



YELLOW WINGS

A TRIBUTE TO THE BRITISH COMMONWEALTH AIR TRAINING PLAN

WE'VE GOT A PLAN

To celebrate one of Canada's greatest achievements
of the Second World War and we would like you
to join us in 2011 as we cross the Country



VINTAGE WINGS OF CANADA
LES AILES D'ÉPOQUE DU CANADA

The Story Most Canadians Don't Know

A Triumph for Canada

In 2011, Vintage Wings of Canada will pay tribute to one of the greatest military and industrial achievements in Canada, indeed the world, during the Second World War. The British Commonwealth Air Training Plan (BCATP) was a stunning achievement in planning, construction, community involvement and aircrew training that involved every province of Canada, hundreds of small and medium sized communities across the country, and hundreds of thousands of airmen from Canada, the British Commonwealth and the United States of America.

The Vintage Wings of Canada "Yellow Wings" program will span a year and a country to bring the story of how everyday Canadians, communities and companies did their part as the Aerodrome of Democracy to win the war against two evil empires.

A Stunning Achievement

Inside two years from the inception of the "Plan", an astounding infrastructure for training aircrew was planned and constructed across the entire nation. Aircraft assembly lines were built and bright yellow training aircraft came off the lines at de Havilland Canada, Noorduyn, National Steel Car, Fleet and many other factories across the country. Facilities were designed, curriculum planned; hundreds of the now famous triangular airfields were scouted, surveyed and laid down across the country; thousands of local contractors, suppliers and crews were hired; schools, hangars, maintenance facilities and barracks were constructed; pilot instructors, both military and civilian, were hired and trained, aircrew hopefuls were recruited, trained in the basics of soldiering and sent by railroad to all corners of the country; local



companies were contracted for facility maintenance, food supply and other services.

Economic boom

Overnight, the BCATP became the biggest thing in town for many small communities across Canada. There was a massive influx of aircrew trainees with money to spend. Flying instructors and often their families rented accommodations in town. Contracts for all types of services were signed with local companies. Above each community for the next four years and for many communities, for decades, the sound of freedom and industry in the form of aircraft engines rang through the skies above every community involved. All these things came together to create a profound impact on the Canadian economy from coast to coast between 1939 and 1945. Many of these facilities continued to function for decades after the war and some remain today as operational Canadian Air Force bases – their impacts on their communities remain.

The Legacy Lives on.

Today, active Canadian Air Force bases like 3 Wing Bagotville, 14 Wing Greenwood, 15 Wing Moose Jaw, CFD Mountainview, 19 Wing Comox, & 17 Wing Winnipeg were either created from farmland for the BCATP or were expanded to accommodate air training. Many other BCATP fields still function to this day as their community airports with tenant businesses, flying schools and other active flying operations. Other former BCATP airfields such as Brandon now house museums to tell the story.



Vintage Wings of Canada operates one of the finest and largest collections of airworthy vintage aircraft in North America. Included in the collection are the four most important single engine trainers of the Second World War and the BCATP. We operate three Elementary Flying Training aircraft – the de Havilland Tiger Moth, the Fairchild Cornell and the Fleet Finch – and the most important Service Flying Trainer – the North American Harvard (T-6). In 2011, all four aircraft will be serviceable and ready for the Yellow Wings year of celebration.

The Impacts - then and now.



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The Numbers

The BCATP museum in Brandon, Manitoba states:

"During its five-year life, the "The Plan" involved almost 360 units and schools operating from approximately 230 sites, not including relief airfields. "The Plan" exceeded expectations: 131,553 aircrew from four nations were trained as well as some 80,000 ground crew, including approximately 17,000 in the Women's Division.

While the purposes and the glory of the "Plan" was training aircrew, this training could not have been carried out without the ground crew. It is generally conceded that it took ten persons on the ground to keep one in the air. The training of ground crew was just as rigorous as that of the aircrew but generally less appreciated by the general population. Ground crew consisted of everything from aero engine mechanics (fitters) and air frame mechanics (riggers), instrument technicians, administration, vehicle mechanics and drivers to cooks, service police and some in other trades and occupations. More than 100 new airfields were built and many more vastly improved and expanded. During its five-year life, the "The Plan" involved almost 360 units and schools operating from approximately 230 sites, not including relief airfields.

In terms of manpower involved, deadlines met and financial expenditure, the building of "The Plan" exceeded the building of the CPR. It was an undertaking whose success was underpinned by Canadian contractors, flying clubs, other government agencies and the ordinary person in the street. After the war and even today "The Plan's" legacy serves Canada. "

In addition to active Canadian Air Force bases, many BCATP airfields still function today and the communities they serve derive economic benefits, jobs and identity from their continuing operation. Here are just four examples out of hundreds demonstrate the economic impact still felt from the BCATP:

No. 10 Elementary Flying Training School at Pendleton, Ontario

Today, the airfield still functions as the home of the Gatineau Gliding Club, with runways, one hangar and some maintenance facilities intact and still being used. The club is nearly 70 years old and continues to be active today.

Airdrie - No.1 Relief Landing Field for No.3 SFTS Calgary, Alberta

Today, it is the site of the Airdrie Airpark, Airdrie Flying Club, COPA Chapter as well as air show and community events.

No.3 Flying Instructor School, Arnprior, Ontario

The economic impact of this BCATP airfield is one of the greatest. Today it is the site of the Arnprior Municipal Airport and home to AAA Repairs (Formerly Boeing Helicopters - still doing major structural work on fixed and rotary winged aircraft), Chapman Aviation Services (providing AME services, flight training and aircraft charter) the Mile High Parachute Club, and Garner Aviation among others.

NO.9 Service Flying Training School, Summerside, P.E.I.

Perhaps the most successful of former BCATP airfields. RCAF Station Summerside continued to function as an Air Force base until the 1990s. Though military operations have been shut down, it continues today as the second largest aviation facility on the Island after the Charlottetown Airport. The new Summerside Airport (CYSU), owned and operated by Slemmon Park Corporation is a full service Fix Base of Operations (FBO). Ideally located in Eastern Canada on Prince Edward Island to service private, corporate, charter and military domestic and international flights.



Programs that Reach Canadians

S U C C E S S F R O M C O A S T T O C O A S T



Our *Yellow Wings* Project will be the most ambitious flying program we have yet put together. We will engage the grassroots aviation community from coast to coast, calling on flying clubs, general aviation aircraft owners and suppliers, historical societies, municipal governments and aviation minded individuals to throw in with us.

Operators of BCATP training aircraft and even general aviation aircraft across the country are encouraged to join the tour along with the four Vintage Wings trainers. The Cornell, Tiger Moth, Finch and Harvard will depart from Alberta in late June to fly back across the country, dropping into as many former BCATP airfields as possible along the route as well as Oshkosh.

Like the BCATP did in the 40s, the *Yellow Wings* program will have a major effect on small communities across the country. Whereas the *Hawk One* Sabre and *Gray Ghost* Corsair can only land in major airports, the four *Yellow Wings* aircraft can land on any airfield and bring the Vintage Wings message of **Education, Commemoration and Inspiration** to a much wider audience.



The *Hawk One* Canadair Sabre team was created in 2009 to help Canadians celebrate the 100th anniversary of flight in Canada. Our F-86 Sabre was painted in the markings of the famous *Golden Hawks* formation team and displayed in flight across the country from Cape Breton Island to Vancouver Island. Seen by millions of proud citizens across the country, *Hawk One* was so successful at reaching Canadians, sponsors jumped on board in 2010 to continue the program.

A second successful year in 2010 took *Hawk One* from Nova Scotia to Vancouver Island once again and then down to Oshkosh where she was the centre of attraction for hundreds of thousands of visitors.

In 2011, *Hawk One* pilots like astronaut **Chris Hadfield** and former Snowbird Leads Dan Dempsey and Rob Mitchell will bring the story of the Golden Age of the Royal Canadian Air Force to young Canadians across the land - signing autographs, flying, and sharing thoughts with air show visitors from coast to coast.



2010 marked the 100th anniversary of the Canadian Navy. To help celebrate this important milestone, Vintage Wings of Canada deployed its FG-1D Corsair naval fighter from Halifax to Victoria appearing at dozens of events and air shows. *Gray Ghost* was painted in the markings of the aircraft Canadian Robert Hampton Gray flew in an action for which he was awarded the Victoria Cross.

Praise and gratitude poured into Vintage Wings of Canada after the 2010 *Gray Ghost* Program. *Gray Ghost* was an emotional and poignant tribute to not only Gray and the Navy, but to all veterans who paid the ultimate price to uphold liberty. The program ran on sponsorships from large and small companies and the financial support of generous Canadians who understood the importance of honouring our military. By flying a tribute to Gray, we brought the message of respect and pride for our troops, who today continue to fight and die as Gray did 65 years ago.

Canadians demonstrated their support and enthusiasm for the *Gray Ghost* program by turning out in the thousands where ever she landed.

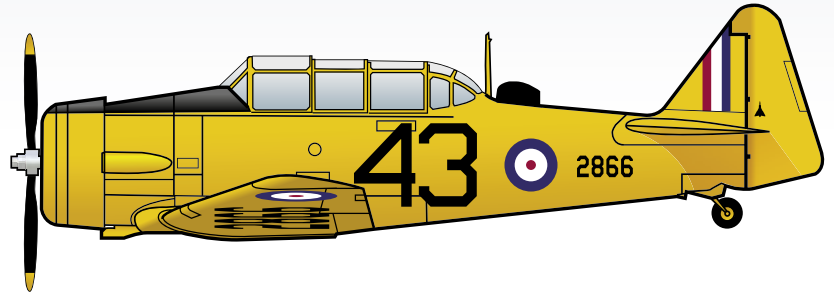


The Yellow Wings Flight

The Harvard is recognized as the greatest advanced training aircraft of the war. With its near fighter-like size and handling, the Harvard was the bridge between primary trainers such as the Tiger Moth and the high performance fighters of the day such as the Spitfire or Hurricane. Nearly 50,000 Allied pilots received their wings after qualifying on the Harvard at air training bases across the breadth of Canada as part of the British Commonwealth Air Training Plan

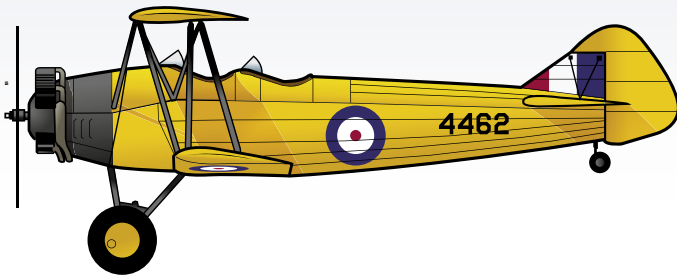
The Vintage Wings Harvard 4 is painted in the markings of a Harvard 2, known to have been flown by John Gillespie Magee, the poet who penned "High Flight", the quintessential ode to flying.

VWC HARVARD 4 - THE HIGH FLIGHT HARVARD



VWC FLEET FINCH II

NO. 4 EFTS, WINDSOR MILLS, QUÉBEC



The Fleet Finch (Fleet Model 16) is a two-seat, tandem training biplane produced by Fleet Aircraft of Fort Erie, Ontario. There were a number of variants mainly based on engine variations. Over several years beginning in 1939, a total of 447 Finches were built, nearly all (431) of them for use as elementary trainers in the British Commonwealth Air Training Plan during the Second World War.

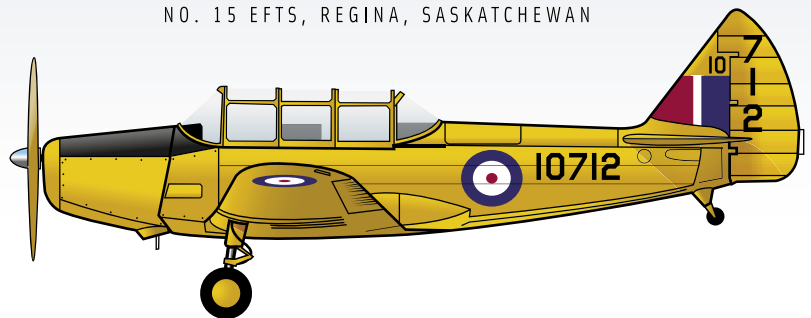
The Vintage Wings Finch will fly in the markings it once wore as an Elementary Flying trainer at No.4 EFTS at Windspr Mills, Québec.

As the Second World War advanced, the RCAF needed a more advanced trainer for the BCATP. The existing DH 82C Tiger Moths and Fleet 16B's used for elementary flying training proved to be a significant step down from contemporary service aircraft.

In the spring of 1941, the RCAF therefore decided on a development of the Fairchild Aircraft (US) Company's PT-19 trainer design. The RCAF version was to feature an enclosed cockpit, an improved heating system, equipment changes along with a Ranger piston engine. This modified version was to be known as the Fairchild Cornell in Canada and it rapidly entered production and found favour at elementary flying schools beginning in 1943.

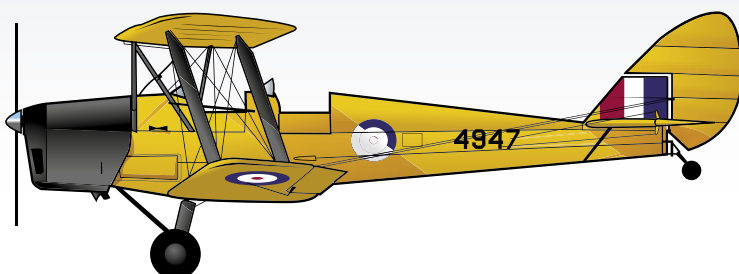
VWC FAIRCHILD CORNELL Mk.II

NO. 15 EFTS, REGINA, SASKATCHEWAN



VWC DE HAVILLAND TIGER MOTH

NO.2 TRAINING COMMAND, AIBERTA +SASKATCHEWAN



The Tiger Moth was the primary flying trainer used to instruct new pilot recruits of the British Commonwealth Air Training Plan at training bases across Canada. Descended from a line of lightweight British general aviation and training aircraft, the Tiger Moth was initially built by de Havilland in England. Soon, de Havilland subsidiaries were churning out Tiger Moths in Canada, Australia, New Zealand, Portugal, Norway and Sweden. More than 1,500 were built at de Havilland Canada's Downsview facility. Canadian Tiger Moths had modifications to the basic design to enable them to function in more difficult conditions. Most evident was the enclosed and heated cockpit that enabled training to continue though late autumn and winter - virtually impossible in an open cockpit airplane. Also, wheel brakes and a tail wheel were added to take advantage of surfaced runways.

The Communities

The British Commonwealth Air Training Plan spanned from coast to coast and had a profound impact on the communities in which its schools and fields were established. These communities ranged from the largest cities to the smallest of rural hamlets and all would go down in history for their contributions to the war effort. For each of the airfields below, there were 1, 2 or even 3 relief fields some of which were also fully functioning airfields with paved runways, hangars and maintenance facilities.

For many of these communities, the airfields built under the BCATP still function as municipal and regional airports

ELEMENTARY FLYING TRAINING SCHOOLS

NO. 1 EFTS MALTON, ONTARIO
NO. 2 EFTS THUNDER BAY, ONTARIO
NO. 3 EFTS LONDON, ONTARIO
NO. 4 EFTS WINDSOR MILLS, QUEBEC
NO. 5 EFTS LETHBRIDGE, ALBERTA
NO. 5 EFTS HIGH RIVER, ALBERTA
NO. 6 EFTS PRINCE ALBERT, SASKATCHEWAN
NO. 7 EFTS WINDSOR, ONTARIO
NO. 8 EFTS VANCOUVER, BRITISH COLUMBIA
NO. 8 EFTS BOUNDARY BAY, BRITISH COLUMBIA
NO. 9 EFTS ST. CATHARINES, ONTARIO
NO. 10 EFTS MOUNT HOPE, ONTARIO
NO. 10 EFTS PENDLETON, ONTARIO
NO. 11 EFTS CAP DE LA MADELAINE, QUEBEC
NO. 12 EFTS GODERICH, ONTARIO
NO. 13 EFTS ST. EUGENE, ONTARIO
NO. 14 EFTS PORTAGE LA PRARIE, MANITOBA
NO. 15 EFTS REGINA, SASKATCHEWAN
NO. 16 EFTS EDMONTON, ALBERTA
NO. 17 EFTS STANLEY, NOVA SCOTIA
NO. 18 EFTS BOUNDARY BAY, BRITISH COLUMBIA
NO. 19 EFTS VIRDEN, MANITOBA
NO. 20 EFTS OSHAWA, ONTARIO
NO. 21 EFTS CHATHAM, NEW BRUNSWICK
NO. 22 EFTS ANCIENNE LORETTE, QUEBEC
NO. 23 EFTS DAVIDSON, SASKATCHEWAN
NO. 23 EFTS YORKTON, SASKATCHEWAN
NO. 24 EFTS ABBOTSFORD, BRITISH COLUMBIA
NO. 25 EFTS ASSINIBOIA, SASKATCHEWAN
NO. 26 EFTS NEEPAWA, MANITOBA
NO. 31 EFTS DE WINTON, ALBERTA
NO. 32 EFTS BOWDEN, ALBERTA
NO. 33 EFTS CARON, SASKATCHEWAN
NO. 34 EFTS ASSINIBOIA, SASKATCHEWAN
NO. 35 EFTS NEEPAWA, MANITOBA
NO. 36 EFTS PEARCE ALBERTA

SERVICE FLYING TRAINING SCHOOLS

NO. 1 SFTS CAMP BORDEN, ONTARIO
NO. 2 SFTS OTTAWA, ONTARIO
NO. 3 SFTS CALGARY, ALBERTA
NO. 4 SFTS SASKATOON, SASKATCHEWAN
NO. 5 SFTS BRANTFORD, ONTARIO
NO. 6 SFTS DUNNVILLE, ONTARIO
NO. 7 SFTS FORT MACLEOD, ALBERTA
NO. 8 SFTS MONCTON, NEW BRUNSWICK
NO. 8 SFTS WEYBURN, SASKATCHEWAN
NO. 9 SFTS SUMMERSIDE, PRINCE EDWARD ISLAND
NO. 9 SFTS CENTRALIA, ONTARIO
NO. 10 SFTS DAUPHIN, MANITOBA
NO. 11 SFTS YORKTON, SASKATCHEWAN
NO. 12 SFTS BRANDON, MANITOBA
NO. 13 SFTS ST. HUBERT, QUEBEC
NO. 13 SFTS NORTH BATTLEFORD, SASKATCHEWAN
NO. 14 SFTS AYLMEY, ONTARIO
NO. 14 SFTS KINGSTON, ONTARIO
NO. 15 SFTS CLARESHOLM, ALBERTA
NO. 16 SFTS HAGERSVILLE, ONTARIO
NO. 17 SFTS SOURIS, MANITOBA
NO. 18 SFTS GIMLI, MANITOBA
NO. 19 SFTS VULCAN, ALBERTA
NO. 31 SFTS KINGSTON, ONTARIO
NO. 32 SFTS MOOSE JAW, SASKATCHEWAN
NO. 33 SFTS CARBERRY, MANITOBA
NO. 34 SFTS MEDICINE HAT, ALBERTA
NO. 35 SFTS NORTH BATTLEFORD, SASKATCHEWAN
NO. 36 SFTS PENHOLD, ALBERTA
NO. 37 SFTS CALGARY, ALBERTA
NO. 38 SFTS ESTEVAN, SASKATCHEWAN
NO. 39 SFTS SWIFT CURRENT, SASKATCHEWAN
NO. 41 SFTS WEYBURN, SASKATCHEWAN

AIR OBSERVER SCHOOLS

NO. 1 AOS MALTON, ONTARIO
NO. 2 AOS EDMONTON, ALBERTA
NO. 3 AOS REGINA, SASKATCHEWAN
NO. 3 AOS PEARCE, ALBERTA
NO. 4 AOS LONDON/CRUMLIN, ONTARIO
NO. 5 AOS WINNIPEG, MANITOBA
NO. 6 AOS PRINCE ALBERT, SASKATCHEWAN
NO. 7 AOS PORTAGE LA PRAIRIE, MANITOBA
NO. 8 AOS ANCIENNE LORETTE, QUEBEC
NO. 9 AOS ST. JEAN, QUEBEC
NO. 10 AOS CHATHAM, NEW BRUNSWICK

AIR NAVIGATION SCHOOLS

NO. 1 ANS TRENTON, ONTARIO
NO. 2 ANS PENNFIELD RIDGE, NEW BRUNSWICK
NO. 2 ANS CHARLOTTETOWN, PRINCE EDWARD ISLAND
NO. 31 ANS PORT ALBERT, ONTARIO
NO. 32 ANS CHARLOTTETOWN, PRINCE EDWARD ISLAND
NO. 33 ANS MOUNT HOPE, ONTARIO
C.N.S. - CENTRAL NAVIGATION SCHOOLS
NO. 1 CNS RIVERS, MANITOBA

BOMBING AND GUNNERY SCHOOLS

NO. 1 B&G JARVIS, ONTARIO
NO. 2 B&G MOSSBANK, SASKATCHEWAN
NO. 3 B&G MACDONALD, MANITOBA
NO. 4 B&G FINGAL, ONTARIO
NO. 5 B&G DAFOE, SASKATCHEWAN
NO. 6 B&G MOUNTAINVIEW, ONTARIO
NO. 7 B&G PAULSON, MANITOBA
NO. 8 B&G LETHBRIDGE, ALBERTA
NO. 9 B&G MONT JOLI, QUEBEC
NO. 10 B&G MOUNT PLEASANT, PRINCE EDWARD ISLAND
NO. 31 B&G PICTON, ONTARIO

CENTRAL FLYING SCHOOLS

NO. 1 CFS - TRENTON, ONTARIO
F.I.S. - FLYING INSTRUCTOR SCHOOLS
NO. 1 FIS - TRENTON, ONTARIO
NO. 2 FIS - PEARCE, ALBERTA
NO. 3 FIS - ARNPRIOR, ONTARIO

INSTRUMENT FLYING SCHOOLS

NO. 1 IFS - MOHAWK, ONTARIO

NAVAL AIR GUNNERY SCHOOLS

NO. 1 NAGS - YARMOUTH, NOVA SCOTIA

GENERAL RECONNAISSANCE SCHOOLS

NO. 1 GRS - SUMMERSIDE, PRINCE EDWARD ISLAND
NO. 31 GRS - CHARLOTTETOWN, PRINCE EDWARD ISLAND

OPERATIONAL TRAINING UNITS

NO. 1 OTU - BAGOTVILLE, QUEBEC
NO. 3 OTU - PATRICIA BAY, BRITISH COLUMBIA
NO. 5 OTU - BOUNDARY BAY, BRITISH COLUMBIA
NO. 6 OTU - COMOX, BRITISH COLUMBIA
NO. 7 OTU - DEBERT, NOVA SCOTIA
NO. 8 OTU - GREENWOOD, NOVA SCOTIA
NO. 31 OTU - DEBERT, NOVA SCOTIA
NO. 32 OTU - PATRICIA BAY, BRITISH COLUMBIA
NO. 34 OTU - PENNFIELD RIDGE, NEW BRUNSWICK
NO. 36 OTU - GREENWOOD, NOVA SCOTIA

WIRELESS SCHOOLS

NO. 1 WS MONTREAL, QUEBEC
NO. 1 WS MOUNT HOPE, ONTARIO
NO. 2 WS CALGARY, ALBERTA
NO. 3 WS WINNIPEG, MANITOBA
NO. 4 WS GUELPH, ONTARIO

FLIGHT ENGINEERS SCHOOLS

NO. 1 FES AYLMEY, ONTARIO