/Sgt. G. A. Costello
25 March 1943	F/Sgt. C. J. Tomlinson
25 March 1943	F/Sgt. C. J. Tomlinson
25 March 1943	F/Sgt. C. J. Tomlinson
25 March 1943	F/Sgt. C. J. Tomlinson
25 March 1943	F/Sgt. C. J. Tomlinson
26 March 1943	P/O G. G. Miller
28 March 1943	F/Sgt. J. A. Leslie
28 March 1943	F/Sgt. F. B. Young
29 March 1943	F/Sgt. M. R. Walton
29 March 1943	F/Sgt. W.S. Curtis
29 March 1943	F/Sgt. E. B. Monypenny

1 April 1943, 16 Hurricanes on strength, 5389 assigned 35 flights

1 April 1943	F/Sgt. W. S. Curtis
2 April 1943	Sgt. N. E. Grissom
2 April 1943	F/Sgt. C. J. Tomlinson
3 April 1943	F/Sgt. H. F. Wakeman

4 April 1943	Sgt. E. E. Grissom
4 April 1943	F/Sgt. C. J. Tomlinson
4 April 1943	Sgt. E. E. Grissom
5 April 1943	F/O F. N. Sproule
5 April 1943	Sgt. E. E. Allman
6 April 1943	P/O L. R. Allman
8 April 1943	F/O F. H. Sproule
9 April 1943	F/Sgt. C. J. Tomlinson
10 April 1943	F/Sgt. R. F. Gainforth
11 April 1943	F/Sgt. G. A. Costello
11 April 1943	F/O F. H. Sproule
12 April 1943	F/O F. H. Sproule
13 April 1943	F/O J. M. Ingalls
13 April 1943	F/O J. M. Ingalls
14 April 1943	F/Sgt. F. B. Young
14 April 1943	F/Sgt. F. B. Young
15 April 1943	F/Sgt. E. B. Monypenny
15 April 1943	F/Sgt. J. A. Leslie
15 April 1943	F/O F. H. Sproule
18 April 1943	P/O J. G. McGowan
18 April 1943	F/Sgt. H. F. Wakeman
18 April 1943	F/O J. M. Ingalls
18 April 1943	F/Sgt. F. B. Young
18 April 1943	F/O F. H. Sproule

19 April 1943	F/O S. M. Ingalls
19 April 1943	F/Sgt. F. B. Young
19 April 1943	F/O R. W. Ferguson
19 April 1943	F/Sgt. F. S. Le Gear
21 April 1943	F/Sgt. E. B. Monypenny
28 April 1943	F/O D. c. Laubman
29 April 1943	F/Sgt. W. S. Curtis.

1 May 1943, 6 Officers and 17 Airmen, 19 Hurricanes on strength, 5389 assigned 49 flights.

2 May 1943	F/O R. M. Tracy
2 May 1943	F/Lt. J. B. McCall
2 May 1943	F/O R. M. Tracy
2 May 1943	F/O L. R. Allman
3 May 1943	F/O D. C. Laubman
5 May 1943	F/Sgt. R. F. Gainforth
5 May 1943	F/Sgt. G. J. Tomlinson
6 May 1943	P/O R.R. Law
6 May 1943	P/O R. R. Law
6 May 1943	F/O R. W. Sproule
7 May 1943	F/O R. W. Ferguson
8 May 1943	Sgt. D. J. Dalsell
8 May 1943	F/Sgt. F. S. le Gear
8 May 1943	F/Sgt. F. S. Le Gear
9 May 1943	P/O J. G. McGowan

9 May 1943 F/O R. M. Tracy
 9 May 1943 F/Lt. J. B. McCall
 9 May 1943 P/O J. G. McGowan
 9 May 1943 F/Sgt. R. A. Gaskin
 10 May 1943 Sgt. D. J. Dalsell
 10 May 1943 F/Lt. J. B. Deek

Partly cloudy with intermittent rain, visibility fairly good. Dawn patrol; two flights to Patricia Bay and return; Camera gun exercise with Kamdens; one flight to Sea Island and return; dusk patrol; carried out. R108600 Flight Sergeant M.B. Monypenny was killed in Hurricane A/o No. 5383 at 0604 hrs. He was returning to base after dawn patrol, passed over station in Northeasterly direction at about 1500 feet. Aircraft appeared to roll, lost altitude and crashed. Cause of accident obscure. Flight Sergeant Monypenny's next of kin were notified immediately after the accident. A Committee of Adjustment to administer the estate of Flight Sergeant Monypenny has been appointed, with F/L H.H. Tyeleaven 01499 as president and F/O R.O. Leslie 013513 and P/O C.A. Weir 014298 as members. F/O J.B. Morgan 06294 from R.C.A.F. Station, Sea Island, arrived on the station today to be Investigating Officer re the above mentioned accident. Pilot Officer T.W. Wann J13348 and R14282 Sgt. Hill, G.M., pilots, have been taken on the strength of this squadron on posting from Western Air Command H.Q. effective and reporting May 11th/43. Wing Commander F.B. Fitcher from Western Air Command H.Q. arrived on the station this afternoon to confer with F/L J.B. Deek, Squadron Commander. Aircraft Serviceability Hurricanes 6, Harvards 1, Cessna Crane 1. Time flown Hurricanes day 7.35 hrs., Harvards day 30 min., Cessna Crane day 2.00 hrs.

12th May/43

On 11 May 1943, two new pilots reported to No. 133 squadron, P/O T. W. Wann and Sgt. Gordon M. Hill. The next day, 12 May, F/Sgt. Monyperry was killed flying Hurricane 5383.

14 May 1943 F/Sgt. R. Shavalier
 14 May 1943 F/Sgt. L. R. Allman
 15 May 1943 Sgt. Gordon M. Hill [R14282] first flight in Hurricane 5389.

Gordon M. HILL Course #65, continued his pilot training in fall of 1942, No. 13 S. F. T. S. St. Hubert, Quebec. He graduated and received his "Wings" on 22 January 1943, posted to No. 1 Operational Training Unit at Bagotville, Quebec, training Hurricane pilots. Course #8 began on 30 January 1943 and 29 pupils graduated as Hurricane pilots on 23 April 1943. Two pilots were posted to Eastern Air Command of Home War Establishment, while P/O Wann and Sgt. Hill were posted to Western Air Command, No. 133 Squadron at Boundary Bay. B.C.



Graduation photo – 22 January 1943.

The full RCAF career of pilot F/O Gordon Hill will be covered in two complete chapters, with over 400 unpublished photos, and new art work.

15 May 1943	F/O F. N. Sproule
16 May 1943	F/Sgt. W. S. Curtis
17 May 1943	F/Sgt. R. Shavalier
18 May 1943	P/O T. W. Wann
18 May 1943	P/O T. W. Wann
18 May 1943	F/O R. M. Tracy
19 May 1943	F/O R. M. Tracy
20 May 1943	P/O R. R. Law
20 May 1943	P/O R. R. Law
20 May 1943	F/O R. M. Tracy
20 May 1943	F/O R. M. Tracy
23 May 1943	F/Sgt. N. F. Wakeman
<u>23 May 1943</u>	<u>Sgt. G. M. Hill</u>
23 May 1943	F/Sgt. N. F. Wakeman
24 May 1943	F/O L. R. Allman
24 May 1943	F/O L. R. Allman
25 May 1943	F/Sgt. W. S. Curtis
25 May 1943	P/O J. M. Ingalls
25 May 1943	F/Sgt. F. S. Le Gear
26 May 1943	F/Sgt. C. J. Tomlinson
26 May 1943	F/Sgt. R. Shavalier

28 May 1943 **P/O T. W. Wann**
31 May 1943 **Sgt. G. M. Hill**
31 May 1943 **P/O R. R. Law**
31 May 1943 **F/O F. K. Sproule**

1 June 1943, 15 Hurricane on strength, 5389 assigned 47 flights.

1 June 1943 **Sgt. G. M. Hill**
1 June 1943 **F/L J. B. McCall**
1 June 1943 **F/L J. B. McCall**
1 June 1943 **F/Sgt. F. S. Le Gear**
2 June 1943 **F/L J. B. McCall**
3 June 1943 **F/O F. N. Sproule**
4 June 1943 **F/Sgt. N. F. Wakeman**
4 June 1943 **F/Sgt. N. F. Wakeman**
5 June 1943 **F/Sgt. N. F. Wakeman**
5 June 1943 **F/Sgt. N.F. Wakeman**
5 June 1943 **F/Sgt. R. A. Gaskin**
6 June 1943 **F/Sgt. R. A. Gaskin**
6 June 1943 **WO2 W. S. Curtis**
6 June 1943 **Sgt. G. M. Hill [13:00) to 14:00 hrs - submarine search]**
6 June 1943 **Sgt. D. J. Dalsell**

7 June 1943	F/L J. B. McCall
7 June 1943	F/Sgt. R. A. Gaskin
7 June 1943	Sgt. D. J. Dalsell
7 June 1943	F/Sgt. J. A. Leslie
7 June 1943	W02 W.S. Curtis
7 June 1943	W02 W. S. Curtis
8 June 1943	W02 W. S. Curtis
8 June 1943	W02 W. S. Curtis
9 June 1943	P/O R. R. Law
9 June 1943	W02 W. S. Curtis
9 June 1943	F/Sgt. E. A. Gaskin
10 June 1943	F/O R. M. Tracy
11 June 1943	W02 A. J. Ness
12 June 1943	W02 A. J. Ness
13 June 1943	W02 H. F. Gainforth
13 June 1943	F/Sgt. R. A. Gaskin
13 June 1943	W02 H. F. Gainforth
13 June 1943	W02 H. F. Gainforth
17 June 1943	W02 F. S. LeGear
18 June 1943	F/O T. W. Wann
18 June 1943	F/Sgt. R. A. Gaskin
19 June 1943	F/O L. R. Allman
21 June 1943	Sgt. D. J. Dalsell
22 June 1943	Sgt. D. J. Dalsell

22 June 1943	F/O R. N. Tracy
22 June 1943	F/O R. N. Tracy
23 June 1943	F/Sgt. R. A. Gaskin
23 June 1943	F/L J. B. McCall
23 June 1943	F/O L. R. Allman
24 June 1943	W02 R. W. Ferguson
27 June 1943	W02 A. J. Ness
28 June 1943	F/L J. B. McCall

Relocation of No. 132 and No. 133 (F) Squadrons

W.A.C. Movement Order No. 11, d/19 June/43, on binder 6-132

"It is intended to move No. 133 Squadron from BOUNDARY BAY to TOFINO, the squadron to consist of squadron Headquarters, two flights and other personnel as shown in Appendix "A". It is further intended to move all Hurricane aircraft and necessary spares and equipment, as shown in Appendix "D".

"The effective date for this move is 23 June/43."

The last scramble at Boundry Bay, B.C. is recorded on 30 June 1943, 08:00 to 08:50 hrs when two Hurricane aircraft 5395 and 5397 complete a sea patrol. The squadron now prepare for the movement to Tofino, B.C.

From		To		133 (F) Squadron, R.C.A.F. Station, Tofino, B.C.	
A/c Type & No	Crew	Duty	From	To	Remarks
Hurricane	5384 S/L J. B. Deak	Squadron Move Boundary Bay to Tofino.	1545	1645	Duty Carried Out.
"	5395 W/O A.J. Ness	"	1545	1700	"
"	5381 F/O J.K. Dempsey	"	1545	1645	"
"	5390 W/O H.F. Wakeman	"	1545	1700	"
"	5389 F/O R.W. Ferguson	"	1545	1700	"
"	5388 Sgt. D.J. Dalsell	"	1545	1700	"
"	5378 F/Sgt. R. A. Gaskin	"	1545	1715	"
"	5401 F/O J.M. Ingalls	"	1545	1715	"
"	5382 W/O R.F. Gairferth	"	1545	1700	"
"	5397 F/O L.R. Allman	"	1545	1700	"
"	5386 F/O R.M. Tracy	"	1545	1700	"
"	5393 F/O V.H.J. Le Gear	"	1545	1700	"
"	5379 F/O J.G. McGowan	"	1545	1615	"
"	5385 F/O F.L. Thompson	"	1545	1700	"
Harvard	FB310 W/O V.S. Curtis	"	1545	1715	"
			2nd July/43		
Harvard	FB310 F/O V.H.J. Le Gear	Tofino To Boundary Bay	1545	1620	"

Fourteen Hurricane Mk. XII fighter aircraft and two Harvard Mk. IIB aircraft fly to the new base at Tofino, B. C. Hurricane 5389 is piloted by F/O R. W. Ferguson and his flight time is 15:45 to 17:00 hrs. The squadron begin operations on 5 July and Hurricane 5389 will make 19 flights in the month of July 1943.

5 July 1943	W/O A. J. Ness	
5 July 1943	F/O J. M. Inglass	
6 July 1943	P/O J. G. McGowan	
6 July 1943	W/O J. A. Leslie	
9 July 1943	W/O W.S. Curtis	
9 July 1943	W/O W. S. Curtis	
9 July 1943	Sgt. G. M. Hill	<u>Formation Attack – 14:10 to 15:00 hrs.</u>
10 July 1943	F/O V. J. Le Gear	
11 July 1943	F/Sgt. J. V. Burke	

11 July 1943	W02 J. A. Leslie	
11 July 1943	F/O T. W. Wann	
12 July 1943	W02 J. A. Leslie	
12 July 1943	W02 J. A. Leslie	
12 July 1943	W02 J. A. Leslie	
12 July 1943	W/C C. N. Greenway	
13 July 1943	F/Sgt. J. V. Burke	
13 July 1943	F/Sgt. R. A. Gaskin	
14 July 1943	P/O R. H. Brown	
14 July 1943	P/O F. D. Hague	15:05 to 16:15 hrs., - "Crashed" Cat. "B".

14th July/43	<p>Sunshine all day with good visibility. Weather check; two flights for height check; one aircraft test; 10 local flying flights; two aircraft to Port Hardy one returning and the other remaining over night; one section on navigation flight to Point "V" and return; one scramble; dusk patrol; carried out. P/O F.D. Hagus J27215 in Hurricane 5389 at 1615 hrs. on attempting to land made a high approach and touched down past the intersection. He applied brakes but ran off the runway turning over in soft mud, resulting in "B" crash. Pilot was uninjured. Cause of accident error in judgment due to inexperience on type. Aircraft Serviceability Hurricanes 10, Harvards 1. Time flown Hurricanes day 25:00 hrs., Harvards day nil.</p>
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On 22 July 1943, Hurricane 5389 is loaded onto a ship and transported to No. 13 Aeronautical Inspection District, Vancouver, B. C. [Coates Ltd.] for repairs. Hurricane 5389 remained at No. 13 A.I.D. until 15 March 1944.

In the fall of 1938, the RCAF decided to create repair units close to major aircraft companies in Canada. This allowed technically experienced civilian personnel to assist aircraft contractors and report back to the RCAF Headquarters on how repair work was being carried out as well as inspections on the quality of repair work. These new units were designated as RCAF Technical Detachments and given numbers. No. 11 T.D. – Montreal, Quebec, No. 12 T.D. – Toronto, Ontario, No. 13 T.D. – Vancouver, B. C., No. 14 T. D. – Ottawa, Ontario, No. 15 T. D. – Winnipeg, Manitoba, No. 16 T. D. – Edmonton, Alberta, and No. 17 T. D. at Halifax, Nova Scotia. In 1940, these units were re-designated as RCAF Aeronautical Inspection Districts and formerly No. 13 Technical Detachment became No. 13 A.I.D. at Vancouver, B.C. also called “Coates Ltd” for the civilian company. In July 1943, a significant number of RCAF aircraft required repair work and to assist this high demand a priority system was established. The Canadian built Hurricane fighters were no longer a front line aircraft and they took a backseat to repair of other important aircraft. Hurricane 5389 would remain [parked] under repair when time permitted, at No. 13 A.I.D. Vancouver, B. C. for the next eight months.

No. 133 [Falcon] Fighter Squadron continued to fly Hurricane aircraft on West Coast air defence from Tofino, B. C., until 9 March 1944, when they were transferred to Sea Island, [Vancouver] B.C. This became part of what many historians call the “RCAF musical chairs” when complete squadrons moved from base to base and switched aircraft from squadron to squadron.

This has caused many problems for Internet historians and fogged over the true history of Hurricane 5389. Fortunately, the wartime Daily Diaries of both No. 133 and 135 squadrons are very detailed and contain a wealth of information on what in fact took place.

A/cType& No.	Crew	Duty	Time Up	Time Dn.	By..	133.(F).Sqn..	RCAP	Sta..	Tofino.	B.C.
<u>9 Mar/44</u>										
Harvard	2637	P/O G.M. Hill	CrossCountry to	1100	1200	D.C.O.	O.K.			
		LAC D. Torason	Pat Bay							
	2637	P/O G.M. Hill	Pat Bay to Base	1200	1300	D.C.O.	O.K.			
<u>10 Mar/44</u>										
Hurricane	5379	F/O F.L. Thompson	Dawn Patrol	0840	0945	D.C.O.	O.K.			
	5503	P/O F.C. Ryan	"	0840	0945	D.C.O.	O.K.			
Harvard		F/O V.J. LeGear	Test a/c	0840	0900	D.C.O.	O.K.			
		Sgt. Gilker, W.S.								
		P/O J.P. Thibault	Cross Country Naviga-	1220	1325	D.C.O.	O.K.			
		FS A.L. Englebert	tion to Sea Island							
	2637	P/O J.V. Burke	Tofino-Pat Bay-Sea	1330	1455	D.C.O.	O.K.			
		S/L Dick	Island							
Hurricane	5377	S/L W.C. Connell	Tofino to Pat Bay to	1400	1510	D.C.O.	O.K.			
	5397	P/O F.P. Clegg	Sea Island	1400	1510	D.C.O.	O.K.			
	5378	P/O G.M. Hill	"	1400	1510	D.C.O.	O.K.			
	5385	F/O T.W. Wann	"	1400	1510	D.C.O.	O.K.			
	5393	F/O J.T. Wilkie	"	1400	1510	D.C.O.	O.K.			
	5382	P/O D.T. Flannery	"	1400	1510	D.C.O.	O.K.			
	5503	F/O V.J. LeGear	"	1400	1510	D.C.O.	O.K.			
	5425	P/O W.T. White	"	1400	1510	D.C.O.	O.K.			
	5379	F/O F.L. Thompson	"	1400	1510	D.C.O.	O.K.			
	5584	P/O K.R. Hossack	"	1400	1510	D.C.O.	O.K.			
	5395	P/O J. Turley	"	1400	1510	D.C.O.	O.K.			
	5388	P/O F.C. Ryan	"	1400	1510	D.C.O.	O.K.			
	5578	F/O S.D. Marlatt	"	1400	1510	D.C.O.	O.K.			
	5401	P/O F.D. Hague	"	1400	1510	D.C.O.	O.K.			
	5586	P/O E.E. Long	"	1400	1510	D.C.O.	O.K.			
	5590	F/O J.K. Dempsey	"	1400	1510	D.C.O.	O.K.			
	5384	P/O S.J. George	"	1400	1510	D.C.O.	O.K.			

On 10 March 1944, [above record Daily Diary] No. 133 Squadron ferried 17 of their original Hurricane Mk. XII fighters from Tofino, to Patricia Bay, and then to Sea Island, [Vancouver, B.C. F/O Gordon Hill flew Hurricane 5378 to Sea Island, Vancouver, B. C. These Hurricanes are now parked [Vancouver] and No. 133 Squadron will receive 18 Kittyhawk fighters, Mk. I, [11] Mk. IA, [2] and Mk. III [5] aircraft transferred from No. 163 Squadron, which will be disbanded at Patricia Bay, B. C. on 15 March 1944.

To add to this confusion, we have 16 ex-135 Hurricane fighters parked at Terrace, B.C.

No. 135 [Bulldog] Squadron began to ferry their 16 Hurricane fighters [plus two Harvard trainers] from Annette Island, Alaska, [U. S. Command] to Terrace, B.C. on 17 November 1943. They flew patrols from Terrace until 29 February 1944 when they stood down until 11 March 1944, pending a move to Patricia Bay, B.C. They left their original Hurricane aircraft at Terrace, B. C. [including #5389] and the pilots were ferried to Patricia Bay. B. C. on 12 March 1944. No. 170 [Ferry] Squadron began moving the 16 Hurricanes fighters to Patricia Bay on 31 March 1944. The last #5579 arrived at Patricia Bay, B.C. 31 January 1945.

APPENDIX "A" - List of Personnel

INFORMATION

1. No. 135 (F) Squadron is to be moved from Terrace to Patricia Bay. Squadron aircraft are to be made fully serviceable and prepared for long term storage at Terrace. The Squadron will be re-equipped with aircraft at Sea Island.

INTENTION

2. It is intended to move the personnel of No. 135 Squadron from Terrace to Patricia Bay.

EXECUTION

Time

3. (a) Air Party

The Officer Commanding shall detail eighteen Pilots to ferry eighteen Hurricane aircraft from Sea Island to Patricia Bay on 12 March, 1944, or so soon thereafter as weather may permit.

- (b) Main Party

The Main Party, which, for purposes of the move from Terrace to Vancouver, shall consist of all personnel including those of the Air Party, shall move from Terrace to Vancouver by Canadian National Railways at 0045 hours, 10 March, 1944. Upon arrival at Vancouver at 0845 hours, 12 March, 1944, the Air Party shall proceed to Sea Island. The remainder of the Squadron shall move from Vancouver to Victoria by Canadian Pacific Steamships at 1030 hours, 12 March, 1944, and from Victoria to Patricia Bay by M.T. at 1545 hours, 12 March, 1944.

The No. 135 Squadron Daily Diary for 12 March 1944 records - "Arrived Vancouver, Sunday Morning at 10:00 hrs. The party split at C.N.R. Depot and 18 pilots led by S/L Smith [Sqdn. O. C.] proceeding to Sea Island to ferry Hurricane aircraft which formerly operated by No. 133 [F] Squadron. Upon arrival at Sea Island it was discovered only 15 Hurricanes were available, and three Harvard. The party under S/L Smith, piloted the Hurricanes over to Patricia Bay and arrived at 12:00 hrs.

OPERATIONS RECORD

(To be Attached to Daily Diary)

DETAIL OF WORK CARRIED OUT

From 2359 hrs 29 / Feb. / 1944 to 2359 hrs 31 / March / 1944 By No. 135 Squadron, Patricia Bay, B. C.

Aircraft Type and No.	Crew	Duty	Time Up	Time Down	Remarks
No flying accomplished by this Squadron from February 29th to March 11th, due to pending Squadron move to Patricia Bay, B.C.					
March 12th, 1944					
Hurricane 5377	S/L Smith, D.J.	Pilot	1130	1200	Sea Island to Patricia Bay.
" 5401	F/L Harley, A.E.	"	1130	1200	" " " "
" 5395	F/L Sage, K. F.	"	1130	1200	" " " "
" 5384	F/O Smith, K.R.	"	1130	1200	" " " "
" 5425	F/O Harrison, A.L.S.	"	1130	1200	" " " "
" 5503	F/O Hickey, B.A.M.	"	1130	1200	" " " "
" 5397	F/O Catterall, W.A.	"	1130	1200	" " " "
" 5382	F/O Hope, H. L.	"	1130	1200	" " " "
" 5586	F/O Hodgins, B.H.	"	1130	1200	" " " "
" 5385	F/O Justice, J.F.P.	"	1130	1200	" " " "
" 5378	F/O Jackson, T.R.	"	1130	1200	" " " "
" 5578	F/O Dewar, J.C.R.	"	1130	1200	" " " "
" 5388	F/O Suddaby, A.R.	"	1130	1200	" " " "
" 5590	F/O McBain, J.R.	"	1130	1200	" " " "
" 5379	F/O Passmore, G.L.	"	1130	1200	" " " "

These 15 original No. 133 Squadron Hurricane aircraft are now transferred to No. 135 [Bulldog] Squadron and flown from Sea Island, [Vancouver] to Patricia Bay, B. C. on 12 March 1944. Hurricane 5394 [original No. 133 Sqn. fighter] and 5413 [original No. 135 Sqn. fighter] were not serviceable and after repairs, will join No. 135 Squadron at Patricia Bay on 22 April 1944.

Thanks to this confusion of RCAF Hurricane fighters being switched [musical chairs] from No. 133 Squadron to No. 135 Squadron, the location of Hurricane 5389 has been lost by many historians. The Daily Diary of No. 13 Aeronautical Inspection [Coates Ltd. Vancouver] contains the facts on [Calgary] Hurricane 5389.

On 15 March 1944, No. 13 Aeronautical Inspection District, [Coates Ltd. Vancouver] notify No. 133 Squadron that Hurricane 5389 has been repaired and is ready for return to their squadron. P/O R. A. Gaskin [No. 133 Sqn.] picks up Hurricane 5389 at 10:10 hrs and flies it to No. 135 Squadron in Patricia Bay, arriving at 10:40 hrs. Hurricane 5389 will become the 17th ex-No. 133 Squadron

fighter aircraft to be transferred to No. 135 [Bulldog] Squadron and for the second time in her career, 5389 will now fly with the 'Bulldogs' stationed at Patricia Bay, B. C.

Remember, Hurricane 5389 began her RCAF career training No. 135 pilots at Mossbank, Saskatchewan, from 8-26 July 1942, and now she will end her career with No. 135 [Bulldog] Squadron at Patricia Bay, B.C.

CORPORANCE K.R. & G. ADMINIS.		DAILY DIARY	
		OF 133 (F) Squadron, RCAF Stn., Sea Island, B.C.	5389
DATE	TIME	SUMMARY OF EVENTS	
11 Mar/44		<p>Visibility unlimited. The balance of the freight weighing 6,425 lbs. and 4 airmen of the rear party arrived by air at 1400 hrs. All personnel were paraded to various sections of the station to be signed in. P/L R.W. Ferguson and P/O R.A. Gaskin flew the one remaining aircraft, a Harvard, from Tofino to Sea Island via Boundary Bay arriving at 1235 hrs. 13 Kittyhawks and 2 Harvards arrived from No. 163 Squadron, Patricia Bay, at approximately 1700 hrs. to be taken on strength of this squadron. Aircraft Serviceability nil due to ground crew being under instruction.</p>	
12 Mar/44		<p>Visibility unlimited. No flying. Aircrew and groundcrew checked over Kittyhawk aircraft under the supervision of an Allison engine representative. 15 Hurricanes aircraft transferred to No. 135 Squadron, Patricia Bay, B.C., departing at 1125 hrs. Aircraft Serviceability Kittyhawks nil, Harvards 2.</p>	
13 Mar/44		<p>Visibility unlimited. The following flying was carried out--one flight to Patricia Bay and return--one aircraft test--Harvard 2798 ferried from Patricia Bay, B.C., to Sea Island. A lecture was given to all groundcrew by the Station Sergeant Major and the P.T.I. & D. Officer on station rule and regulations, deportment etc. The groundcrew and aircrew were given further instructions by the Allison Engine representative. Aircraft Serviceability nil Kittyhawks, 2 Harvards. Time flown Harvards day 1:20 hrs.</p>	
14 Mar/44		<p>Visibility unlimited. The following flying was carried out--one aircraft on cross country to Sand Point, Wash., U.S.A., and return--one aircraft test. Ground crew were given further lectures by the Allison Engine representative. J38355 P/O D.B. Crowe, J39550 P/O R.J. Johnston, J38378 P/O R.E. Wood, J10399 P/L W.M. Watt and J17161 P/O O.M. McDonald posted to this squadron from No. 163 Squadron, Patricia Bay, B.C., eff. March 13th rptg. March 14th. J23791 P/O J.G. McGowan, J8357 P/O J.W. Ingalls and J27316 P/O R.F. Gainforth, pilots, have been posted from this squadron to No. 163 Squadron eff. March 13th rptg. March 14th and remaining on attachment to this squadron until further notice. P/L R.W. Ferguson J8204 proceeded to Seattle, Wash., by air on a liaison mission with the United States Army Air officials. Aircraft Serviceability Kittyhawks nil, Harvards 2. Time flown Harvards day 3:25 hrs.</p>	
15 Mar/44		<p>Visibility unlimited. The following flying was carried out--one aircraft on cross country and navigation to Patricia Bay, B.C., and return--Hurricane Aircraft No. 5389 was ferried from Sea Island to Patricia Bay, B.C. The Chief of the Air Staff arrived on the station at 1710 hrs. Further lectures were given to the groundcrew on Allison Engines by the Allison Engine representative. Aircraft Serviceability Kittyhawks nil, Harvards 1. Time flown Harvards day 1:00 hr.</p>	

DAILY DIARY																																										
OF <u>133 (F) Squadron, RCAF Stn., Sea Island, B.C.</u>																																										
<small>(UNIT OR FORMATION)</small>																																										
DATE	TIME	SUMMARY OF																																								
<u>31 Mar/44</u>		<p>NUMERICAL STRENGTH OF UNIT AS AT MARCH 31/44 R.C.A.F. (Officers) Aircrew 27 Ground Crew 2 (Airmen) Aircrew 2 Ground Crew 96 Attachments R.C.A.F. (Officers) Aircrew 8 (Airmen) Aircrew 4</p> <p>NUMBER AND TYPES OF AIRCRAFT ON STRENGTH AS OF 31ST MARCH/44</p> <table style="margin-left: auto; margin-right: auto;"> <tr><td>Kittyhawk Mk. I</td><td>-</td><td>11</td></tr> <tr><td>" Mk. IA</td><td>-</td><td>2</td></tr> <tr><td>" Mk. III</td><td>-</td><td>5</td></tr> <tr><td>Harvard Mk. II</td><td>-</td><td>3</td></tr> <tr><td>Total</td><td></td><td>21</td></tr> </table> <p>Visibility unlimited. The following flying was carried out--2 aircraft on dawn patrol--3 local flying flights--2 exercises of 4 aircraft each on formations and breaks--5 instrument checks--2 aircraft on sector reconnaissance--2 aircraft on pairs attacks--1 aircraft on cross country and navigation to Patricia Bay and return--4 aircraft on pairs attacks--2 aircraft on vectors (sector)--2 aircraft on dusk patrol. Aircraft Serviceability Kittyhawks 16, Harvards 3. Time flown Kittyhawks day 28:25 hrs., Harvards day 5:35 hrs.</p> <p>OPERATIONAL FLYING, NON-OPERATIONAL FLYING AND FLYING TRAINING, NO. 133 (F) SQUADRON (R.C.A.F.) FOR THE MONTH ENDING MARCH 31ST, 1944</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td rowspan="2">OPERATIONAL</td> <td>(Day)</td> <td>148:30 hrs.</td> <td></td> </tr> <tr> <td>(Night)</td> <td>Nil</td> <td>148:30 hrs.</td> </tr> <tr> <td rowspan="2">NON-OPERATIONAL</td> <td>(Day)</td> <td>17:50 hrs.</td> <td></td> </tr> <tr> <td>(Night)</td> <td>Nil</td> <td>17:50 hrs.</td> </tr> <tr> <td rowspan="2">FLYING TRAINING</td> <td>(Day)</td> <td>259:10 hrs.</td> <td></td> </tr> <tr> <td>(Night)</td> <td>Nil</td> <td>259:10 hrs.</td> </tr> <tr> <td colspan="2" style="text-align: center;">TOTAL</td> <td></td> <td>425:30 hrs.</td> </tr> </table> <p style="text-align: right;"><i>V.O. Connell S.I.</i> V.O. Connell S.I. C.O., 133 Sqn., Sea Island, B.C.</p>	Kittyhawk Mk. I	-	11	" Mk. IA	-	2	" Mk. III	-	5	Harvard Mk. II	-	3	Total		21	OPERATIONAL	(Day)	148:30 hrs.		(Night)	Nil	148:30 hrs.	NON-OPERATIONAL	(Day)	17:50 hrs.		(Night)	Nil	17:50 hrs.	FLYING TRAINING	(Day)	259:10 hrs.		(Night)	Nil	259:10 hrs.	TOTAL			425:30 hrs.
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TOTAL			425:30 hrs.																																							
		No. 133 Sqn. Kittyhawk Fighters on charge 18.																																								
<p>On 15 March 1944, 18 ex-No. 133 Squadron original Hurricane Mk. XII fighters are transferred to No. 135 Squadron and taken on charge at Patricia Bay, B. C.</p> <p>This includes Hurricane 5389 which was flown from Sea Island, B. C. to Pat Bay, B. C. by P/O R. A. Gaskin 10:10 to 10:40 hrs 15 March 1944.</p>																																										

No. 133 Squadron will fly the Curtiss Kittyhawk from mid-March 1944 to July 1945.

The No. 135 Daily Diary reports on 10 May 1944 all pilots have soloed on the new Kittyhawk fighters, with the exception of two pilots on leave. The old ex-No. 133 Squadron Hurricane fighters are only flown for airframe and engine tests, preparing them for upcoming ferry flights.

Hurricane 5389 is last flown in No. 135 Squadron on 22 May 1944, pilot P/O Hodgins B. H., 15:15 to 16:15 hrs airframe and engine testing.

The next chapter in Hurricane 5389 is about to begin, and this involves the ferrying of thousands of war surplus aircraft across Canada.

In early December 1943, the Ottawa Supervisory Board began discussing the need to expand the BCATP in Canada, beyond the 31 March 1945 termination date which had been agreed upon in 1942. In early February 1944, Harold Balfour, British Under Secretary of State for Air and Air Marshal Sir Peter Drummond, RAF Air Member for Training arrived in Ottawa for meetings with Canadian Air Minister C. G. Power. On 16 February, Power officially explained to the Canadian House of Commons the need for a cutback in BCATP aircrew training. The reduction would be forty per cent and this involved the closing of 33 aircrew training schools out of a total of eight-two currently in operation.

At the request of the British government, Canada had agreed to close the 26 RAF schools first, and this began on 14 January 1944, when No. 33 [RAF] Elementary Flying Training School at Caron, Saskatchewan was closed. No. 41 [RAF] Service Flying Training School, Weyburn, Sask., was closed on 22 January 44, followed by No. 35 [RAF] S.F.T.S. North Battleford, Sask., on 25 February 1944, then No. 37 S.F.T.S. [RAF H.Q.] at Calgary, Alberta, 10 March 1944, and so on.

By the end of November 1944, all but two British RAF Schools in Canada had closed, including 13 schools located in No. 4 and No. 2 Air Training Commands in Western Canada. With the closing of these BCATP airfields, the Canadian Government began to plan for the end of hostilities and the future plans for these abandoned military airfields.

The first priority became the huge storage of surplus military equipment, including thousands of unwanted vehicles, supplies, and ex-wartime aircraft. To move this vast amount of military aircraft to the new storage holding units a new ferry squadron of RCAF pilots was required. On 1 March 1944, No. 170 [Ferry] Squadron was formed at Winnipeg, Manitoba, using RCAF personnel from the Western Detachment of No. 124 [Ferry] Squadron. This new squadron was assigned the task of ferrying over 5,000 training and operational aircraft in Western Canada, including the old Hurricane fighters used by No. 163, No. 135, and No. 133 Squadrons in the air defense of the West Coast.

DAILY DIARY

OF 170 FERRY SQUADRON, WINNIPEG, MANITOBA

DATE	TIME	SUMMARY OF EVENTS
1/March/44		Under Organisation Order No. 332, d/22-Feb-44, 170 Ferry Squadron was formed to replace the western Division, No. 124 Ferry Squadron. It was to be administered by No. 2 Training Command and under the operational control of A.F.H.Q. C-3684, S.L. D.W. Russell, was appointed Officer Commanding. G-3435 A/S/L Robinson, F.V., (DFC), former Officer Commanding, was struck off strength on posting to 124 Ferry Squadron, St. Hubert. Aircraft Movements In-0, Out-1 (Winnipeg)
2/March/44		Aircraft Movements In-1, Out-2 (Winnipeg)
3/March/44		F.L. Philp assumes Temporary Command during absence of F.L. Russell on Temporary Duty. Aircraft Movements In-0, Out-0 (Winnipeg)
4/March/44		Aircraft Movements In-8, Out-2 (Winnipeg)
5/March/44		Aircraft Movements In-4, Out-5 (Winnipeg) Weather Clear
6/March/44		Aircraft Movements In-0, Out-0 (Winnipeg) Weather Zero
7/March/44		F.O. G.B.R. Grant C-26201, (SR)(GL) taken on Strength from 124 Ferry Squadron, Rockcliffe, for employment as Staff Pilot.

On 26 May 1944, No. 170 [Ferry] Squadron pilots arrived at No. 135 [Bulldog] Squadron Patricia Bay, and ferry out the first two Hurricane aircraft, 5379 and 5425. Hurricane 5379 was an original No. 133 Squadron Hurricane fighter [16 June 1942] and 5425 was an original No. 135 Squadron fighter [18 June 1942]. Hurricane 5425 was ferried from Terrace, B. C. to Patricia Bay, B. C. on 3 October 1944.

On 27 May 44, No. 170 ferry pilots arrive at No. 135 Squadron and ferry out 5394 and 5413. Again, Hurricane 5394 is an original No. 133 Sqn. fighter [30 June 1942] and 5413 is an original No. 135 Sqn. fighter [23 July 1942]. Hurricane 5413 was ferried from Terrace, B. C. to Patricia Bay, on 31 March 1944.

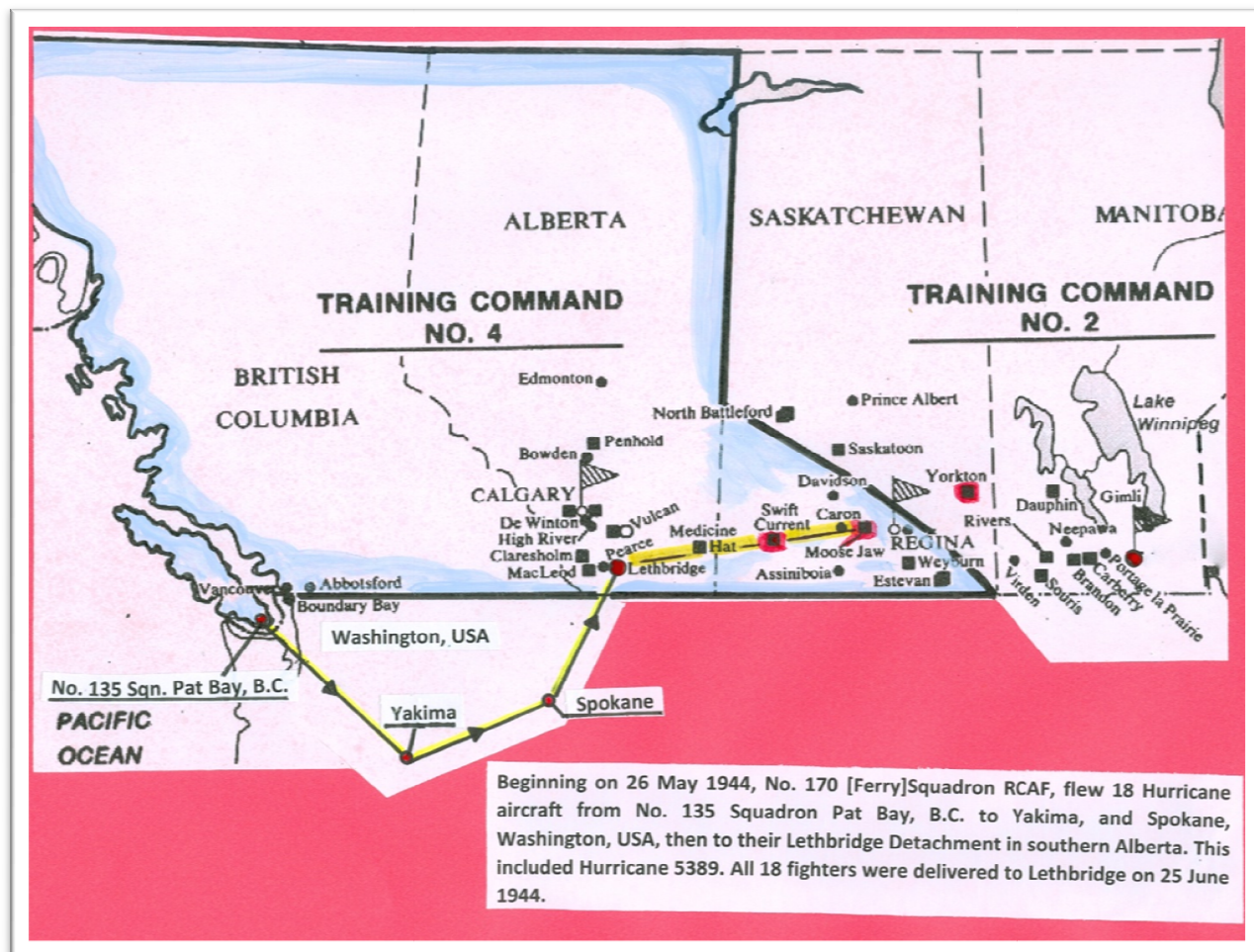
CORDANCE P. PARAS. MINISTRE		
DAILY DIARY		
OF <u>No. 135 (F) Squadron, Patricia Bay, B. C.</u>		
(UNIT OR FORMATION)		
DATE	TIME	SUMMARY OF EVENTS
25/May/44		Good weather permitted of considerable flying activity, which comprised: Dawn Patrol, A.D. tests, formations and section attacks, local, target G.C.I. and Interceptor G.C., a search and Air/Sea Rescue scramble for aircraft reportedly down on Salt Spring Island area. At the hangar the "A" team played a softball practice as their P.T. schedule. Serviceability remained high; our pilots and groundcrew are now all quite familiar with the Kittyhawk aircraft. During the evening the W.D.'s of the station played a game of softball against a team of Wrens. The W.D.'s undoubtedly won, the score being about 20 - 9. The Y.M.C.A. presented a movie in the rec. hall at 2030 hours. M.A.F.T. 26:45 hours.
26/May/44		Continued good weather permitted flying to be very active. Dawn patrol, one scramble, formation line astern chase, aerobatics, G.C. Interceptor, escorting aircraft from Sea Island to Tofino, A.D. tests, Air/Sea Rescue test, instrument checks and dusk patrol composes the day's flying activities. Section four to forty-four of the Air Force Act was read to the squadron on the morning work parade. Pilots from the Ferry Squadron accepted Hurricanes #5389 and 5425 and departed for Lethbridge, Alta, en route to E.A.C. Advice was received to the effect that two of our pilots - DAN R92463 W.C.ill Morton, K.L. and R171440 Sgt. Hisson, J.T.A.R. have been appointed to commissioned rank. The Station baseball club played the army team at Royal Athletic Park, Victoria. We lost, the score being 11 - 2. There was an Airmen's Dance in the rec. hall at 2100 hours. M.A.F.T. 33:50 hours.
27/May/44		The weather was again bright and sunny and flying activities consisted of: Dawn patrol, instrument checks, three scrambles, attacks on Canasos, electrical tests and dusk patrol. Two more Hurricanes were ferried East - #5394 and 5413. The Station baseball club lost a wild, weird game to the Navy team at Royal Athletic Park in Victoria. The score was 12 - 8. There was a dance in the Officers' Mess at 2100 hours, which was well attended and proved a most enjoyable affair. M.A.F.T. 24:10 hours.
28/May/44		Good weather again. Flying activities comprised: Dawn patrol, two scrambles and dusk patrol. I/O K.L.Morton was involved in a "White" C-category accident. While piloting Kittyhawk #849 on return from a scramble at approximately 2030 hours, he ran off the runway into rough ground, damaging starboard oleo leg, wing and propeller. Church services were conducted in the rec. hall and personnel attended on a voluntary basis. The Y.M.C.A. presented a movie in the rec. hall at 2000 hours. M.A.F.T. 4:40 hours.
29/May/44		The weather continued bright and sunny. Flying activities included: Dawn patrol, formation and tail chase, aerobatics, instrument checks, flights to and from Sea Island and Comox, and participation in a search. The personnel of 132 Squadron, currently on T.D. with our Squadron, departed by air for Tofino at approximately 1500 hours.

On 1 June 1944, No. 135 [Bulldog] Squadron have 13 Hurricane fighters on strength but not in use. These 13 fighters are all ex-No. 133 Squadron aircraft which now includes [Calgary] Hurricane 5389. On 21 June 44, No. 170 [Ferry] squadron pilots begin the movement of Hurricanes from Patricia Bay, B. C. to Yakima and Spokane, Washington, USA, to Lethbridge detachment in

southern Alberta. The last flight of a Hurricane by No. 135 Squadron took place at Patricia Bay on 25 June 1944, W02 Connor J. W. flew Hurricane 5377 from 16:30 to 17:00 hrs on engine test. This became the last Hurricane to leave No. 135 Squadron for Lethbridge that same date. The exact date that Hurricane 5389 was ferried to Lethbridge, Alberta, was never recorded in the Daily Diary of No. 135 Squadron or by No. 170 [Ferry] squadron, who only recorded the number of aircraft ferried on each date. On 24 June 44, No. 170 Sqn. ferried six Hurricanes from Patricia Bay, B. C. to Lethbridge Detachment, Alberta, and I believe that was the date Hurricane 5389 arrived at Lethbridge, Alberta. It appears the Hurricane fighters remained at Lethbridge for at least five months. No. 32 SFTS [RAF] Moose Jaw, Sask., closed on 17 October 1944, and No. 4 Training Command ceased to exist on 1 December 1944, replaced by No. 2 Air Command.

On 2 December 1944, the old RAF base became No. 2 Reserve Equipment Maintenance Unit, RCAF, Moose Jaw, Sask. The first "Forty-Two" storage aircraft arrived on 5 December 1944, and were placed into hangars. The very last RAF personnel are repatriated back to the United Kingdom on 2 January 1945. In the next few weeks No. 170 [Ferry] Squadron pilots will fly eleven Hurricane fighters for "Reserve Storage" at Moose Jaw, Sask.

One of them is 5389, today Calgary Flight Hangar Museum.



On 1 July 1944, the Canadian Government began to plan and create Surplus Equipment Holding Units at the abandoned WWII British Commonwealth Air Training Plan bases across Canada. No. 170 [Ferry] squadron which had been formed on 1 March 1944, were now responsible for the ferrying of all surplus RCAF aircraft to these vacant training bases. The RCAF had on strength 12,000 surplus aircraft, and many, like the Avro Ansons, were just set on fire and destroyed. Others, including the Hurricanes Mk. XIIIs, were flown to an “Aircraft Holding Unit” where they were stored and maintained in flying condition, and could be flown out on short notice.

On 1 December 1944, a total reorganization and re-naming of the storage units took place. The name was changed to “RESERVE EQUIPMENT MAINTENANCE UNITS” with a Headquarters and reserve satellite units located in the old training bases. On this date No. 4 and No. 2 [WWII] Training Commands ceased to exist and were replaced by No. 2 Air Command. On record cards, it appears that aircraft were moved, however only the Air Force Command names were changed.

No. 1 Reserve Equipment Maintenance Unit was established at Lethbridge, Alberta, on 15 December 1944, ex-No. 8 Bombing and Gunnery School. Under its command were three Satellite Units, No. 101 at Macleod, Alberta, No. 102 at Pearce, Alberta, and No. 103 at Vulcan, Alberta.

No. 2 Reserve E. M. U. was located at Moose Jaw, Saskatchewan, on 2 December 1944, [Ex-RAF 32 SFTS] and under it were formed four Reserve Equipment Maintenance Satellite Units. No. 201 at Dafoe, Sask., No. 202 at Mossbank, Sask., No. 203 at Caron, Sask., No. 204 at Assiniboia, Sask., and No. 205 at Davidson, Saskatchewan.

At least eleven Hurricane fighters were held in storage at units under command of No. 2 Reserved Equipment Maintenance Unit, Moose Jaw, Saskatchewan. Their serial numbers appear in the Daily Diary of various units, when they were flown during some special event. They were just a group of old WWII fighters, which were outdated, ready for scrapping and of no further use to the Air Force. That all changed in early November 1944, and saved them from being scrapped. The confirmed Hurricane serial numbers are –

5377, 5389 [Calgary], 5393, 5418 [Wetaskiwin], 5414, 5424 [fake serial in England], 5447, 5584 [Ottawa], and 5588. The two unidentified Hurricane fighters are possibly – 5395 and 5478.

Beginning on 3 November 1944, and continuing until late June 1945, Japan launched between 9,000 and 10,000 incendiary balloons from their home islands. This history can be found on many websites and in numerous publications, which does not need to be repeated. The first line of defence for the RCAF became the West Coast of Canada, and this involved de Havilland F.B. Mk. 26 Mosquito fighters flown by No. 133 Squadron. The RCAF Mosquito aircraft were the only West Coast fighters to attain the speed and altitude to possibly intercept the Japanese balloons, travelling at 125 m.p.h. at over 35,000 feet.

In January 1945, a 'secret' second line of defence was being established by the RCAF and this involved old Hurricanes based in the Prairies, to track and possibly shoot-down the Fu-go weapons. In February 1945, Air Commodore B. F. Johnson, No. 2 Air Command, [Winnipeg] ordered a number of Hawker Hurricane fighters be removed from reserve storage at [No. 2 R.E.M.U.] Moose Jaw, Saskatchewan, flown to No. 8 Repair Depot, Winnipeg, and made ready for flying Fu-go [Japanese Fire-Balloon] interception duties. Historians record the number of Hurricane fighters at five, however my research indicates six or possibly seven Hurricane aircraft were involved in these patrols for balloons. The proof is there, in Ottawa, if you take time to research it, page by page.

These Hurricane fighter serial numbers first appear recorded in the Daily Diary for No. 8 Repair Depot, Winnipeg, Manitoba, dated 2 February 1945. Hurricane 5418 arrives for a new Merlin 29 engine, from No. 2 Reserve Equipment Maintenance Unit, Moose Jaw, Saskatchewan. The fighter is stored in hangar #4, awaiting a new engine and other parts. A Merlin 29-233 engine is installed, and completed on 17 February 1945, the fighter is returned to storage at No. 2 R.E.H.U, by a pilot from 170 [Ferry] Squadron.

This rare fighter survives today in the world class aviation museum at Wetaskiwin, Alberta, today run by Alberta Culture and Community Spirit Heritage, with Byron Reynolds, AME, Honorary Curator of the Aviation Program.

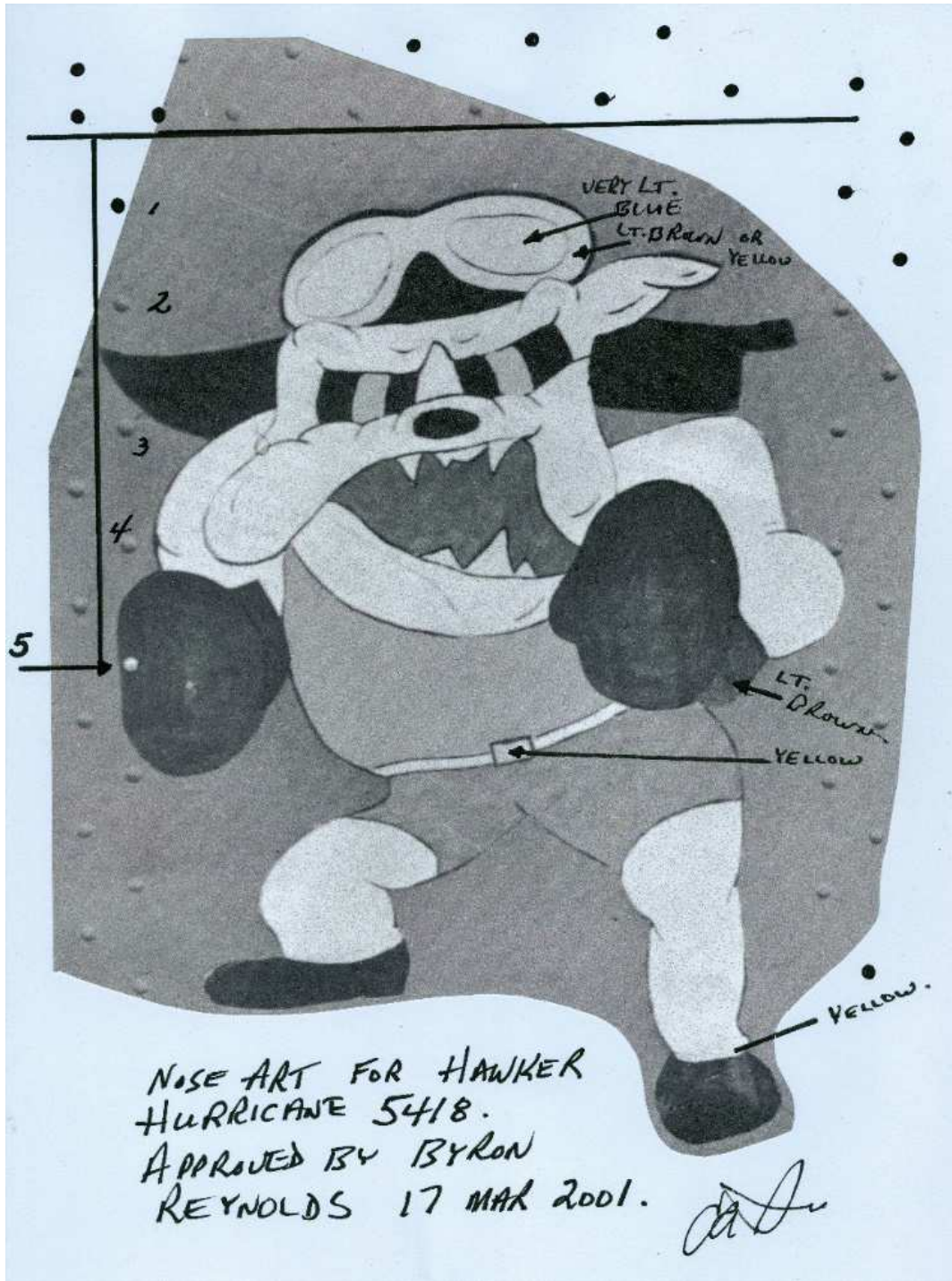
Movement of Airframe and Aero Engines for month of February 1944, No. 8 Repair Depot, Winnipeg, Manitoba.

Feb. month of February, 1945.							
No. 8 Repair Depot, Winnipeg, Manitoba.							
DATE	AIRFRAME RECEIVED	ENGINE RECEIVED	WORK REQUIRED	AIRFRAME COMPLETED	ENGINE COMPLETED	AIRFRAME DESPATCHED	ENGINE DESPATCHED
16th	Dolyabroka 9957 Grane I 7762 Grane IA 7903 Horsman 5469 Anson V12398		Reduce to Spares and produce Reduce to Spares and produce Reduce to Spares and produce Inspect. & Repair. Reduce to Spares and produce.	Horsman 600 (Minor Repair) Dakota F2 697 (Minor Repair)	Wasp R985-AN-14B 21736 (Inspect. & Repair)	Horsman 600 Army Co-op. Unit, F.A. Dakota F2 697 Army Co-op. Unit, F.A.	Wasp R985-AN-14B 21736 (Macdonald Bros.)
		Jacobs LAMB 4948, 4332 Wasp 8381 Y185 Wasp R985-AN-14B JP211312, JP211416 Mercury XX 51650	Inspect. & Repair Inspect. & Repair Reduce to Spares & produce Reduce to Spares & produce.				
17th Feb.				Hurricane XII 5418 (Minor Repair)	Jacobs LAMB 2064, 3443, 10387 (Spares & Produce) Banger 6-4400-5 (Spares & Produce) Merlin 23, 233 (Inspect. & Repair)	Hurricane XII 5418 No. 2 R.F.M.U.	Merlin 29 233 (Installed in Hurricane XII 5418)
						RETAINED MOOSE JAW, SASK. #2 RESERVE MAIN UNIT.	

Hurricane 5418 is one of the first five fighters selected for duty in Saskatchewan. It is flown to No. 8 Repair Depot for minor engine repairs on 2 February 1945, and requires a new Merlin engine, which is installed by 17 February 1945. This Merlin 29 remains in the fighter today.

In 1986, I met Bryon Reynolds, at the then titled "Reynolds Museum Ltd" Wetaskiwin, Alberta. In 1998, I was invited, and gave two lectures on my subject of WWII aircraft nose art. On 27 December 2000, I received a phone call from Bryon, and he ask if I would paint the replica No. 135 "Bulldog" on the nose of Hurricane 5418. He knew my answer, but made it very clear, the nose art must be as close to the original as possible, and that including counting the aircraft rivets. Working with Byron was very professional and followed the same standard as that in the Smithsonian, Washington, D.C., USA.





This was the original pattern 'nose art' Bulldog approved by Bryon Reynolds. I spent six hours with Bryon and obtained as much history on Hurricane 5418 as I could. I was in for a big surprise, involving a rare part of unknown RCAF "Fu-go" nose art. This complete new history, with paintings, will appear next year [2018] on my Blog. Here is a small part of that story.

The Reynolds-Alberta Museum Hurricane 5418, ex-No. 135 [Bulldog] Squadron, was obtained by Stan Reynolds from a Saskatchewan farmer in November 1960.



Byron Reynolds – March 2001

When Hurricane 5418 arrived at No. 4 S.F.T.S. at Saskatoon, Saskatchewan, on 15 June 1945, it still contained the original image of the 135 Bulldog nose art. This was over-painted and a new nose art image appeared over the section where the Bulldog had been painted. This “Beautiful Balloon” nose art was still on the Hurricane engine cowling when it arrived at Wetaskiwin in November 1960. Bryon Reynolds copied the image and my replica painting is being shown for the first time.

The only WWII RCAF “Fu-go” nose art in the world. [Complete history coming in 2018]

completed on 14 March 1945, and flown to No. 23 EFTS at Yorkton, Saskatchewan, joining Hurricane 5588.

MOVEMENT OF AIRFRAMES AND ENGINES - MONTH OF MARCH 1945							APPENDIX "B"
No. 8 Repair Depot, Winnipeg, Manitoba.							
DATE	AIRFRAME RECEIVED	ENGINE RECEIVED	WORK REQUIRED	AIRFRAME COMPLETED	ENGINE COMPLETED	AIRFRAME DESPATCHED	
9th		Jacobs L4MB 2538, 9632,9355 Jacobs L4MB 8094, 9487,2438	Red. to Spares & Produce.				
10th		Jacobs L4MB 4816, 4292,4018	Red. to Spares & Produce				
11th	NIL	NIL	NIL	NIL	NIL	NIL	
12th	Hurricane 5377, 5584, 5389		Modification		Jacobs L4MB 1944, 9633,25786 (Red. to Spares & Prod.)		
14th	Flown To No. 23 EFTS, YORKTON, SASK.			Oxford HB495 (To Apdal) Hurricane 5389 (Modification)	Jacobs L4MB 3635 Orestah IX 4830612 (Red. to Spares & Prod.)	Hurricane 5389 No. 170 F.S.	

On 17 March 1945, Hurricane 5393 arrives for modification [below] and leaves the same date, flown by 170 [Ferry] Squadron to No. 4 SFTS at Saskatoon, Sask.

MOVEMENT OF AIRFRAMES AND ENGINES - MONTH OF MARCH 1945							APPENDIX "B"
No. 8 Repair Depot, Winnipeg, Manitoba.							
DATE	AIRFRAME RECEIVED	ENGINE RECEIVED	WORK REQUIRED	AIRFRAME COMPLETED	ENGINE COMPLETED	AIRFRAME DESPATCHED	
16th				Grane I 7762 (Red. to Spares & Prod.)			
17th	DAILY DIARY - No. 4 SFTS, SASKATOON, SASK - 17 MAR. 45.			Hurricane 5393 (Modification)		Hurricane 5393 No. 170 Ferry Sqdn.	
18th	NIL	NIL	NIL	NIL	NIL	NIL	
19th	Flown To No. 32 SFTS, MOOSE JAW, SASK.			Hurricane 5584 (Modification)	Jacobs L4MB 4816, 4292,8094,9487, 4018,2538	Hurricane 5584, 5389 (No. 170 F.S.)	

Saskatoon, Sask.	17 Mar/45	SUMMARY OF EVENTS
St. Patrick's closing dance for the officers was held in the Officers' Mess. The ante-room was colourfully decorated and the station band was in attendance. V/O R.M. Frayne, Command Protestant Chaplain, visited this unit today. Hurricane 5393 arrived to be taken on strength of this unit. Weather overcast. Visibility 8 to 15 miles. No flying this date.		

Hurricane 5393 completes patrols with no balloon sightings, or records appearing, until 8 June 1945, at 21:55 hrs.

DATE	Saskatoon, Sask.	SUMMARY OF EVENTS
June 6/45		G/O G.H. Greenway of No. 2 A.C. accompanied by F/L D.J. England of # 4 S.F.T.S. (Air Cadet Liaison Officer), inspected 700 Air Cadets at a Parade held in Saskatoon. The craft shop was opened this evening and a number of personnel completed articles. The second game in the Softball Playoffs was held to-night with G/O Greenway former G.O. of this station acting as Umpire. It was a close and exciting game with the Hgts managing to defeat the Officers thereby winning the League. Practically the entire station turned out to cheer the teams to victory and the game certainly provided good entertainment. Informal dancing with recorded music for Corporals and below was held in the "Y" Lounge following the baseball game. Weather - Generally broken throughout the day. Visibility - 15 miles.
June 7/45		for Disbandment Orders were received this date/the disbandment of No. 4 S.F.T.S. eff; 14 June/45. A free movie was shown in the Recreation Hall at 2030 hours. Weather - Partly cloudy to overcast with light rain shower in the evening. Visibility - over 10 miles.
June 8/45		Mr. G. Wye, Personnel Assistant of the Hudson's Bay Company of Saskatoon, lectured to the Business Administration Class to-day on "Personnel Problems, Employment and Training Management". A scramble for the Hurricane took place at 2155 hours on receipt of a call from Prince Albert advising that a balloon had been sighted. It took only 4 minutes for the aircraft to be airborne. The flight was unsuccessful in locating the balloon. Attached as Appendix "A" newspaper clipping appearing in to-day's paper (Star Phoenix) relating to a pilot graduate of this school. Weather - Clear to partly cloudy. Some light ground fog at sunrise. Visibility - Over ten except seven in ground fog.

Hurricane 5584 arrives at Winnipeg on 12 March 1945, and departs (No. 170 [Ferry] Sqn.) 19 March 1945, for No. 32 SFTS at Moose Jaw, Saskatchewan. [seen with records of Hurricane 5393, 17 March 1945]

Hurricane 5377, which arrived with 5584 [Ottawa] and 5389 [Calgary] was never modified or assigned to any RCAF Station. It was prepared for being inhibited, 30 May 1945, and returned to No 3 S.E.H.U at Swift Current, Sask.

Serial	Model	Serial	Model	Serial	Model	Serial	Model
12200, 12400, 12600		Hurricane 5377 (Prep. for repair)	Merlin 29, 43663 (Prep. for repair)	Hurricane 5377 (Repair)		Merlin 29, 43663 (Inst. in Hurricane 5377)	
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

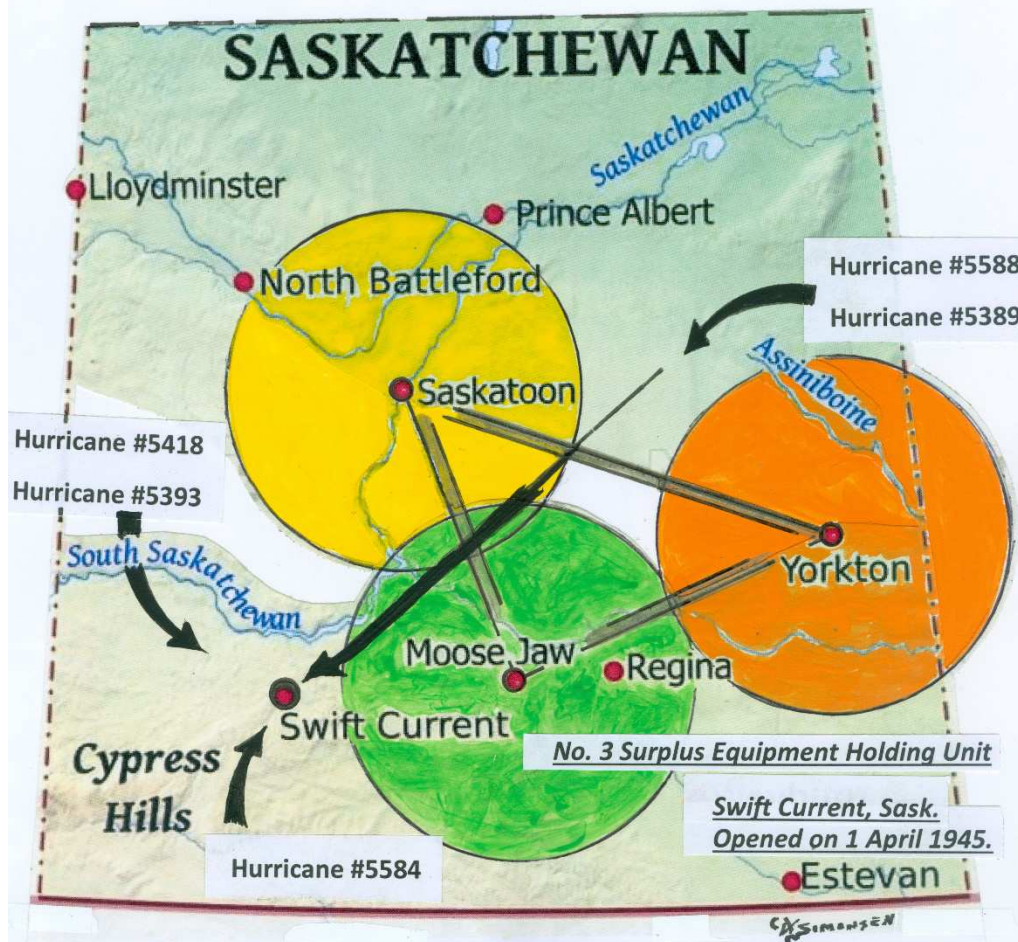
5377 remained at Swift Current, Sask., where it was sold on 13 July 1946.

Hurricane 5418 arrived at No. 8 Repair Depot on 7 May 1945, for modification of radio and machine gun.

AIRCRAFT AND ENGINE REPORT FOR MONTH MAY/45						
No. 4 Repair Depot						
AIRCRAFT RECEIVED	ENGINES RECEIVED	WORK REQUIRED	AIRCRAFT COMPLETED	ENGINES COMPLETED	AIRCRAFT DESPATCHED	
May			Hurricane 5418 (Modification)		Hurricane 5418(4 SFTS) SASKATOON, SASK.	
NIL	NIL	NIL	NIL	NIL	NIL	

Hurricane 5418, was taken on charge at No. 4 S.F.T.S at Saskatoon, Sask. 15 June 1945 and joins 5393 in patrols. Its first action is recorded on 21 June 1945, over Climax, Sask.

Thanks to these No. 8 Repair Depot records and base RCAF Daily Diary reports, the number and location of the RCAF Hurricane "Fu-go" fighters can be confirmed. There were five original Hurricanes, which No. 2 Air Command stationed at Saskatoon, [two] Yorkton, [two] and Moose Jaw, [one] Saskatchewan, beginning on 14 March 1945 and then removed, one by one, ending on 12 July 1945.



The Government assigned the Canadian Army as the chief agency to find, and most of all transport bomb disposal experts to the crash site. This same operation is going on today, as these 1944-1945 fire balloon bombs are still being discovered, the latest at Lumby, B.C., in October 2014.

The five RCAF Hurricane fighters were given the task of shooting down the balloons, then the RCAF would transport Army experts to the site, and last, the recovered material was flown by RCAF transport to Ottawa. The Canadian Government feared the balloons were transporting biological weapons of war, and total censorship was applied. This lack of records and no newspaper reporting has affected the true research and history to present day. The use of old RCAF Daily Diary for the period has released many hidden facts.

The peak Japanese balloon-launching months were February, March, and April 1945. Only four RCAF Hurricane fighters were on patrol during these three months. #5389 on 14 March 1945, #5393 on 17 March 1945, #5584 on 19 March 1945, and #5588 on 10 April 1945. Hurricane 5418 arrived on 15 June, near the end of the patrol period. A sixth [and last] Hurricane #5447, arrived at Yorkton, Sask., on 6 June 1945, but never taken on strength, [two Hurricanes appear in Daily Diary for end of June, 5588-5389] after twenty days, 5447 was flown to No. 3 S.E.H.U. at Swift Current, Saskatchewan, 26-27 June, and inhibited by 1 October 1945. Hurricane 5447, never appears in the Daily Diary and only two Hurricanes are ever shown taken on strength at Yorkton, Sask., for the month of June 1945. I believe 5447 was assigned to Moose Jaw, then during delivery the patrols were cancelled, and 5447 ended up at Yorkton, for twenty days and one photo was taken. [Photo on Vintage Wings site]

Hurricane 5447 was being ferried by P/O Ramsay of No. 124 [Ferry] Squadron, Rockcliffe, Ontario, on 4 September 1942. It had a category "A" crash one-half mile north-west of Porquis Junction, Ontario. It was salvaged and transported back to Fort William for a completed rebuild. Taken on strength RCAF No. 1 Training Command, it served with Home War Establishment at Nova Scotia from 2 October 1942 to 5 July 1943. It was sent to No. 3 Training Command for repairs and placed into storage 29 November 1944. On 4 June 1945, it was taken out of storage and flown to No. 2 Air Command at Yorkton, Saskatchewan.

There are no records of modification for Hurricane 5447 at No. 8 Repair Depot, Winnipeg, and it appears no machine gun was ever installed. No. 8 R.D. had a fleet of mobile panel trucks with mechanics who drove to RCAF Stations for minor aircraft repairs. On 24 June 1945, Winnipeg, No. 8 R.D. mobile party [five workers] did a special inspection [M.5] on Hurricane 5389 and 5447 at No. 23 E.F.T.S., Yorkton, Sask. This proves the Hurricane was at the station, but never shows up in any other records. I believe this was to prepare the two fighters for storage [inhibited], and they were next flown to No. 3 Surplus Equipment Holding Unit at Swift Current, Saskatchewan, between 12 and 18 July. No. 5447 was recorded ready for disposal on 12 July 1945, inhibited in October, with 312:40 hrs airframe flying time. Sold on 28 August 1946.

APPENDIX "E"

NO. 8 R.D. MOBILE PARTIES FOR JUNE

DEPARTURE	DESTINATION	PERSONNEL	NATURE OF WORK
<u>PARTIES STILL OUTSTANDING:</u>			
24 May/45	23 E.F.T.S.	6	Remove 23 Anson V aircraft from long term storage and prepare for flight.
1 June/45	7 E.D.	9	Inhibit technical equipment.
1 June/45	4 S.F.T.S.	1	Inspect equipment on disbandment
23 June/45	18 S.F.T.S.	4	Carry out modification E.1/S1/114 on 20 Anson II aircraft.
24 June/45	23 E.F.T.S. YORKTON, SASK.	5	Special Inspection M.5 on Hurricanes 5389 and 5447
25 June/45	3 S.E.H.U.	2	Dismantle Hamilton propellers
29 June/45	2 A.C.	2	General fabric work at Dromore Mess

On 28 August 1946, #5447 was sold to a Regina farmer and years later re-sold to Harry Whereatt of Assiniboia, Sask. in 1988. The aircraft came with nose art name "Star Dust" and large yellow 71 painted on the original engine cowling. It was slowly being restored to flying condition by Harry until he became ill [stroke] and sold it to Vintage Wings of Canada, 23 August 2006. It is still under restoration at V.W. in Ottawa, and will appear as the famous fighter of Calgary's Willie McKnight. Vintage Wings have many highly qualified research experts, and I'm sure the full history of #5447 will appear on their website. I am interested to see if my amateur research is at all close.

Swift Current, Saskatchewan

No. 39 Service Flying Training School. Swift Current, Saskatchewan, was a British R.A.F. school, one of 26 that operated in Canada during WWII. The last class of trainees, Course #63, began on 29 November 1943 and 55 graduated on 24 March 1944. That is the same date the British school was disbanded. On 1 April 44, a new school re-opened by the RCAF as No. 402 Aircraft Holding Unit. It was unique in RCAF history, as it was never fully established when it was disbanded at 23:59 hrs, 21 May 1944. It had a staff of six officers, 51 airmen and 42 civilians, plus temporary personnel of 103. It was formed to store and maintain RCAF surplus aircraft in flying condition, then the RCAF senior command began to restructure aircraft holding units, and it became RCAF Station, Swift Current, Saskatchewan.

On 1 May 1945, RCAF Swift Current re-opened as No. 3 Surplus Equipment Holding Unit, Swift Current. By the end of the month they had 432 aircraft in storage, including two Hurricane Mk. XII fighters. The Daily Diary for May 1945, contains only one Hurricane serial number, #5414 which had been on a Victory Loan Drive from 11 April 1945. This is an ex-135 [Bulldog] fighter which records her tire being repaired on 4 August 1945, at No. 3 S.E.H.U. 5414 was inhibited in October 1945, and sold on 20 August 1946.

From early June to 18 July 1945, eight Hurricane fighters arrive for storage and the following day [19] one more Hurricane arrives. That brings the total to 11 Hurricanes on strength. This is recorded in the Daily Diary for 31 July 1945, and they also have 205 Avro Anson trainers in storage. A good number of these will be set on fire and destroyed.

No. 3 S. E. H. U., July 31/45
 Swift Current, Sask.

<u>PERSONNEL STRENGTH:</u>		<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIANS</u>
STAFF	R.C.A.F.	2	45	
	CIVILIANS - Attached.			3
	Pumpmen			6
	Caterers			
	R.C.A.F. ATTACHED MAINTENANCE PERSONNEL		18	
<u>AIRCRAFT STRENGTH</u>				
	STORED RESERVE:		APDAL	
	Cornells Mk. II	7	Oxford Mk. II	75
	Harvards Mk. IIB	2	Oxford Mk. V	69 (52 without engines)
			Anson Mk. I	102
			Anson Mk. II	203
			Cessna Crane	69 (10 without engines)
			Bolingbroke	4
			Harvard	20 (7 without engines)
			Lysander	29
			Stinson	1
			<u>Hurricane</u>	<u>11</u>
			Yale	12
			Cornells	42 (4 without engines)

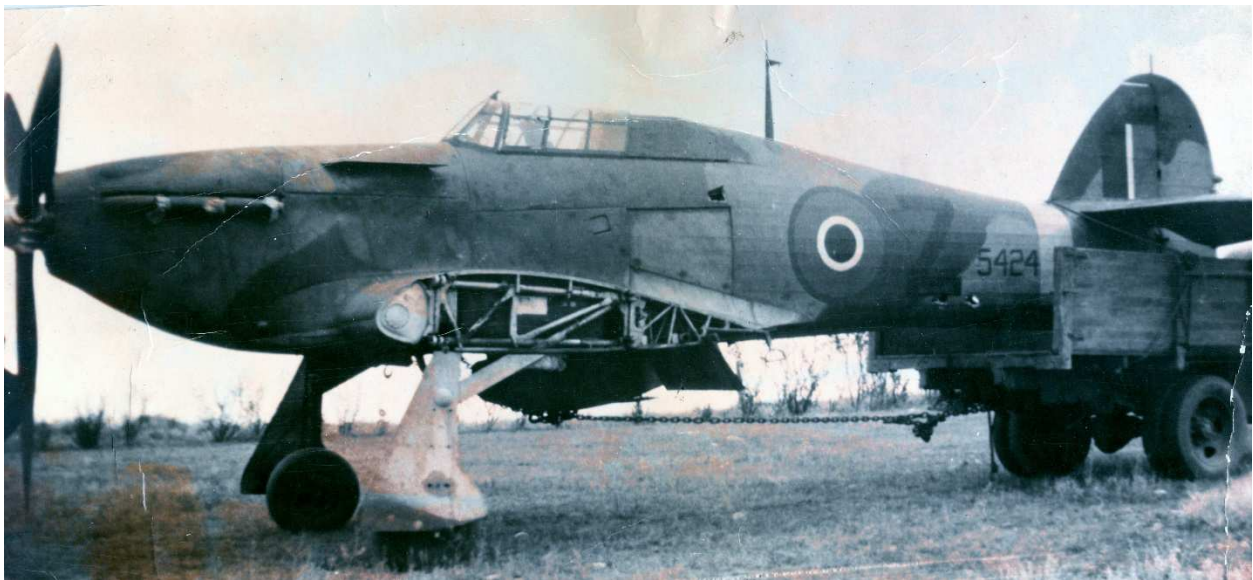
E. A. Lemon
 (E. A. Lemon) F/L,
 Commanding Officer,
 No. 3 S. E. H. U.,
 Swift Current, Sask.

Five of these Hurricane Mk. XII fighters were ex- "Fu-go" Japanese Balloon fighters, which were taken on charge at Yorkton, Moose Jaw, and Saskatoon, Saskatchewan. The following history was found in a number of RCAF Daily Diary records, giving a much clearer picture of what took place in after June 1945.

1. #5389 [ex-133 Sqn.] returned 26 June 1945, Inhibited 15 November 1945. Sold 20 August 1946.
2. #5393 [ex-133 Sqn.] returned 18 July 1945. Sold 20 August 1946.
3. #5418 [ex-135 Sqn.] returned 18 July 1945, flown to Air show at Winnipeg, 4 August, and returned 22 August 1945. Inhibited in October 1945. Sold 20 August 1946.
4. #5447 (No. 170 [Ferry] Sqn.) arrived 26-27 June 1945. Inhibited in October. Sold 28 August 1946.
5. #5584 [ex-163- 135] [at the *Canadian Aviation and Space Museum, in Ottawa, today*] arrived 22 August 1945, picked up by F/O Saidler, 13 June 1946, flew in Winnipeg airshow 12-13th July and then Edmonton 26 July 46. F/L Anderson was the Edmonton pilot, then the

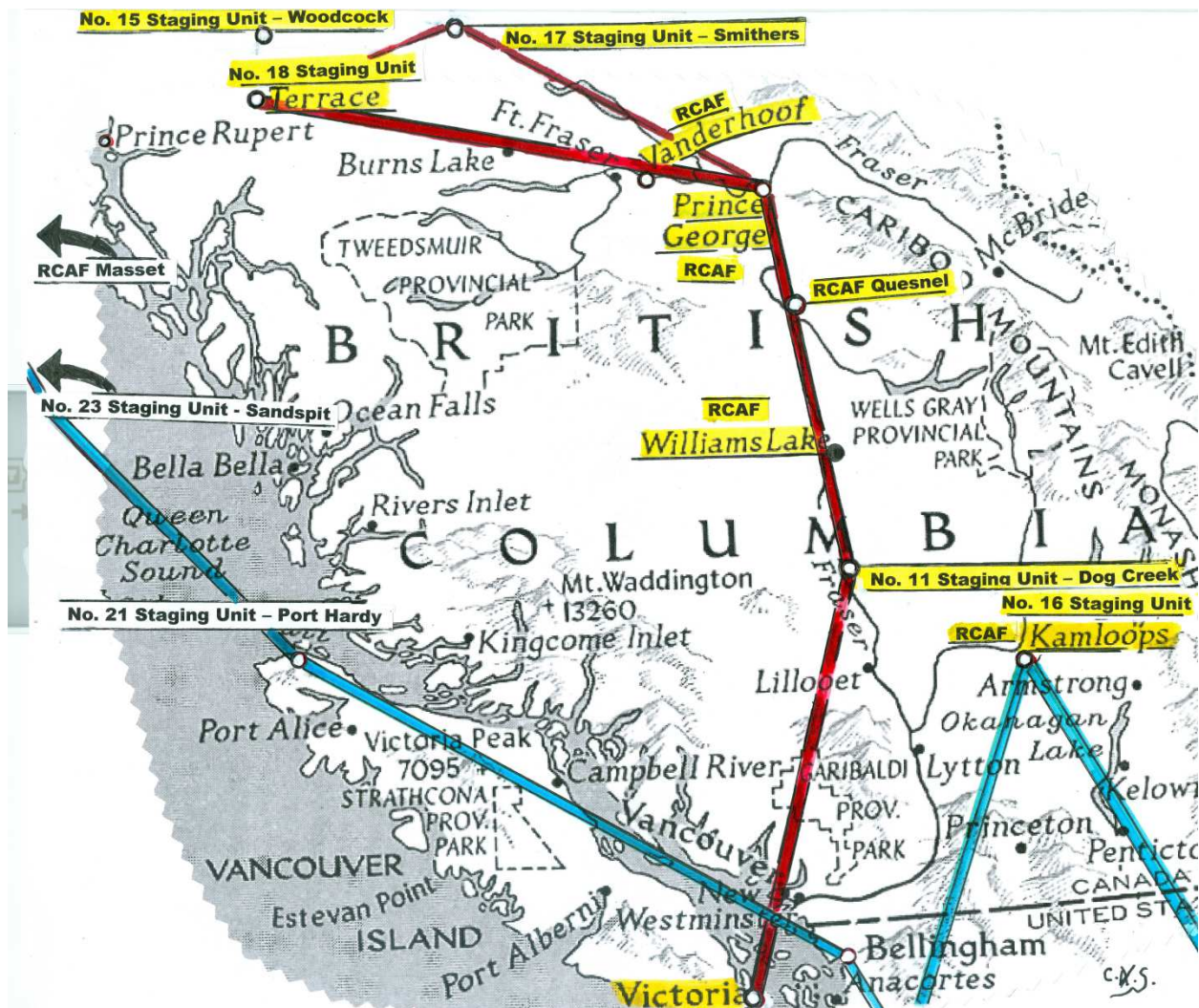
Hurricane had engine problems and could not fly. 28 July 1946, flown to Winnipeg. Never sold, saved for display and today in Ottawa, still owned by Canadian Government. Flown only 196:55 hrs.

6. #5588 [ex-163 Sqn.] arrived early June 1945. Picked up by F/O Dibnah R.H. at Swift Current, on 13 June 1946, and flown in Airshow at Winnipeg, by F/O Saidler D. 12-13 July 46. Flown in Edmonton Airshow by F/L Anderson on 26 July 65. Suffered a flat tire at Suffield, Alberta, 28 July 46. Inhibited at unknown location, and not sold until 22 October 1953.



The mystery Hurricane #5424. [Possibly flew in Manitoba]

This Hurricane 5424, was an original No. 135 [Bulldog] Squadron fighter which was stored at No. 18 Staging Unit, Terrace, B.C. on 12 March 1944. The ferrying of 15 Bulldog stored Hurricanes from Terrace to Patricia Bay, B.C. began on 31 March 44, when No. 170 [Ferry] squadron pilots departed with #5413 and #5414. They completed a second record flight for the RCAF, when they returned using the little known "Internal British Columbia Staging Route" with airfields at RCAF Vanderhoof, RCAF Quesnel, RCAF Williams Lake and the most important RCAF Dog Creek.



When No. 135 Squadron flew to join the Americans in their Alaskan Command [RCAF "Y" Wing, Annette, Alaska] on 16 August 1943, they were the first RCAF squadron to fly this interior route, which was still under construction. Now they became the first to return to Patricia Bay, using the same interior route. On 7 September 1944, Lodestar 555 delivered six 170 ferry pilots to Terrace, B.C. at 15:30 hrs. They were assigned Hurricane #5407, #5411, #5418, #5421, #5424 [above] and #5589, departing Terrace, B.C. at 18:00 hrs. The remote RCAF Station Dog Creek had just been installed with night time landing lights, due to the fact it was a most important 24-hour fueling point. [In 1944-1945, this RCAF Station saved the lives of many Canadian and American fuel-starved aircraft] Today it is gone from sight and totally forgotten. Just before midnight, 7 Sept. 1944, the six Hurricane aircraft arrived for fuel, and became the first night-time landing and take-off at RCAF Station Dog Creek. Hurricane 5424 was now flown to Patricia Bay, and next ferried

back to Lethbridge, Alberta, by No. 170 Squadron, possibly in November 1944. Possibly placed into storage at No. 2 Reserve Equipment Maintenance Unit, Moose Jaw, Sask., on 5 December 1945. Forty-two aircraft arrived on that date. I cannot find any serial record in any RCAF unit Daily Diary.

No. 3 Bombing and Gunnery School at MacDonald, Manitoba, did not close until 17 February 1945. On 13 September 1944, they had on charge two Hawker Hurricane fighters and received three more on that date, total now five. No serial numbers are listed.

THIS FORM IS TO BE USED IN ACCORDANCE WITH KING'S REGULATIONS FOR THE R.C.A.F., 1942, PARAGRAPHS 224 AND 225, AND AIR FORCE ADMINISTRATIVE ORDER A.27/1.			
DAILY DIARY			
OF No. 3 Bombing and Gunnery School, Macdonald, Manitoba.			
(UNIT OR FORMATION)			
PLACE	DATE 1944	TIME	SUMMARY OF EVENTS
Macdonald, Manitoba	12th September (cont'd)		New recreational activities were commenced with the W.D. Sewing Classes, Camera Club and Wood-working classes.
	13th September		Flying washed out one half day due to weather conditions. S/L G.L. Mann(C1163), S.Ad.O. was posted to No. 3 T.O., pending transfer to the R.C.A.F. (Reserve). Three new "Hurricanes" arrived, making five now on strength of this station. A dance for Corporals and below was held in the Almen's Canteen. The Station Lacrosse Team was defeated at No. 5 A.O.S. The Station Rugby Team, comprised of Australian and New Zealand personnel, tied the Carberry Team at Carberry with a score of 6 all. Three inter-section Softball games were played off. An Olsen and Johnson comedy "The Ghost Catchers" was the movie for the 13th and 14th.

On the 19 September 1945, Hurricane 5424 arrives at No. 8 Repair Depot, Winnipeg, for minor repairs. It is next flown to No. 3 Bombing and Gunnery School, Macdonald, Manitoba, for storage.

DATE	AIRCRAFT RECEIVED	ENGINE RECEIVED	WORK REQUIRED	AIRCRAFT COMPLETED	ENGINE COMPLETED	AIRCRAFT DISPATCHED	ENGINE DISPATCHED
19	SEPT. 45			Hurricane 113 5424 (Minor Repair)	Mercury XX 10190	Hurricane 113 5424 (Ferry Sqdn.)	Mercury XX 10190 (S 260)
<p>On the 18 September 1945, the Daily Diary of No. 8 Repair Depot, Winnipeg, Manitoba, records the arrival of Hurricane 5424 by No. 170 [Ferry] Squadron and it is credited to No. 3 B & G School. Minor repairs are completed and it is returned to No. 170 Ferry Squadron on 19 Sept. 45, returned to No. 3 B & G School.</p>							

Eight months later, spring of 1946, Hurricane #5424 is found in storage at No. 3 S.E.H.U. at Swift Current, Saskatchewan, where it is sold on 15 August 1946. It was later obtained by Lynn Garrison and moved to Calgary, along with Hurricane 5389. 5424 is leased, without any approval by owner Lynn Garrison, to a man in Saskatchewan, where it is secretly sold to a millionaire in U.K. It arrives in England, then it is reported 'stolen' to Calgary Police, and nothing can be done. It sits for five years in U.K. with no serial number, then it is registered with a false number. It is sold, and then appears with a new serial number, again false, and now the owners are attempting to flog it to

anyone with over two million bucks to throw away on a false fighter, with a false history. A pure crime of Canadian and British greed, caused by money, which can only be solved by more money. Buy it, return it to Canada, and paint it correctly as 5424.

Hurricane 5424 is the ninth confirmed WWII Canadian Mk. XII Hurricane, out of a total of eleven, which were in storage at No. 3 S.E.H.U. at Swift Current, Saskatchewan, June 1945 to July-August 1946. For many years, it has been rumored this Hurricane flew patrols against the Japanese Fu-go Balloons, however this history is still a mystery. Rivers, Manitoba, had one Spitfire and one Mosquito for tracking balloons drifting that far East.

Thanks to the Japanese Fu-go Balloons, the five [original] Hurricanes assigned to shoot them down, remained protected and stored in Western Canada. That protected them from being scrapped, and three [5389, 5418 and 5447] were purchased by Saskatchewan farmers, preserving our RCAF past, and now they are found in Calgary, Edmonton, and [Vintage Wings of Canada] Ottawa.

The fourth Hurricane 5584 can be found in the Canadian Aviation and Space Museum in Ottawa, sitting beside our Lancaster Mk. X which has been painted incorrectly for the past fifty years.



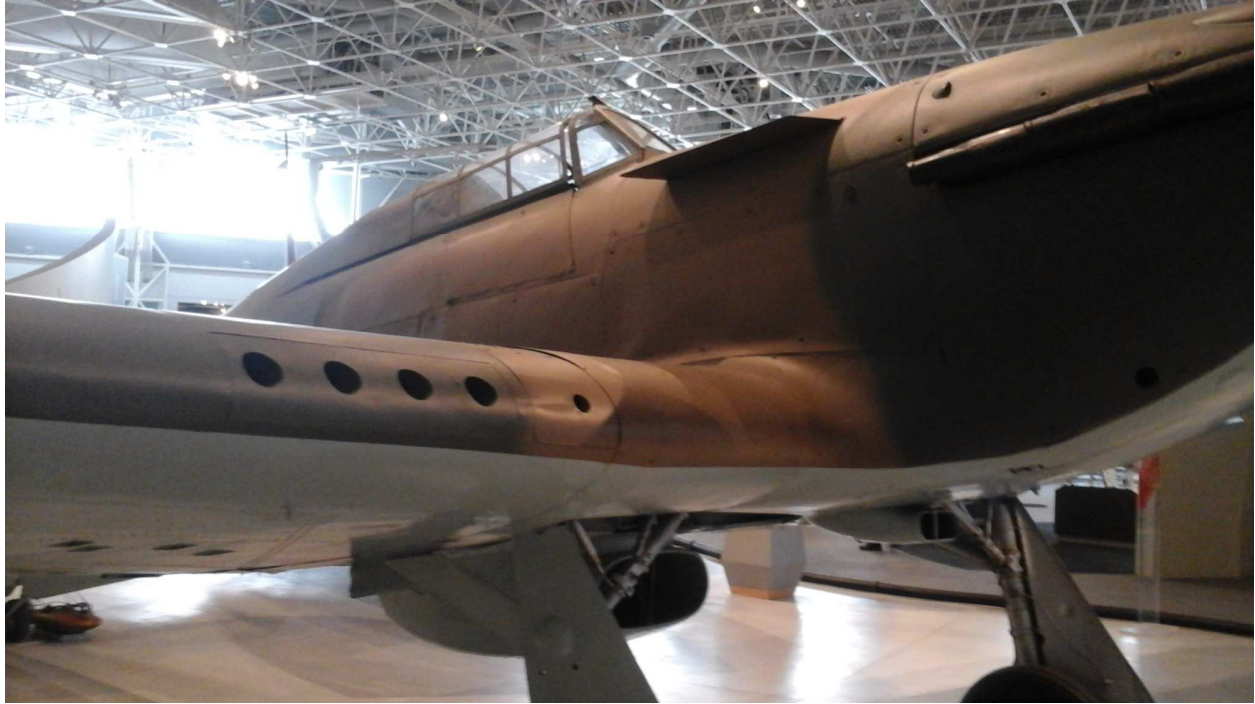
Collection Pierre Lagacé 2015



Collection Pierre Lagacé 2015



Collection Pierre Lagacé 2015



Collection Pierre Lagacé 2015

Such a beautiful Canadian built Mk. XII Hurricane fighter, with almost no historical information. It flew with No. 163 Squadron, and was placed into “Reserve Storage” a number of times, available for disposal 12 July 1945. On 18 April 1946, retained by RCAF for purpose of display. To the average visitor of “our” Canadian Aviation and Space Museum, this is not a very important or interesting WWII fighter aircraft. But wait, it is most important, provided it receives the correct historical information, and they remove the British spinner from the nose.

The Ottawa Hurricane [today] is displayed with a “Canadian” manufactured spinner, which the average person has no idea about. So, visitors just think it is “British”, and that’s the point I am attempting to make.

Here is a photo which shows a first Canadian spinner, appearing in No. 133 Squadron at Tofino, B.C., March 1944.



Only a few Hurricanes received this spinner, as the aircraft was obsolete by 1944, and being replaced by the Kittyhawks. The photo was taken at Tofino, B.C. before the move to Sea Island, Vancouver, on 10 March 1944. This was Hurricane #5377 ["S"] of S/L W.C. Connell, the C.O., and possibly the only one to received this Canadian spinner.

No. 163 [Army Co-operation] Squadron was formed at Sea Island, [Vancouver] B.C. on 1 March 1943. They flew obsolete Bristol Bolingbroke Mk. IV aircraft on West Coast photographic assignments, and the North American Harvard Mk. II, in close support of Army troops in ground training exercises at Camp Wainwright, Alberta. In late June 1943, the squadron was converted to fly the Hurricane Mk. XII fighter and the first two arrived on 5 July 1943. Hurricane #5584 was not only the first to arrive, it became the very first to fly on 11 July 1943, F/L Wilson. 5584 will complete 22 patrols from Sea Island, until end of July 1943, and continue patrols until 13 November 1943.

July 5, 1943	Fair and warm - clear. S/L Searr returned today from sick leave. The Commanding officer inspected the 163 hnts today. F/O J.L. Page ceased temporary duty today and departed to RCAF Station, Boundary Bay on posting to 132 Squadron. The Squadron received two hurricanes today from J.R.D. namely #5584 & #5590. Messie of Williams Lake was sealed. It was rather difficult owing to the poor maps available. Flying time for day: 34 hours 40 minutes.
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No. 163 is re-designated a Fighter Squadron on 14 October 1943, and ordered to re-equip with the modern Curtiss Kittyhawk aircraft on 28 November 1943. The last flight of 5584 is on 13 November 1943, F/Sgt. Senecal. By 19 November, the complete squadron has converted to Kittyhawk fighters. Hurricane 5584, 5586 and 5590 are now flown from Sea Island to No. 133 Squadron at Tofino, B.C., on 4 December 1943, and placed into Command Reserve. The squadron is over-strength with fighters and they remain in reserve, never flown, until 4 August 1944. Hurricane 5584 is now returned to No. 2 Training Command, Winnipeg, Manitoba, and placed into storage at an "Aircraft Holding Unit" possibly No. 401 at Swift Current, Sask.

On 1 December 1944, No. 2 Training Command becomes No. 2 Air Command, and 5584 remains in storage. In early March 1945, #5584, #5377, and 5389, are removed from storage and flown to No. 8 Repair Depot, Winnipeg, Manitoba, arriving 12 March 1945. Modification with radio and one 303 Browning machine gun is completed on Hurricane 5584 and 5389, 19 March 1945. They are now flown by No. 170 [Ferry] Squadron pilots to assigned Japanese Fu-go patrol units, and 5389 is assigned Yorkton, Saskatchewan.

On 15 March 1945, F/O W.A. Doyle, #J22160 arrives from Winnipeg, assigned No. 2 R.E.M.U. at Moose Jaw, Sask., a new Hurricane "Fu-go" fighter pilot. Hurricane 5584 arrives on 20 March 1945, and is flown to Rivers, Manitoba, by pilot Doyle on 29 March, [reason unknown] returning to

Moose Jaw on 2 April 1945. RCAF Station Rivers Manitoba, had on strength one Spitfire and one Mosquito for tracking Japanese Balloons, and 5584 was possibly involved in training with these fighters.

Hurricane 5584 is air tested on 27 May by pilot Doyle. No Balloons sighted.

29-May-45	Cool and very clear with fresh winds. Hurricane was scrambled today at about 1600 hours when "Crabapple" was reported 5 miles south of Climax, drifting toward Ponteix. Hurricane's radio became US and had to return to base. Airborne again at 1630 hours. Visibility poor due to smoke - no 'crabapple' seen.
30-May-45	Another fine warm day. Hurricane again scrambled. Made three trips to Climax and district without result. F/L W. Gordon (C4#301) Command Hebrew Chaplain, visited the station today.

Hurricane 5584 is scrambled at 16:00 hrs as a "Crabapple" is sighted 5 miles south of climax, Saskatchewan. This is the first use of the RCAF code word for Japanese Balloons, "CRABAPPLE."

DAILY DIARY	
OF No. 2 Reserve Equipment Maintenance Unit, Moose Jaw, Sask.	
UNIT OR FORMATION	
DATE	SUMMARY OF EVENTS
	#5584 - Moose Jaw.
21 June/45	Beautiful clear day, very little wind, visibility excellent. Station was visited by W/C Monteith (C2352) and F/L Richardson (C6426), accounts branch No. 2 A.C.H.A., by air and departed by air for No. 6 Release Centre at 1530 hours. Station ball team defeated No. 6 Release Centre by a score of 14 to 9. <u>That</u> appeared to be Japanese balloons sighted, hurricanes scrambled repeatedly but with no result. <u>Two</u> hurricanes from Saskatoon also took part in the hunt. W/C Cross and party arrived by air from Davidson 1630 hours and departed 2030 hours. #5418 - #5393 - Saskatoon.
22 June/45	Visibility poor, cloudy and dull, very bitter wind. Maintenance football team played Clinton Community team and the game was enjoyed very much. Station routine.
23 June/45	Beautiful spring day. <u>Hurricanes scrambled, as several sightings of balloons were reported.</u>
24 June/45	Clear, warm and bright. <u>Other sightings of balloons reported apparently at a great height.</u> Now 202 R.E.M.S., Moosebank personnel is now on Subsistence Allowance, maintenance, Works & Buildings and Security personnel approximately 29 bodies. The swimming pool has been drained and the grass is being cut by mobile party.
27 June/45	Very fresh after the rain, air invigorating, visibility fairly good. Some showers. <u>Reported another balloon sighted very high.</u> A/V/M Outhrie and party made formal inspection of No. 206 R.E.M.S. Weyburn.

On 22 August 1945, F/O Hanneson G. J47498 returns Hurricane 5584 to No. 3 S.E.H.U., RCAF, Swift Current, Sask. The fighter is inhibited in November and remains in hangar storage until June 1946.

SECRET

SECRET ORGANIZATION ORDER 1025
(PROVISIONAL)

COPY: 16
FILE: B.19-128-31 (DOE)
DATE: 10 Dec 45.

REORGANIZATION: 2 AC COMPOSITE FLIGHT, WINNIPEG, MAN.

INFORMATION

1. The current post war plan provides for only a Composite Flight in each command in lieu of a Composite and a Communication Flight. In 2 AC the proposed Composite Flight is to include aircraft for communication, target towing, and practice flying. It is intended therefore to reorganize 2 Communication Flight, Winnipeg, as 2 AC Composite Flight.

EXECUTION

Primary Function

2. To provide air transportation, target towing, and practice flying facilities as required by 2 AC Headquarters.

Effective Date

On 8 December 1945, the RCAF form No. 2 Air Command [H.Q. "K" Composite Flight] at Winnipeg, Manitoba. Assigned aircraft are used for communication, target towing, practice flying, including Canadian "Airshow" flying. On 13 June 1946, F/L Dibnah R.H. and F/O Saidler D. arrive at No. 3 S.E.H.U. Swift Current where they pick up Hurricane 5588 and 5584, flying both back to Winnipeg. On 12-13 July, the two Hurricanes appear in a Winnipeg airshow. On 29 July, both 5588 and 5584 are test flown and head off for an airshow in Edmonton, Alberta. The airshow is held on 26 July 1946, and during an engine run-up, pilot F/O Saidler encounters problems and cannot take part in the airshow. Hurricane 5584 is returned to No 8 Repair Depot on 28 July 1946, for repairs and placed into stored reserve in Manitoba.

In 1960, the new National Aeronautical Museum in Ottawa begins looking for RCAF aircraft to preserve. Hurricane 5584 is discovered in Mountain View, Ontario, where it will soon be scrapped. It is saved and flown to RCAF Uplands, Ottawa, in August 1962, and repainted for public display. This is the most original preserved Canadian built Hurricane Mk. XII in the world, and has always remained property of the taxpayer [Government] of Canada. On 6 February 1964, it went on public display, where it remains today, wearing a British nose spinner.

Today, the Canadian War Museum, Ottawa, have on display an original “Crabapple” Japanese Fu-go bottom [bomb-sand bag] section, without Balloon. Now, if they [Ottawa] could just get this WWII rare artifact together with the Canadian built Hurricane Mk. XII that hunted “Crabapples”, Wow!



Left is part of a “crabapple” recovered at Provost, Alberta, 7 February 1945, and [right] the one recovered at Minton, Saskatchewan, 12 January 1945, and now in the Canadian War Museum Ottawa.

Hurricane 5584 is powered by a Rolls-Royce Merlin engine. Most visitors to the museum take for granted, it was the best engine, and it was British made. Not true, it was the best, but produced in the United States of America!

In 1939, the Canadian Government was in such a rush to support Britain, it signed a contract to produce training aircraft, and in their eagerness forgot about fighter aircraft and protection of Canada. On 9 March 1941, the Canadian Chief of the Air Staff submitted a proposal for the

increased of Hurricane fighters for the Defence of Canada, in the Home War Establishment. Canada had no aero-engine industry and they suddenly realized, the American and British produced all front-line combat aircraft engines, and the real shocker was they also controlled the allocation of engines needed for the airframes built in Canada. In brief, there were chronic shortages of aircraft, aero-engines, and spare parts for the war in Europe 1940-41. Up until 7 December 1941, the British and Americans together opposed the allocation of any Canadian built fighters, with American engines, for the protection of Canada. The events in Washington, D.C., after the attack on Pearl Harbor, changed both the British and American thinking, as fighters were now needed for the protection of the West Coast of both Canada and United States.

In September 1940, the American Packard Motor Company, Detroit, Michigan, signed a multi-million-dollar contract to build the British Rolls-Royce Merlin engine for both the American and British Governments. The first American Packard original Merlin 28 was built with the designation V-1650-1 and shown to the American public on 2 August 1941. Canadian Car and Foundry Co. Ltd. also signed a contract with the British Ministry of Aircraft Production for the manufacture of Canadian Hawker Hurricanes for the R.A.F. The first Canadian built Hurricane began flying trials in January 1940, and were delivered to England in the following month. All this history can be found on many websites.

By October 1941, the Packard-built Merlin engines were in full production at Detroit, [Many on the production line were young American ladies] and the second production engine became the Merlin 29. These new engines were shipped from Detroit, to the Can. Car and Foundry plant at Fort William, Ontario, [Now-Thunder Bay] and installed in the Hurricane Mk. XII fighters. The Merlin 29 was a 1,300 h.p. engine manufactured with splined airscrew shaft, fitted with an American built Nash-Kelvinator Hamilton Standard propeller. This American propeller could not accommodate the British made Hurricane spinners, and thus 'our' fighters gained a special "Canadian" built-in trademark. They flew without any spinners.



Pilot F/O Gordon Hill began his Hurricane training at No. 1 Operational Training Unit, Bagotville, Quebec, Course #8, on 30 January 1943. His course was delayed by a two-day snow fall, which can be seen in this image, taken around 3 February 1943. This is what Hurricane “Y” looked like, and how Hurricane 5584 should be displayed in Ottawa. England is full of ‘their’ Hurricane fighters, with British spinners. 5584 is the best original Canadian built Hurricane fighter, but to many, a spinner confuses it with a British production aircraft. The original “Crabapple” Hurricane Mk. XII, 5418, in Reynolds Alberta Museum, is displayed correctly, with an American Packard-Rolls-Royce engine displayed beside it.

Canadian Army reports dated 28 March 1945, claim a Japanese Balloon was intercepted and shot down at Strathmore, Alberta. No verified records can be found in any RCAF unit of Station Daily Diary. Two Mitchell B-25 bombers were stationed at Suffield, Alberta, again no record can be found. Tight press censorship was applied to all newspapers, but at times the government allowed

some "fake" news to leak out. On 28 May 1945, a Japanese Balloon landed intact at High River, Alberta, just south of Calgary. A reporter for the Calgary Albertan [Calgary Sun today] obtained these photos, but he could not publish until 23 June 1945, and only without revealing location, date, or time.

No. 3 SPTS, RCAF,
Calgary, Alberta,
23rd June, 1945.

CLIPPING FROM CALGARY ALBERTAN - 23rd JUNE, 1945.



"Sighting" of a
Japanese Balloon in
Alberta.



Message from Tojo

Somebody yelled, "Look at the big balloons!" Little did that somebody know that the monstrous, unshapely object was a message from Tojo, in far off Japan. Borne on its bobbing, zig-zag course by an erratic wind, the giant balloon innocently ended its destruction-intended trip in a stubble field on the outskirts of a little western town (nominally orders that the name be excluded).

Speculation as to what the almost sky-colored object was ran high until it skidded to the earth, dragging across the field, and followed by a deep furrow dug by a valve on the underside the balloon. It was finally stopped by a telephone wire.

Size of the huge gas-filled unit, destined by its creators to cause considerable damage, can best be determined by the above pictures.

The upper picture shows the balloon just as it caught on the telephone line. It is a little more than twice the height of the pole. The bottom picture shows several men cradled in the folds of the balloon just after its "capture."

Made of heavy oiled paper, the only means of identification the Jap "surprise package" bore was the number "24" stamped on it in numerous places. It carried no explosives, but broken ropes hanging from the bottom indicated something had broken away in the course of its flight. No one was injured by the balloon.

Aside from the men, their collectors, the balloon, the ripper of everything removable, the man finally took the whole balloon, intending to line his granary with it. However, R.C.M.P. got wind of the plans and confiscated the balloon.

Fu-Go Balloons in Canada

Released in Japan, during normal winter wind conditions, the Japanese Fire Balloons took approximately 70 hours to reach the west coast of Canada. As would be expected, most balloons with positive identification landed in British Columbia, with 39 found, the last in October 2014. Once they crossed the Rocky Mountains, Alberta discovered 17, then 9 in Saskatchewan, and 5 in Manitoba. It is estimated that 1,000 balloons reached North America and combined, Canadian and American authorities only found, [or reported] 285. That means around 600 are still out there someplace.

This is a list of the positive known balloons [or parts] that were found in Alberta, Saskatchewan, and Manitoba, from 1 January 1945 to 15 June 45. March was clearly the month most balloons appeared over the Prairies, and when four Hurricane fighter were flying patrols.

1 January 1945	Stony Rapids, Sask.
12 January 1945	Minton, Sask.
7 February 1945	Provost, Alberta.
9 February 1945	Moose Jaw, Sask.
22 February 1945	Manyberries [Lethbridge] Alberta.
22 February 1945	Porcupine Plains, Sask.
10 March 1945	Nelson House, Manitoba.
11 March 1945	Edson, Alberta.
12 March 1945	Oxford House, Manitoba.
13 March 1945	Baril Lake, Alberta.
14 March 1945	Hay Lake, Alberta.
19 March 1945	Marie Lake, Manitoba.
20 March 1945	Fort Chipewyn, Alberta.
20 March 1945	William Lake, Manitoba.
20 March 1945	Olds, Alberta.

20 March 1945	Wimborne, Alberta.
21 March 1945	Delburne, Alberta.
21 March 1945	Camsell Portage, Sask.
23 March 1945	Athabasca, Alberta.
23 March 1945	Delburne, Alberta.
24 March 1945	Medicine Hat, Alberta.
28 March 1945	Strathmore, Alberta.
29 March 1945	Medicine Hat, Alberta.
30 March 1945	Consul, Sask.
30 March 1945	Waterton Lake, Manitoba.
31 March 1945	Ituna, Sask.
1 April 1945	Yorkton, Sask.
5 May 1945	Stettler, Alberta.
15 May 1945	Kelvington, Sask.
23 May 1945	Milo, Alberta.
28 May 1945	High River, Alberta. Reported in newspaper 23 June 1945.
15 June 1945	Whitecourt, Alberta.

Alberta had two aircraft stationed at RCAF Detachment, Suffield, Alberta. Very little has been recorded or researched on their operation. One B-25 Mitchell bomber KJ641, was on strength in February 1945, and reported in articles, as used to track Japanese Balloons. It appears in the Daily Dairy with a number of different pilots, conducting what they called ‘Local 104’ or “Local 101” and other numbers. A Boston Bomber BE410 was also used for camera work, and that’s about all I can make out.

On 7 February 1945, a single Mosquito fighter arrived at 17:00 hrs, with a No. 170 ferry pilot and navigator. They returned to No. 1 R.E.H.U. at Lethbridge, Alberta. The Mosquito was flown by different crews and did special tests called F.E. 291 or F.E. 293, and other code numbers. The tests were conducted at 30,000 feet and recorded on film by the Boston Bomber. The Mosquito remained on strength until 4 April 1945, and then left for Regina, Sask. I believe this was all top secret, involving the Japanese Balloons, during the same time period 22 Balloons were found in the three Prairies provinces. Canadian Government officials were very concerned the balloons were being used to carry a biological war to Canada.

Born and raised on a farm in Southern Alberta, I fully understand the winds that seem to always blow in Alberta. That is the reason many balloons were blown north from United States and landed in southern Alberta and Saskatchewan. Right in the middle of this was the location of RCAF Detachment, Suffield, Alberta, today a British Army [restricted] training area. The truth may never be fully released.

The last original “Crabapple” Hurricane fighter 5389

The last original “Crabapple” Hurricane fighter 5389, has been stored outside, lost, forgotten, and almost given away to another millionaire in England. This fighter is truly a survivor, in more ways than I could ever describe.

Hurricane 5389, [in Calgary today] was taken out of No. 2 Reserve Equipment Maintenance Unit, RCAF, Moose Jaw, Saskatchewan, in March 1945. It was flown to No. 8 Repair Depot, at Winnipeg, Manitoba, 12 March 1945, along with #5377 and #5584. [in Ottawa today] The modification of radio and one .303 Browning machine gun was completed on 14 March, and No. 170 [Ferry] Squadron flew 5389 to No. 23 E.F.T.S. at Yorkton, Saskatchewan, where it is taken on strength, Daily Diary, [15 March 1945]. No. 23 EFTS did not close until 15 September 1945, and records of all activities appear in Daily Diary, however there is no record of Hurricane pilot, any scramble or sightings of Japanese Balloon, just one Hurricane taken on strength. A second Hurricane 5588 arrived on 10 April 1945, and again is only shown taken on charge. On 24 June 1945, a mobile repair party of five, from No. 8 Repair Depot, complete an M.5 inspection of Hurricane 5389 at Yorkton, Sask. The machine gun is removed and No. 170 [Ferry] squadron fly the fighter back to storage at No. 3 S.E.H.U. Swift Current, Sask. The Daily Diary at Swift Current record shows Hurricane 5389 is inhibited in a hangar on 15 November 1946. In the spring of 1946, the Hurricane is ready for disposal, taken off strength by RCAF and sold by War Assets Corporation on 20 August 1946. The new owner is Mr. Robert R. Hamilton, 3915 Montague St. Regina, Saskatchewan. The Hurricane is placed on a farm outside Regina and forgotten.

During his flying days with No. 403 Squadron in Calgary, Lynn Garrison befriended a young 15-year-old who wanted to be a fighter pilot, Joe E. McGoldrick. Lynn would take him to the airport and left him sit in the Mustangs and Harvard aircraft. When he was old enough, Joe joined the RCAF, but they made him a navigator, so he dropped out, as he wanted to be a pilot. He returned to Calgary and began a concerted effort to become a pilot. He obtained his licence, spent many hours as a flight instructor and was finally accepted by Pacific Western Airlines. During the early days Garrison was forming the Alberta Aviation Museum, Joe was a student pilot in training for navigator, at RCAF Station Winnipeg. On weekends Joe would drive around and locate WWII aircraft. He learned that Hurricane 5389 was for sale and Calgary mechanic Ed Fleming purchased 5389 and 5424 from the former owners in Regina, Saskatchewan. Later in 1962, Lynn Garrison was looking for Hurricane fighters and Ed was doing a rebuild of a WWII P-51 Mustang. Lynn

Garrison traded a set of Mustang wings, one Packard Merlin 29 engine and a Mustang propeller to Ed Fleming for the two Hurricane fighters, 5424 and 5389. The two Hurricanes were transported to Calgary courtesy of Wolton Lumber Company, and placed in the Shell Oil Pipeline storage yard on Edmonton Trail, Calgary. If you are still interested, more details can be found on the website of The Calgary Mosquito Society.

On 21 December 2011, the City of Calgary awards the restoration of “Crabapple” Hurricane fighter 5389 to the Calgary Mosquito Society. The fighter is moved to Historic Aviation Services in Wetaskiwin on 27 October 2012, for restoration to taxi condition. The restoration is expected to be completed a year from now, summer 2018. Today [September 2017] only three RCAF original “Crabapple” Hurricane fighters survive, and two are back together at Wetaskiwin, Alberta.

Next Chapter – The WWII pilot who flew Hurricane 5389, 94-year-old F/O Gordon HILL, from Calgary, Alberta.

