
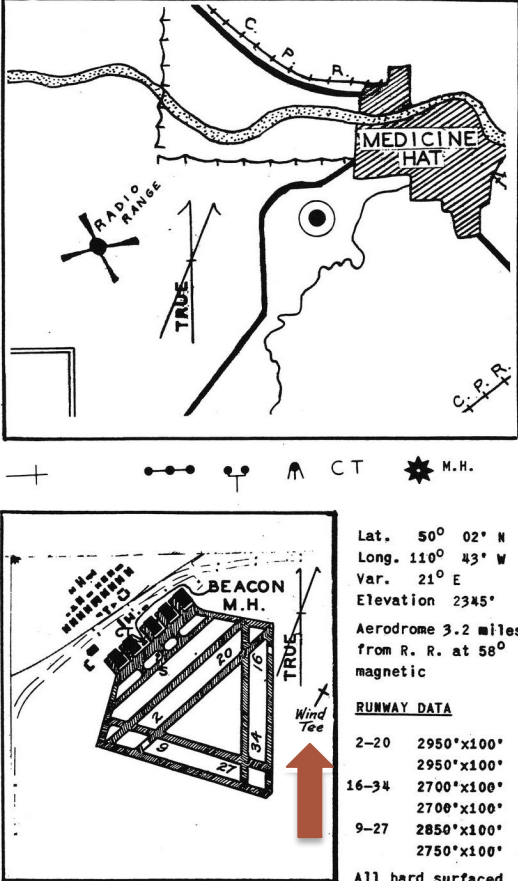
 <b>Medicine Hat The Gas City</b>  <b>Historic Resources Inventory Evaluation Form</b>	Evaluation Date May 29, 2024			
	Community District Airport			
	Designation No designation Grade 1			
<p>The place should be rated for each of the criteria below, to establish its relative significance. This will determine if the place merits inclusion on the Medicine Hat Historic Resources Inventory, or not; and whether it is a:</p> <ul style="list-style-type: none"> <li>■ <b>Grade 2</b> (Moderate/High Heritage Significance); or</li> <li>■ <b>Grade 1</b> (Exceptional/Outstanding Heritage Significance).</li> </ul>				

<b>Site Name(s):</b> Medicine Hat Regional Airport (MHRA) Wind Vane				
<b>Municipal Address:</b> 1 Viscount Avenue SW (Medicine Hat Regional Airport)			<b>Date of Construction:</b>	ca. 1941
<b>Architectural Style:</b> Not applicable  <b>Architect:</b> Unknown  <b>Builder:</b> Canadian Westinghouse Company Limited, Hamilton Co., Ontario		<b>Legal:</b> Plan 3728JK Block 8, Linc: 0039462320 Long Legal: PLAN 3728JK BLOCK 8 CONTAINING 190 HECTARES (469.5 ACRES) MORE OR LESS EXCEPTING THEREOUT: PLAN NUMBER    HECTARES (ACRES) MORE OR LESS SUBDIVISION    4210JK        0.231    0.57 SUBDIVISION    5424JK        0.231    0.57 SUBDIVISION    7066JK        3.33    8.22 ROAD            9811146        0.032    0.08 ROAD            0614659        0.943    2.33 SUBDIVISION    2010193        2.20    5.44  <b>Geographic Location:</b> 50.02057, -110.71204  <b>Wind Vane Site Area:</b> Approximately 37 square metres (400 square-feet) – wind vane size with 0.300-metres (1-foot) surrounding it.		
<b>Consultant(s):</b> J M Gartly Design Studio Inc. (Jeanie M. Gartly)  <b>Heritage Planner:</b> City of Medicine Hat			<b>Evaluation Date:</b>	Y 2024  M 05  D 29

<p><b>CONTEXT PHOTO</b></p>	
<p><b>Description</b></p>	<p>MHRA Wind Vane located centrally along the eastern property line and looking northwest through the airport lands and the second photograph looking southeast as its situated within an alcove area along the east property line with the adjacent west berm.</p>
<p><b>Date</b></p>	<p>2023 December 27</p>
<p><b>Copyright</b></p>	<p>City of Medicine Hat, Jeanie M. Gartly</p>

<b>CURRENT PHOTO</b>	
<b>Description</b>	MHRA Wind Vane west (side) façade looking southwesterly as the wind vane sits within an alcove with a west side berm.
<b>Date</b>	2023 December 27
<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>HISTORIC PHOTO</b>	None located at this time.
<b>Description</b>	<i>Note: No historical photograph of the wind vane was found through the research at the time of the evaluation. A call out to residents that may have personal historic photographs from the mid 1940s or since may render a historic photograph that would be of value to include at some point.</i>
<b>Date</b>	n/a
<b>Copyright</b>	n/a

<b>HISTORIC MAP</b>	<div data-bbox="443 205 1015 1165"> <p>RCAF &amp; D of T AERODROME MEDICINE HAT, ALBERTA 105</p>  <p>Lat. 50° 02' N  Long. 110° 43' W  Var. 21° E  Elevation 2345'  Aerodrome 3.2 miles  from R. R. at 58°  magnetic</p> <p><b>RUNWAY DATA</b></p> <table border="1"> <tbody> <tr> <td>2-20</td> <td>2950'x100'</td> </tr> <tr> <td></td> <td>2950'x100'</td> </tr> <tr> <td>16-34</td> <td>2700'x100'</td> </tr> <tr> <td></td> <td>2700'x100'</td> </tr> <tr> <td>9-27</td> <td>2850'x100'</td> </tr> <tr> <td></td> <td>2750'x100'</td> </tr> </tbody> </table> <p>All hard surfaced</p> <p>Radio Range 332 KC/S, Identification XH</p> </div>	2-20	2950'x100'		2950'x100'	16-34	2700'x100'		2700'x100'	9-27	2850'x100'		2750'x100'
2-20	2950'x100'												
	2950'x100'												
16-34	2700'x100'												
	2700'x100'												
9-27	2850'x100'												
	2750'x100'												



<b>MAP</b>	
<b>Description</b>	City Map of 1 Viscount Avenue SW (MHRA)
<b>Date</b>	2024 August 16
<b>Copyright</b>	City of Medicine Hat GIS and Mapping Department

<b>CRITERIA OF SIGNIFICANCE</b>		<b>Site Name:</b> MHRA Wind Vane
<b>Summary</b>	<p>This site is significant because...</p> <ul style="list-style-type: none"> <li>- The MHRA Wind Vane, constructed in ca. 1941, is the sole artifact that has stood on the airport lands as a part of the established No. 34 Service Flying Training School, symbolizing the historic period of airmen training for service in Europe during World War Two. (Symbolic Value)</li> <li>- Erected on the airport lands in ca. 1941, the MHRA Wind Vane symbolizes the significance of Medicine Hat's role, along with other air bases in Canada, New Zealand and Australia, as a part of the established British Commonwealth Air Training Plan (BCATP) that was operated by the Royal Canadian Air Force (RCAF) (Symbolic Value)</li> <li>- The MHRA Wind Vane, through the No. 34 Service Flying Training School, represents the Medicine Hat theme of a centre for defence for the numerous people that came to the area. (Theme Value)</li> </ul>	

	<p>- The MHRA Wind Vane recalls the significance of the airman training activities that contributed to the economic, social, and recreational activities that took place in Medicine Hat during World War Two. (Activity Value)</p> <p>- The MHRA Wind Vane is a uniquely designed and constructed artifact distinguished by its airplane form, scale, and massing, steel construction, and operating gear mechanisms. (Design and Construction Value)</p>
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CRITERIA	Level of Heritage Significance			
	N/A	Low	Moderate	High
1. The place is closely and meaningfully associated with one or more themes, events, periods of time, or cultural traditions considered important in the history of Medicine Hat. <i>(Historic)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The place is strongly associated with the life or work of a person, group of persons, or institution(s) of importance in Medicine Hat's history. <i>(Historic)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The place is important in demonstrating aesthetic characteristics and/or represents an important creative achievement in design, architecture, landscape architecture, planning, construction, materials, or technology. <i>(Aesthetic, Architectural, Technical)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. The community, or a social or cultural group within the community, is deeply attached to the place for social, cultural, or spiritual reasons. <i>(Social, Cultural, Spiritual)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. The place, by virtue of its location, its symbolism, or some other element, serves to communicate the heritage of Medicine Hat to a broad audience. <i>(Landmark, Symbolism)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. The place could yield important information that will contribute to the understanding of Medicine Hat's past. <i>(Scientific, Educational)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. The place possesses uncommon, rare or endangered aspects of Medicine Hat's cultural history. <i>(Historic, Rarity)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. The place is important in the historic urban development of the neighbourhood or city. <i>(Context, Landscape, Urban Context, Group Value)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Based on the above criteria, does the place merit inclusion on the Historic Resources Inventory? (at least 1 'High' or 4 'Moderate')	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Does the place possess <b>exceptional/outstanding</b> qualities for any of the criteria listed above?	<input type="checkbox"/> No (result GRADE 2)	<input checked="" type="checkbox"/> Yes (result GRADE 1)
Does the place retain sufficient integrity to convey significance? If not, the place will <b>not</b> qualify.	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
<b>FINAL EVALUATION</b>	<input type="checkbox"/> GRADE 2	<input checked="" type="checkbox"/> GRADE 1

<b>STATEMENT OF SIGNIFICANCE</b>	<b>Site Name:</b> MHRA Wind Vane <b>Site Address:</b> 1 Viscount Avenue SW (MHRA)
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<b>Description of Historic Place</b>  The MHRA Wind Vane, constructed ca. 1941, is a 1.65-metres (5-feet, 5-inches high), painted steel structure. The wind vane structure is designed in the form of an airplane with a nose, tail, and spanning wings and sits on top of a circular steel gear pedestal. The wind vane structure is situated in an alcove that is surrounded by a berm to the west and along the east property line and approximately a third of the distance from the north property line on the MHRA lands.
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<b>Heritage Value of Historic Place</b>  <p>The MHRA Wind Vane, constructed in ca. 1941, is the sole remaining artifact that has stood on the airport lands as part of the Royal Canadian Air Force operated, No. 34 Service Flying Training School (SFTS). On December 17, 1939, the British government in cooperation with Canada, New Zealand and Australia, formed the British Commonwealth Air Training Plan (BCATP) to train air crew for service in Europe during World War Two. No. 34 SFTS was officially established in Medicine Hat on April 8, 1941, as one of the earlier level training schools across Canada under the BCATP. The allied war effort was greatly enhanced by the steady supply of pilots trained by British personnel at these Canadian bases. The first air crew trainees arrived at the station on March 14, 1941, having already completed elementary flight training and would then learn to get airborne and land an aircraft. The Commanding Officer was Group Captain A. ap Ellis, C.B.E. and the men trained in various aircraft including the Avro Anson, the Airspeed Oxford, and the Harvard. The No. 34 SFTS closed on November 17, 1944, due to a reduced need of air crew.</p> <p>The No. 34 SFTS is significant to Medicine Hat as a centre for defence for the numerous people that came from allied countries such as Argentina, Belgium, Ceylon, Czechoslovakia, Denmark, Finland, Fiji, Free France, Greece, the Netherlands, Newfoundland, Norway, Poland, and the United States. 2,593 airmen were trained at No. 34 SFTS with 2,298 graduates, 169 transferred out, and 226 ceased training. From the wood constructed buildings that served as hangars, living quarters, mess halls, supply stores, laundry, hospital/dental clinic, recreation hall, garages, and a kitchen, the wind vane and only one original building that was relocated within the lands remain on the airport lands.</p> <p>The No. 34 SFTS type of wind vane was installed in BCATP schools across Canada and served the purpose of providing a clear indication of ground wind direction for pilots taking off and landing. It did not provide wind intensity, yet it was a critical factor in safe landing of aircraft piloted by young inexperienced trainees. The wind vane provided an instrument for the pilots to take off from the ground, fly in a pattern following compass readings and then come back and land on the runway. There are very few surviving examples of this type of historical equipment in other Southern Alberta BCATP base locations. Many have been disposed of to accommodate a farming industry land use.</p> <p>The MHRA Wind Vane recalls the significance of the airman training activities that contributed to the economic, social, and recreational activities that took place in Medicine Hat during World War Two. Medicine Hat citizens welcomed the Commonwealth airmen warmly; and numerous friendships, marriages and new families were the result of the many young men that arrived in the city. There were many recreational activities at the base for the off-duty airmen to enjoy including dances, concerts, plays, and variety shows with local talent such as Adele Armstrong (nee Havard) for her concert singing and Tillie Ganden for her dancing routines. The airmen integrated with the community, support staff, as billets with local families, and involvement in the city's arts and culture; becoming a part of Medicine Hat's lifestyle. After the based closed many of the airmen stationed at the base who trained the pilots, as well as some of the pilots themselves, returned to the city to live after the war.</p> <p>The MHRA Wind Vane is a uniquely designed and constructed artifact distinguished by its airplane form, scale, and massing, steel construction, and operating gear mechanisms. Located in the southwest quadrant to the east of the</p>
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training base runways, the wind vane prominently served its purpose to safely train pilots. The wind vane remains to honor those who served and trained at No. 34 SFTS in World War Two.

#### Character-Defining Elements

Character-defining elements include, but are not limited to:

- form, scale and massing as expressed by its 1.65-metres (5-feet, 5-inches) height; airplane design with nose, tail, and spanning wings that is 7.0-metres (23-feet) in length and 0.91-metre (3-feet) wide wings that span 4.27-metres (14-feet); circular gear pedestal; and square concrete pad;
- painted hollow steel structure with exposed painted screws and bolts;
- hollow curved nose; hollow triangular-shaped tail length with curved vertical ribbed tail and half oval openings where it attaches to the body; and hollow triangular-shaped spanning wings;
- tapered, circular, 107-centimetres (42-inches) height, painted steel gear pedestal with two full-height door openings; protruding lower steel box; “Westinghouse, Canadian Westinghouse Company Limited, Hamilton, Canada” metal name plate above the south door; and thick metal door hinges;
- repetitive pattern of painted steel circular features along the top steel cap of the body and wing elements;
- interior original steel gears and mechanisms in the pedestal of the wind vane; and
- its location situated within an alcove that is surrounded by a berm to the west side of the wind vane; and along the east property line and approximately a third of the distance from the north property line on the MHRA lands.

#### ADDITIONAL PHOTOS



#### Description

MHRA Wind Vane illustrating the front façade of hollow, curved, painted steel nose and triangular-shaped wing spans (looking west over the airport lands).

#### Date



2023 December 27

#### Copyright



City of Medicine Hat, Jeanie M. Gartly



<p><b>ADDITIONAL PHOTOS</b></p>	
<p><b>Description</b></p>	<p>MHRA Wind Vane illustrating the rear façade hollow, triangular-shaped, painted steel structure with a flat steel cap and vertical tail (looking southeasterly).</p>
<p><b>Date</b></p>	<p>2023 December 27</p>
<p><b>Copyright</b></p>	<p>City of Medicine Hat, Jeanie M. Gartly</p>

<p><b>ADDITIONAL PHOTOS</b></p>	
<p><b>Description</b></p>	<p>MHRA Wind Vane illustrating the east (side) façade hollow, triangular-shaped, painted steel structure with a flat steel cap, curved nose, and vertical tail (looking southwesterly).</p>
<p><b>Date</b></p>	<p>2023 December 27</p>
<p><b>Copyright</b></p>	<p>City of Medicine Hat, Jeanie M. Gartly</p>
<p><b>ADDITIONAL PHOTOS</b></p>	
<p><b>Description</b></p>	<p>MHRA Wind Vane illustrating the west (side) façade hollow, triangular-shaped, painted steel structure with a flat steel cap, curved nose, and vertical tail (looking northeasterly to adjacent light industrial lands).</p>





<b>Date</b>	2023 December 27
<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane illustrating the north facing door with protruding box and the south facing door with the “Westinghouse” company name plate. [Character-defining Element]
<b>Date</b>	2023 December 27
<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane illustrating the south facing upper circular gear pedestal with the “Westinghouse” company name plate above the door with heavy metal bolt designed hinges. [Character-defining Element]

<b>Date</b>	2023 December 27
<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane illustrating the tail details including ribbed steel vertical elements and half oval openings where the tail is attached to the body length. [Character- defining Element]
<b>Date</b>	2023 December 27
<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane illustrating the repetitive pattern of painted steel circular features along the top steel cap of the body and wing elements. [Character-defining Element]
<b>Date</b>	2023 December 27



<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane illustrating the interior original working metal gears and mechanisms within the circular gear pedestal. [Character-defining Element]
<b>Date</b>	2023 November 3
<b>Copyright</b>	City of Medicine Hat, Wesley Krause
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane illustrating the interior hollow, triangular-shaped steel body and wing construction. [Character-defining Element]
<b>Date</b>	2023 December 27



<b>Copyright</b>	City of Medicine Hat, Jeanie M. Gartly
<b>ADDITIONAL PHOTOS</b>	
<b>Description</b>	MHRA Wind Vane Location Map in context on the airport overall lands.
<b>Date</b>	2024 May 29
<b>Copyright</b>	City of Medicine Hat, Interactive iMap, NRCan, Esri Canada, and Canadian Community Maps
<b>ADDITIONAL PHOTOS</b>	

<b>Description</b>	MHRA Wind Vane illustrating the interior hollow, triangular-shaped steel body and wing construction. [Character-defining Element]
<b>Date</b>	2024 May29
<b>Copyright</b>	City of Medicine Hat, Interactive iMap, NRCan, Esri Canada, and Canadian Community Maps

<b>Historical Title Search</b>	Given that the MHRA Wind Vane was originally, and is, located on City of MHRA lands, no historical land titles needed to be searched.
<b>Henderson's Directory Search</b>	The Medicine Hat Henderson's Directory was reviewed however the airport address was not listed.
<b>Additional Heritage Value Information</b>	<p><i>Some further British Commonwealth Air Training Plan (BCATP) history:</i></p> <p>The BCATP was a huge, joint aircrew training program created by the United Kingdom, Canada, Australia and New Zealand, during the Second World War. BCATP remains one of the single largest aviation training programs in history and was responsible for training nearly half the pilots, navigators, bomb aimers, air gunners, wireless operators and flight engineers who served in World War Two. These men served with the Royal Air Force (RAF), Royal Navy Fleet Air Arm (FAA), Royal Australian Air Force (RAAF), Royal Canadian Air Force (RCAF) and Royal New Zealand Air Force (RNZAF) during the war. Even though the original countries contributed the most airmen, other nations also sent aircrew to the bases established. Some of the countries involved included Argentina, Belgium, Ceylon, Czechoslovakia, Denmark, Finland, Fiji, Free France, Greece, the Netherlands, Newfoundland, Norway, Poland, and the United States, Noteworthy is that American pilots were flying for the RCAF and RAF before the US got involved in the war. The initial cost of the project was \$600 million, of which Canada's share was \$350 million.</p> <p><i>Additional No. 34 Service Flying Training School Heritage Value Information:</i></p> <p>The first contingent was dispatched to No. 34 Service Flying Training School on February 27, 1941, on the H. M. T Batory that sailed from Gourock, Scotland to Halifax, Nova Scotia. When they arrived on March 14, 1941, a reception committee of Medicine Hat citizens were waiting for them at the station.</p> <p>More than 50 air crew died because of flying accidents near No. 34 SFTS. Some are buried in the Field of Honour in Hillside Cemetery.</p> <p>Each of the flight schools had to have two additional aerodromes/landing runways as alternative in case the main base was not accessible due to weather and to provide training for adjusting to landings and takeoffs on different runway surfaces. No. 34 SFTS had those two additional landing runways at Holsom (off Holsom Road about five miles from No. 34) as the primary relief landing field and Whitla as the secondary relief landing field.</p>
<b>Resource Name Rationale</b>	The MHRA Wind Vane was named for its original, intended use as an "instrument that measures the direction from which the wind is blowing." Another name for a wind vane is "weather vane", however, the term "wind vane" is more specific to the function of the MHRA Wind Vane and is the name by which it is most often referenced. Wind vanes were essential aids for pilots at that time. The word "Airport" in the name is also significant because of the heritage value of the No. 34 Service Flying Training School (SFTS), also located on or near airport lands.

<b>STATEMENT OF INTEGRITY</b>	<b>Site Name:</b> Medicine Hat Wind Vane <b>Site Address:</b> 1 Viscount Avenue SW (MHRA)
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<b>Significance Summary</b>	<p>This site is significant because...</p> <ul style="list-style-type: none"> <li>- The MHRA Wind Vane, constructed in ca. 1941, is the sole artifact that has stood on the airport lands as a part of the established No. 34 Service Flying Training School, symbolizing the historic period of airmen training for service in Europe during World War Two. (Symbolic Value)</li> <li>- Erected on the airport lands in ca. 1941, the MHRA Wind Vane symbolizes the significance of Medicine Hat's role, along with other air bases in Canada, New Zealand and Australia, as a part of the established British Commonwealth Air Training Plan (BCATP) that was operated by the Royal Canadian Air Force (RCAF) (Symbolic Value)</li> <li>- The MHRA Wind Vane, through the No. 34 Service Flying Training School, represents the Medicine Hat theme of a centre for defence for the numerous people who came to the area. (Theme Value)</li> <li>- The MHRA Wind Vane recalls the significance of the airman training activities that contributed to the economic, social, and recreational activities that took place in Medicine Hat during World War Two. (Activity Value)</li> <li>- The MHRA Wind Vane is a uniquely designed and constructed artifact distinguished by its airplane form, scale, and massing, steel construction, and operating gear mechanisms. (Design and Construction Value)</li> </ul>
<b>Period of Significance</b>	From its installation date ca. 1941 until the closure of the No. 34 Service Flying Training School on November 17, 1944.
<b>Chronology of Alterations</b>	Unknown: The dates and colours that the wind vane was repainted.

<b>Statement of Integrity</b>	<p>The MHRA Wind Vane maintains all aspects of integrity necessary to convey significance and heritage value.</p> <p><b>Location:</b> The MHRA Wind Vane retains its original location and situation (placement) on the east side of the airport lands. The original east property line for the airport lands was further east than it currently is which has created a form of an alcove that the wind vane now sits in with a west side large berm. The wind vane itself remains in its original location despite the surrounding context having changed on the airport lands.</p> <p><b>Design:</b> The form, massing, and original design detailing of the MHRA Wind Vane retains its simple airplane shape, components, and details and displays a very high degree of integrity. The hollow designed structure with a curved nose, triangular-shaped tail length</p>
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	<p>and wings, circular tapered gear pedestal, and enclosed gear mechanism has been retained. The upper body and steel pedestal are sound and sturdy.</p> <p><b>Environment:</b> The MHRA Wind Vane context is retained as it sits within the large expanse airport runway open space. The lands to the east of the wind vane were at one time open lands however, they have since been subdivided out for light industrial therefore moving the airports east property line much closer to the wind vane. A large dirt and natural grass berm to the west of the wind vane has been added therefore, creating a form of an alcove for the wind vane. These two changes over time have minorly adjusted the environment away from its original siting in an open runway field to a tucked away context.</p> <p><b>Materials:</b> All the original MHRA Wind Vane historic materials are retained on the structure. The structure is steel and metal including its construction parts (bolts, screws, internal gears, etc.). The square base upon which it sits is concrete. The only identified unknown original material is the paint on the steel. It is unknown what the original colour was, if it was painted in the pattern that it currently is, and how often it may have been repainted. A paint chronology would provide insight for any future conservation intervention decisions. The paint is weathered and wearing creating some visual evidence of rust throughout the structure especially around nut heads and joints. There is a steel plate missing from the base of the nose section. The missing plate compromises the strength and integrity of the forward end of the wind vane. As a result, there is slight twist visible, leaning to the Starboard side of the forward end. It is noted that there is a (estimated 200lb) steel counterweight which serves as the nose cone of the wind vane. The weight, by design, places a considerable amount of downward force on the forward end to maintain the centre of gravity over the pivot point. The twist has been there for many years, and there is some evidence of temporary repair work having been done at some unknown time, yet it remains incomplete. The gearing, and what remains of the associated interior equipment is well-preserved. The elongated grease nipples remain and are accessible to pre-emptively grease the mechanism. The wind vane is anchored to the concrete base with four bolts that are in good condition. The concrete base remains solid on the ground however there is evidence of spalling and deterioration on the upper edges of the concrete base from exposure to the weather elements.</p> <p><b>Workmanship:</b> The original materials on the MHRA Wind Vane are retained therefore, the workmanship associated with those materials is evident. The workmanship is especially evident in how the steel pieces were put together with bolts, screws, and finishing details such as the steel cap and repetitive circular elements that sit on the cap. The technical workmanship is also evident on the gears within the circular pedestal given it continues to function 80 years later.</p> <p><b>Feeling:</b> The MHRA Wind Vane retains its historic feeling through the retention of its original design and material features, which are reflective of an airport wind vane. It retains its character through the steel construction used for its function.</p> <p><b>Association:</b> The MHRA Wind Vane maintains its association as a functional structural instrument that met the initial intended needs of the airport and the pilots for the intended time frames. Although no longer used by pilots, it continues to function in its original location on airport lands. The windsock is the instrument now used in its place.</p>
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<b>1. LOCATION</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Location is the place where an historic resource was constructed or the site where an historic activity or event occurred.			
<b>2. DESIGN</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>

Design is the combination of elements that create the form, plan, space, structure and style of a resource			
<b>3. ENVIRONMENT</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Environment is the physical setting of an historic resource. Whereas location refers to a specific place, environment refers to the character of the place in which a resource played its historic role.			
<b>4. MATERIALS</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Materials are the physical elements that were combined or deposited during a particular period(s) or time frame and in a particular pattern or configuration to form an historic resource.			
<b>5. WORKMANSHIP</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. It is important because it can provide information about technological practices and aesthetic principles.			
<b>6. FEELING</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Feeling is the resources continued ability to convey the aesthetic or history sense of a particular period.			
<b>7. ASSOCIATION</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Association is a <i>direct link</i> between an historic resource and a significant historical theme, activity or event, or an institution or person.			

<b>Additional Sources</b>	<p>Carter, Dr. David J. (2001). 'Prairie Wings RAF 34 Service Flying Training School, Medicine Hat 1941 - 1944', Eagle Butte Press Co.</p> <p>City of Medicine Hat City iMap <a href="https://www.medicinehat.ca/en/business-and-development/maps-and-gis.aspx">https://www.medicinehat.ca/en/business-and-development/maps-and-gis.aspx</a> [identified site]</p> <p>Fire Insurance Plan Extract. Underwriters' Survey Bureau Ltd. 1964. Sheet 24.  <u>Provided researched summary materials and Interview with Wes Krause, Wind Vane Support Group Lead and Chapter President, Canadian Aviation Historical Society:</u></p> <p>Wind Vane Project Report, April 2023  Wind Vane Dimensions Drawing, 2024  Wind Vane (Tee) Locations [used to identify the scope of original and remaining wind vanes across the country]  Wind Vane Support Group Inspection Report to the City of Medicine Hat, October 7, 2023  Email Correspondence with Wes Krause and Airport Superintendent [identify and confirm dates given no development or building permits exist to determine integrity aspects]</p> <p><u>Articles and Museum/Archive Materials:</u></p> <p>"British Commonwealth Air Training Plan," accessed 2024, <a href="https://bcatp.wordpress.com/about/">https://bcatp.wordpress.com/about/</a></p> <p>"BCAPT Schools and Facilities in Alberta," Bomber Command Museum of Canada, accessed 2024, <a href="https://www.bombercommandmuseumarchives.ca/bcatpalberta.html">https://www.bombercommandmuseumarchives.ca/bcatpalberta.html</a></p> <p>"Daily Diary of No. 34 S.F.T.S, Medicine Hat," Royal Canadian Air Force operations record books, accessed 2024, <a href="https://heritage.canadiana.ca/view/oocihm.lac_reel_c12354/204">https://heritage.canadiana.ca/view/oocihm.lac_reel_c12354/204</a></p> <p>Medicine Hat's WWII Flight Training Base," Medicine Hat Esplanade and Archives, Shaw TV Medicine Hat, accessed 2024, <a href="https://www.youtube.com/watch?v=BznRUuZYIHk">https://www.youtube.com/watch?v=BznRUuZYIHk</a></p>
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	<p>"RCAF Station Medicine Hat," RCAF Info, EST. 2021, accessed 2024, <a href="https://rcaf.info/rcaf-stations/alberta-rcaf-stations/rcaf-station-medicine-hat/#site-evolution">https://rcaf.info/rcaf-stations/alberta-rcaf-stations/rcaf-station-medicine-hat/#site-evolution</a> [Historic Maps and general information and details of the Training Base]</p> <p>Wes Krause, "British Commonwealth Air Training Plan artifact found," Canadian Aviation Historical Society, accessed 2024, <a href="https://www.cahs.com/british-commonwealth-air-training-plan-artifact-found.html">https://www.cahs.com/british-commonwealth-air-training-plan-artifact-found.html</a></p> <p>"WWII Air Training Base Part 1," A Century of Service, South Alberta Regiments Association, Rogers TV Community, accessed 2024, <a href="https://www.youtube.com/watch?v=okPKE8Wrajw">https://www.youtube.com/watch?v=okPKE8Wrajw</a></p>
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