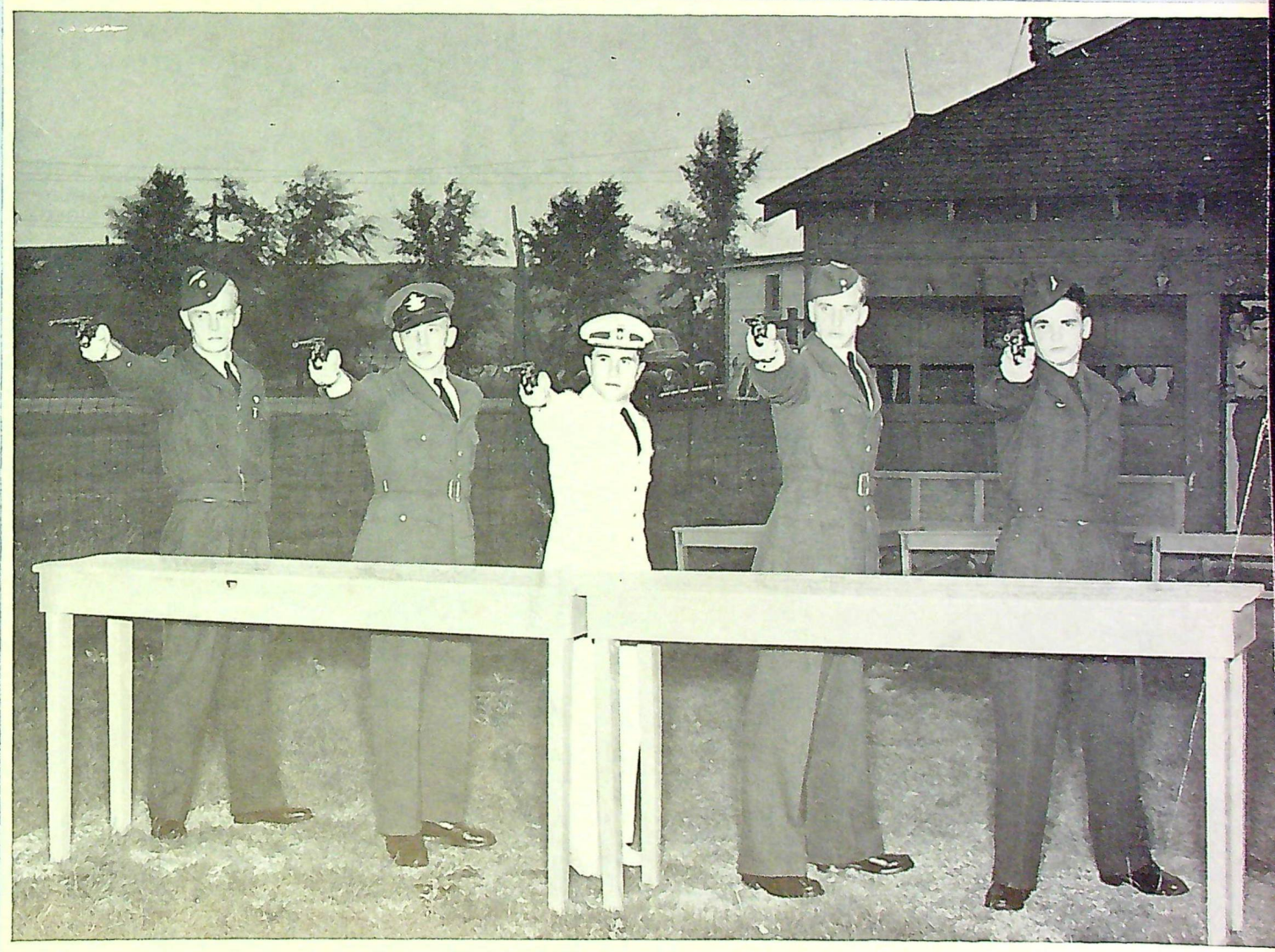


The **ROUNDDEL**

VOL. 2, No. 12
NOVEMBER 1950



ROYAL CANADIAN AIR FORCE



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 Royal Canadian Air Force

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* * * **CONTENTS** * * *

EDITORIAL

	<i>page</i>
Sgt. Shatterproof Bathes in Blood	1

ARTICLES

No. 403 (Wolf) Squadron	3
R.C.A.F. Station Cosmopolis	9
The Air War in Burma	16
Link Groundling Jet	34
Arctic Glimpses	38
The Shut-Ins' Friend	43

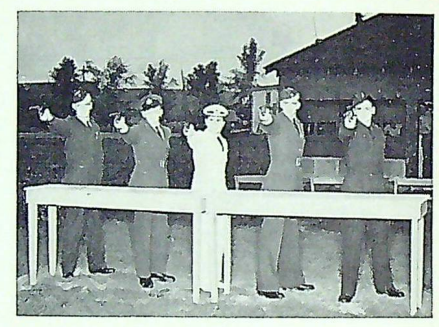
REGULAR FEATURES

What's the Score?	14
November Transfers	23
Royal Canadian Air Cadets	26
R.C.A.F. Association	29
The Dimmer View	47
Letters to the Editor	48

MISCELLANY

Tracers	23
Midnight Refuelling — Kittigazuit	25
New S.A.A.F. Roundel	33
Aerial Flutter	42
How's That Again?	44
Boy in the Field	45
England	45
Pin-Points	46
Russian Aircraft Production	48

This Month's Cover



Revolver practice by North Atlantic Treaty Organization Students at R.C.A.F. Station London, Ontario. Represented here are (left to right) Norway, Belgium, Italy, Holland, and France.

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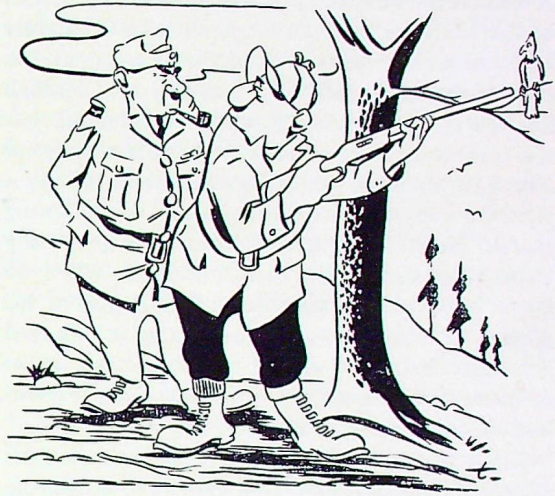
Sgt. Shatterproof Bathes in Blood

Sir:

These are sombre days for men of sensitive spirit. For weeks past, the surrounding countryside has reverberated with the sound of gunfire. There has been a steady influx of corpses through the Station gates. Ever since the opening day of the duck season we have been bathed in blood — first of birds, then of deer. We are, Sir, a very sporting community.

Personally, I have little liking for this kind of sport. Football — yes. Hockey — yes. Wrestling — yes. But hunting — no. While there is admittedly something rather stirring about the spectacle of a pachyderm of the mat getting his ears torn off, or of a hockey-player losing his teeth in a debate with a fellow-sportsman, I cannot discern anything ennobling about waging war with explosives on the creatures of the air and the forest. For one thing, the latter are so very much pleasanter to look at than most of the people who shoot them. But enough of criticism: we Shatterproofs are never narrow. I recognize that tastes and opinions differ. There are, no doubt, many who would consider W.O. 1 Gallstone, stepping forth in his hunting-hat, a far more lovely sight than a fawn emerging from the bush behind its mother.

Flying Officer Backflip, the Station P.T. officer, goes further than I do in his dislike of hunting. It is his expressed belief that the hunter's ferocity increases in direct ratio to his own physical inadequacy. In fact, this excellent young officer — for whom the cracking of a mastodon's femur would scarcely constitute a pre-dinner workout — feels so strongly about the whole thing that he recently behaved with what even his friends regard as a regrettable lack of tact. While taking his usual week-end walk a few miles from the Station, he chanced upon Flt. Lt. Holocaust in the act of tying to the fender of his car a much-riddled deer which he had just dragged to the roadside. What ensued is not altogether clear . . . but it is fairly well established that Flt. Lt. Holocaust's car was later found outside the Officers' Mess, with Flt. Lt. Holocaust strapped to the fender and with a



glassy-eyed deer at the wheel. The matter was, of course, hushed up in the interest of sportsmanship.

Flt. Lt. Holocaust is, as you have probably guessed, our most ardent devotee of the chase. He possesses a battery of firearms of every gauge and calibre — from elephant guns (in case he ever gets posted on exchange to the R.A.F. in Africa) to .22 pistols for the shooting of squirrels and edible frogs. Young Jasper Holocaust is following closely in his father's footsteps. Though only nine years old, the talented child has already used his sling-shot to such effect that not a single bird has been seen around the married quarters for some time past. If pressed, the chubby little fellow will tell you out of the side of his mouth that: "The only good sparrow's a dead one, bub!"

Second only to Flt. Lt. Holocaust as the scourge of bird and beast, is Cpl. Nimrod. This year, though, his bag has been poor. His only victim — apart from one of Farmer Fetlock's cows, which always take something of a beating in the Fall — has been W.O.1 Gallstone, who is at present lying on his stomach in the Station hospital. Despite the fact that Cpl. Nimrod is regarded as something of a hero — even by those who frown on blood sports — he is doing his best to get transferred before W.O.1 Gallstone is able to turn

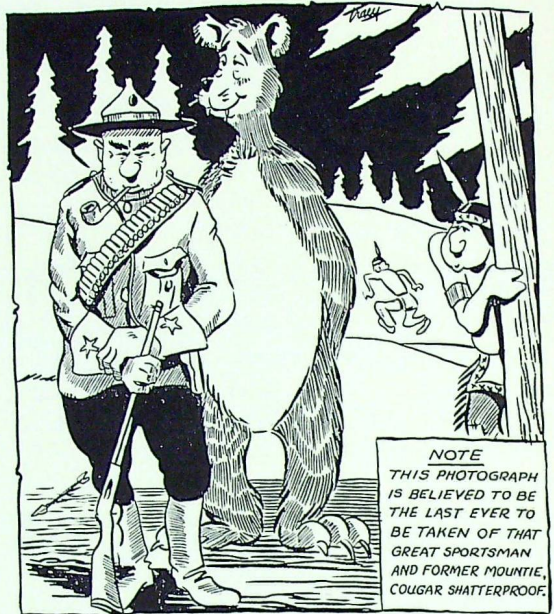
The Roundel

over and focus his mind more clearly on the future.

Also in hospital is Flt. Sgt. Balance, of the Accounts Section. He was the unfortunate victim of LAC Bladder's inventive genius. LAC Bladder had for some weeks been experimenting at the edge of the sports field with a new type of deadfall for bears. One Sunday morning he carelessly left his contrivance set — with deplorable results for Flt. Sgt. Balance, who happened to be taking a short-cut to look for ducks in the neighbouring marsh. Bad as it was, the incident might easily have been worse. For LAC Bladder, when he came back in the afternoon, had forgotten his glasses. It was only by the sheerest good luck that Flt. Sgt. Balance (who is a rather hairy man) recovered consciousness in time to prevent himself from being skinned.

All in all, Sir, I shall be greatly relieved when the winter arrives. I am growing very tired of hearing how this bird was "winged" and that buck "tickled." I wish that my great-uncle, Constable Cougar Shatterproof of the Royal North-West Mounted Police, were here to restore the general sense of perspective. The strongest man in that rugged Force, my great-uncle disdained the use of firearms upon any four-footed adversary smaller than a Kodiak bear. The Blackfeet still tell with bated breath of his bare handed battle with a grizzly. They say that my great-uncle's head travelled more than a hundred feet through the air after the grizzly had knocked it from his shoulders. *There was a sportsman for you, Sir! There—*

I was interrupted a few moments ago by an encouraging sight. I happened to catch a glimpse through my window of young Jasper Holocaust



and young Gutsy Nimrod shooting it out behind the Fire Hall. Can this be the shape of things to come? I must report the matter to Flying Officer Backflip. Perhaps he will be able to devise some plan whereby the parents may be persuaded to follow in their offspring's footsteps. Meanwhile, I shall adjourn to the Mess, Sir, and meditate upon the possibility of a more kindly world.

Shatterproof



No. 403 (Wolf) Squadron



(Prepared by the Air Historian)

No. 403 (FIGHTER) SQUADRON of the Royal Canadian Air Force has the unique distinction of being the first R.C.A.F. squadron formed overseas in the Second World War. Early in 1940 three squadrons (Nos. 400, 401 and 402) were sent from Canada to the United Kingdom, but the rest of the Force was required at home for coastal patrol and for the gigantic task of getting the British Commonwealth Air Training Plan into operation. By the early spring of 1941, however, the output of the training schools in Canada had reached such proportions that it was possible to begin the formation of additional units in the United Kingdom, and on March 1st No. 403 Squadron was organized at Baginton, Warwickshire.

During the first few months, while the pilots were under training, the squadron was equipped with Tomahawks, but these were replaced in May 1941 by Spitfires and at the same time No. 403 moved to Tern Hill in Shropshire to begin operations. Four years later, when the campaign in Western Europe ended, the Wolf Squadron, as it was nicknamed, had a record of 123 enemy aircraft destroyed, with a share in seven more, 10 probably destroyed and 73 damaged. In addition to these successes in air combat it had an equally impressive total of ground targets damaged or destroyed in low-flying strafes, especially in the two months of August 1944 and April 1945. About 1100 Nazi vehicles, 50 locomotives, 150 freight cars, more than 30 tanks and armoured

vehicles, and 60 vessels were put out of commission permanently or temporarily by the Wolf Spitfires, as well as such miscellaneous items as flak towers, guns and hangars. From April 1944 the Spitfires were on occasion employed as bombers as well as fighters, and the squadron made many successful dive-bombing attacks on flying-bomb sites, bridges, freight yards and rail lines.

In the course of all these varied operations No. 403 lost 76 pilots, missing or killed. Of the missing, 19 were taken prisoner, one of whom succeeded in escaping and made his way back to the United Kingdom. Eleven others, forced down behind the enemy lines, were able to evade capture and, with the assistance of the French underground, returned safely. The remaining 46 pilots were killed or presumed dead in action. Nine pilots lost their lives in flying accidents and one airman was fatally injured in a motor collision.

The squadron's list of decorations and honours includes 16 Distinguished Flying Crosses, and 4 Bars, as well as a number of Mentions in Despatches. No. 403 also had the distinction of winning the only Military Medal awarded to a member of the R.C.A.F.

* * *

The first few months of the squadron's life at Tern Hill were relatively quiet as the pilots patrolled over convoys in the Irish Sea and occasionally scrambled after reported raiders. In August 1941, No. 403 left this quiet zone for Hornchurch in Essex to take part in Fighter Command's offensive against the Luftwaffe in northern France. "Circuses" — formations of bombers and fighters striking at a target in enemy-held territory — now became the squadron's daily routine, interspersed with defensive convoy patrols. On August 9th the Wolves won their first victory when Pilot Officer K. H. Anthony probably destroyed an Me. 109. By the end of the year the squadron's record stood at eleven Messerschmitts destroyed, four probably destroyed and six damaged, plus three Nazi bombers damaged while trying to attack our shipping. Nine pilots had been lost in action, including six who went missing in the squadron's first month on offensive operations.



Sgt. C. E. McDonald, the R.C.A.F.'s only winner of the M.M., receiving his wings on graduation from No. 2 S.F.T.S., Uplands, on 18 April 1941.

One of the missing pilots was Sgt. C. E. McDonald, a Louisianan in the R.C.A.F., who was shot down in flames on August 21st during a combat near Lille. He baled out of his Spitfire but was soon captured and spent several months in hospital and prison camp. Then, with three companions, he made his escape and for a year was sheltered by the Polish underground. In the spring of 1943 a Polish guide conducted the four men to Paris, with a sight-seeing tour of Berlin en route! From Paris, McDonald made his way back to England in July 1943. For his unusual feat he received the Military Medal.

1942 was another year of heavy fighting over northern France as Fighter Command continued its relentless campaign to wear down Goering's fighter strength. For No. 403 it was a year of heavy losses. In April six pilots did not return from sweeps over the Channel, and six more were missing from one engagement early in June.

Losses for the whole year totalled 21, against which could be set only seven enemy aircraft destroyed, three probably destroyed and seven damaged. Nine of these successes were won over Dieppe on August 19th during the combined operation against that port. In the day's action the squadron was led by Sqn. Ldr. L. S. Ford, D.F.C., who won a Bar to his decoration. Ford was the first Canadian C.O. of No. 403, his predecessors, Sqn. Ldrs. B. G. Morris (missing), R. A. Lee-Knight, D.F.C. (missing), C. F. Gray, D.F.C. and Bar, A. G. Douglas, C. N. S. Campbell, D.F.C. (missing), and A. C. Deere, D.F.C. and Bar, having all been from the R.A.F.

In January 1943 the squadron, after a long six-month tour at Catterick in Yorkshire, moved south again to Kenley in Surrey where it remained, except for ten weeks in "summer camp," until the spring of 1944. This period with the Kenley wing, which became No. 127 Airfield in July 1943, saw No. 403 come into its own as a fighter squadron. Between 15 February 1943 and 28 January 1944 it accounted for 78 enemy aircraft (all but two of them F. W. 190's or Me. 109's). Fifty were destroyed, with a share in the destruction of seven

Flt. Lt. Godefroy with LAC Handley (Centre) and an R.A.F. crewman.

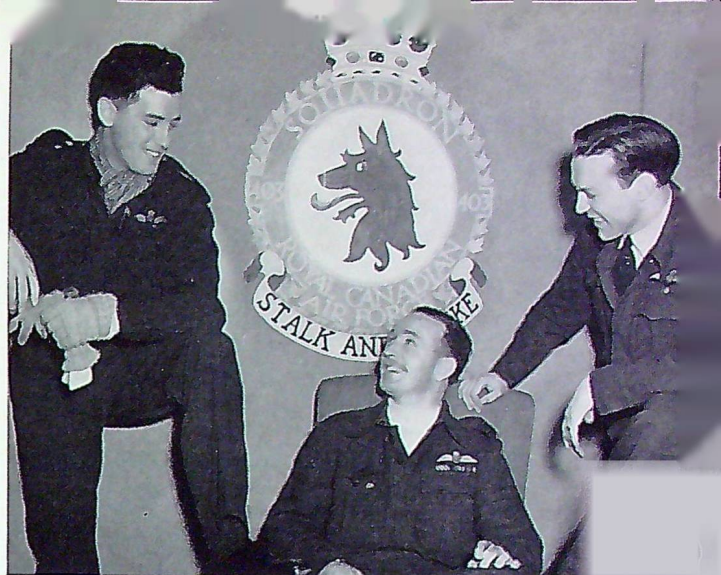
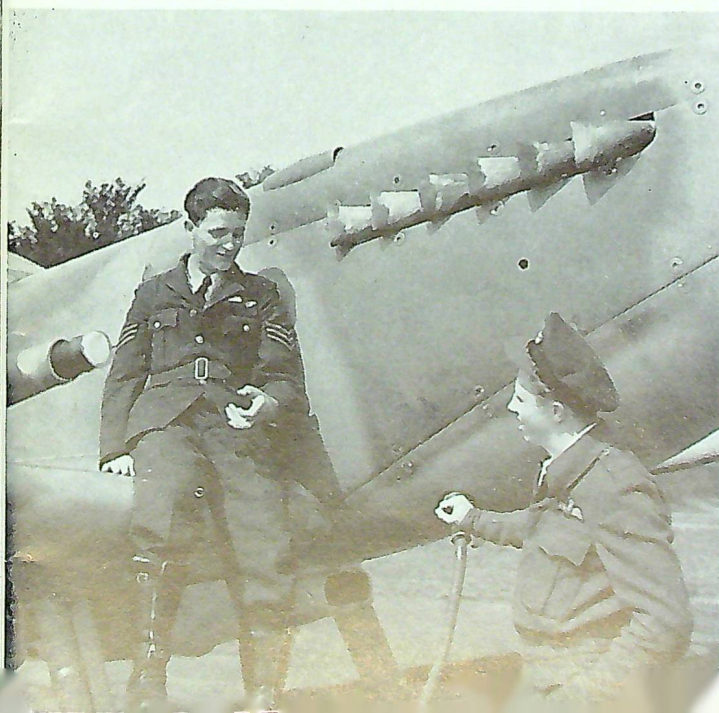


more, another was probably destroyed, and the other 20 were damaged. Losses totalled 25 pilots, including one killed on a practice flight. Most of the fighting occurred during the six months between April and September, when the squadron repeatedly made two, or even three, sorties over enemy-held territory in the course of a day. After October the Luftwaffe was rarely seen, weeks often passing without an encounter in the air. Not until after D-Day did the Nazi fighter forces reappear in any strength.

Sqn. Ldr. Ford left No. 403 in April 1943, after eight months in command, and was followed by Sqn. Ldrs. C. M. Magwood, D.F.C. (April-June 1943), H. C. Godefroy, D.F.C. and Bar (June-August 1943), W. A. G. Conrad, D.F.C. (August 1943), F. E. Grant (missing on 4 September 1943), N. R. Fowlow, D.F.C. (September-October 1943), and R. A. Buckham, D.F.C. and Bar (October 1943 — June 1944). Conrad was forced down in enemy-held territory before he knew that he had been appointed as C.O. of his squadron. He evaded capture, however, and soon returned to England.

In February 1944 the Wolves were re-equipped

Sgt. K. D. Windsor and Flying Officer H. J. Dowding



Left to right: Flt. Lt. J. D. Browne, Sqn. Ldr. R. A. Buckham, D.F.C., Flt. Lt. R. G. Middlemiss.



Left to right: Sgt. Del de Long, Susan (403's mascot), and Flying Officer R. Wozniak.

with Spitfire IXB's and became dive-bombers as well as fighters, making their first operation in their new rôle on April 8th. This attack on a flying-bomb site was noteworthy as the first operation carried out by Spitfire fighter-bombers in north-west Europe. It also coincided with the opening of the intensive aerial preparation for the landings in Normandy. No. 403 moved forward



Hornchurch, Aug. 1941. Front row (left to right): Sgts. C. Grigg, L. Sones, J. Rainville, H. Belcher, Flying Officer C. A. Hyde Bray (R.A.F.), Sgts. E. Crist, K. Collinson, J. Ryckman, D. Cranham. Back row (left to right): Pilot officers D. Colvin, C. Wood, Flt. Lt. E. Cathels, Sqn. Ldr. A. Lee-Knight, Flt. Lt. B. E. Christmas, Pilot Officers P. Carrillo, D. Ball, Flying Officer L. E. Price, Pilot Officer L. S. Ford, Flying Officer S. J. Peeson (R.A.F.).

now from Kenley to Tangmere where it resumed its camp life of the previous summer. The seven weeks which it spent here were a very busy period of sweeps, patrols, ground strafes and dive-bombing forays. Then came D-Day, and the activity rose to a peak, with the pilots making as many as four sorties a day to patrol over the beachheads. But for ten days not one enemy aircraft was encountered, and on June 16th the squadron moved across the Channel to Crepon in Normandy.

During the three years that No. 403 had been engaged on operations from English bases it had destroyed 72 enemy aircraft, shared seven more destroyed, probably destroyed eight, and damaged 38. In the next eleven months (17 June 1944 — 2 May 1945) it added 51 destroyed, two probables and 35 damaged, to this record. The period

between June 17th and July 10th was the most successful period in the squadron's history, as the pilots, flying from their new base in Normandy, shot down 20 enemy fighters, probably destroyed another and damaged 16 more. The next six weeks were filled with armed reconnaissances on which the Spitfires strafed with bullet and bomb anything that moved along the roads behind the battle front. This activity reached its climax in August, when a Nazi army was caught in the Falaise pocket. The Wolves tallied 427 transport vehicles, 13 tanks, one locomotive, 10 freight cars and 3 barges during August.

Then the rapid retreat of the enemy to the Rhine left the squadron far behind the fighting zone, and during September it was virtually off operations. It caught up with the Army in October and was stationed for a time at Grave, Holland,



"Shanty Town," Petit Brogel, March 1945.

The airfield at Grave, Oct. 1944.





Sqdn. Ldr. E. P. Wood, D.F.C.

before going back to bases near Brussels, where it remained until March 1945. There were several successful engagements around Arnhem and Nijmegen early in October in which Sqdn. Ldr. E. P. Wood, who had succeeded Buckham in June, was particularly prominent. In another action later that month two Wolf pilots took on 50 Germans, destroying three and damaging two.

Christmas 1944 and New Year's 1945 were two memorable days, quite apart from the festivities normally associated with them. On the first day Sqdn. Ldr. J. E. Collier, Wood's successor, shot down an Me.262 and became one of the first, if not indeed the first, pilot to destroy one of the new Nazi jet fighters in single combat. On January 1st, when the German fighter force struck its last major offensive blow of the war, three Wolf pilots brought down six of the attackers and damaged another over the squadron base at Evere. Pilot Officer Steve Butte alone destroyed three and won the D.F.C.

In March 1945 the lower Rhine was crossed at

Wesel and the Allied armies began their final drive into north-western Germany. The major rôle of No. 403, now under the command of Sqdn. Ldr. H. P. M. Zary, D.F.C., was dive-bombing attacks to cut rail lines behind the battle front and offensive patrols to clear the air of enemy aircraft, of which few were seen. The squadron had moved up to Petit Brogel in Belgium in preparation for the assault and then followed close in the wake of the Army as it plunged ahead. Within a month the squadron moved four times — first to Eindhoven in the Netherlands, then across the German frontier to Goch for a one-day stay before advancing to Diepholz and, finally, to Soltau. Despite these frequent moves, April set a record of almost 1080 hours' flying on 747 sorties, and scarcely a day passed without more successes in air combat or ground attacks. In the last five weeks of operations the Wolves destroyed 12 enemy aircraft and probably destroyed or damaged 15 more in the air or on the ground; they also strafed 391 transport vehicles, 23 locomotives, 80 freight cars, two tanks and 13 assorted vessels.

Operations ended on May 4th with the German surrender on Luneburg heath. A few days later Sqdn. Ldr. A. E. Fleming replaced Zary in command, and on June 30th the squadron was disbanded.

Sixty-six members of No. 403 were credited with the destruction of enemy aircraft in combat, the most successful being Flt. Lt. H. D. MacDonald, D.F.C. and Bar (7½ destroyed, 1 probable, 2 damaged), Flt. Lt. J. D. Lindsay, D.F.C. (6½ destroyed, 5 damaged), Sqdn. Ldr. L. S. Ford, D.F.C. and Bar (6 destroyed, 2 damaged), and Sqdn. Ldr. H. C. Godefroy, D.F.C. and Bar (5 destroyed, 1 damaged).

The squadron badge is a heraldic wolf's head, in red with tongue of blue, and the appropriate motto "Stalk and Strike." During the war No. 403 had been adopted by the City of Calgary and, in recognition of this association, a fighter-bomber squadron of the R.C.A.F. Reserve was organized in that city on 15 October 1948. The present commander is Wing Cdr. W. A. Mostyn-Brown, A.F.C., and the two flight commanders are Sqdn. Ldrs. D. B. Freeman, D.F.C., and D. S. Robertson, D.F.C.

R.C.A.F. Station Cosmopolis

N.A.T.O Training at London

by Sqn. Ldr. L. P. Valiquet,

Officer in charge of Instructional Techniques, R.C.A.F. Training Command

LIFE THESE DAYS at R.C.A.F. Station London is no drab affair. If, perchance, you are interested in learning a foreign language, instruction can be readily provided at Crumlin Airport in Norwegian, Italian, French, Flemish, or Dutch. If you're just looking for a change of food, the chef will probably recommend his gekookte tong, kjott salat, or spaghetti al ragu. The bar can provide kummel, sauterne, chianti, or Bols. Assorted uniforms (complete with red, orange, or gold rank badges) are available in a wide range of materials and colours — white silk for walking out, royal blue serge for the C.O.'s parades, and navy doeskin for formal occasions.

This colourful aura surrounding Station London

may be described as the N.A.T.O. effect — a phenomenon that has already spread to Station Centralia and that may soon be expected to engulf Station Summerside. In a word, the R.C.A.F. is now training student pilots and navigators from five European nations signatory to the North Atlantic Treaty. As under the B.C.A.T.P. in the Second World War, Canada, through the R.C.A.F., is again providing flying instruction to those of her allies whose training facilities are incommensurate with their needs. Although the number who will begin training this year is small — 68 pilots and 48 navigators — the important point is that the defence plans of the North Atlantic Treaty Organization have now reached the performance level.

Flying Officer J. Spiegelenberg (left), of Holland, compares cap badges with Sqn. Ldr. L. P. Valiquet (the author) and Lt. André Maes, of Belgium.

Aims of the Course

As the name implies, the purpose of the Pre-Flight Orientation Course is to provide a cushion that will reduce the shock of intensive aircrew training under conditions unfamiliar to the students from abroad. Our prime concern during this adjustment period is to make our European visitors feel at home in their new surroundings. We must answer their questions and assuage their fears. Imagine the thoughts and feelings of Sgt. Michel Humbert from Paris, France, as he enters Canada for the first time. "What sort of land is this?" he wonders. "What are Canadians like? How does R.C.A.F. discipline differ from our own? How shall I make myself understood in my poor



A Group of Dutch trainees talk with Mrs. R. G. Ravesloot, wife of Dutch Consul, during Dutch Appreciation Week.

Board colour films depicting characteristic elements in the Canadian social and cultural pattern. Films deal with such subjects as the Calgary Stampede, the Winnipeg Music Festival, the Toronto International Trade Fair, Montreal by Night, "Happy Valley," and so on. The C.B.C., in addition to arranging an address to the N.A.T.O. course by John Fisher, has supplied numerous transcriptions such as the songs of Giselle, recordings of the Toronto Symphony and C.B.C. Operatic Society, and excerpts from the "Canada at Work" series. It will be clear that the objective of this part of the course is to please and amuse as much as to instruct. The approach is descriptive, not propagandist, and trainee response has been extremely enthusiastic.

English over the intercomm? And what about the boys from the other countries?—how shall I get along with them?"

It was with questions such as Sgt. Humbert's in mind that the directing staff at R.C.A.F. Station London set up the following objectives for the N.A.T.O. Orientation Course:

- To introduce trainees to Canada and the R.C.A.F.
- To develop a vocabulary of essential aeronautical terms so that subsequent air and ground instruction may be readily understood.
- To develop a speech technique that will ensure that trainees are able to maintain effective radio communication while in flight.
- To develop a genuine N.A.T.O. spirit by promoting understanding and a sense of solidarity among the various national groups.

Now let us see how this mission is carried out.

Course of Study

The introduction to Canada consists of fifteen presentations designed to give an overall view of the Canadian scene and to show Canadian democracy in action. For this purpose, a wealth of interesting material has been obtained from various government agencies. One popular feature is a carefully selected series of National Film

The R.C.A.F. familiarization lectures are pared down to the essential facts required to permit our N.A.T.O. trainees to cope with Canadian Service life. The only topic discussed in detail is the organization of a flying station. Useful information relating to Service etiquette and customs is summed up in a brochure that is issued to each trainee on arrival. In these periods trainees are invited to draw comparisons between Canadian procedures and those in effect in their own countries. Thus, much lively discussion ensues.



Norway, France, Holland, Belgium and Canada are represented among this N.A.T.O. group looking over a Mustang at the Canadian National Exhibition.

The hard core of the Orientation Course consists of lectures, demonstrations, and practical exercises which aim to promote the acquisition of a technical vocabulary. Under the general title of "Service English," instruction is provided to student pilots in terminology relating to theory of flight, navigation, meteorology, and the parts and controls of the Harvard aircraft. Similarly, the navigator syllabus in technical English is based on the Air Navigation School course of study.

In the Harvard classes, individual instruction is given on actual aircraft. After the English nomenclature of the instruments and controls has been mastered, the trainee is put through a series of cockpit drills which develop his ability to react quickly to rapid-fire orders given in English.

Speech training exercises complete the technical phase of instruction. Here the trainees are drilled in the standard form of R/T patter, and practice is given in the proper method of speaking over a microphone. After the standard sequence and phraseologies have been learned in the classroom, the trainees return to the hangar for intercomm practice and communication between tower and aircraft. Aerodrome control is taught by means of a scale model illustrating circuit procedure at R.C.A.F. Station Centralia.

The Problem of Language

One of the problems that had to be faced early in the course was the fact that the knowledge of English varied widely not only from group to group but from individual to individual within each national group. Generally speaking, the Norwegian, Belgian and Dutch candidates spoke English reasonably well and understood with little difficulty. The Italian Group's English varied from good to poor. Of 27 French trainees on the first course, 21 spoke no English on arrival. We have therefore been compelled to run parallel courses, one in English and one in French, and this division will continue right through flying training. It is believed that this marks the first time that the R.C.A.F. has offered a course of training in the French language, and indications are that the experiment will be successful.

All N.A.T.O. trainees have shown a keen desire

to improve their English, and there has been full attendance at special after-duty language classes held twice weekly. There is general agreement among all nationalities that a knowledge of English is important not only for present training purposes but also to ensure effective liaison in any future emergency.

The N.A.T.O. Team

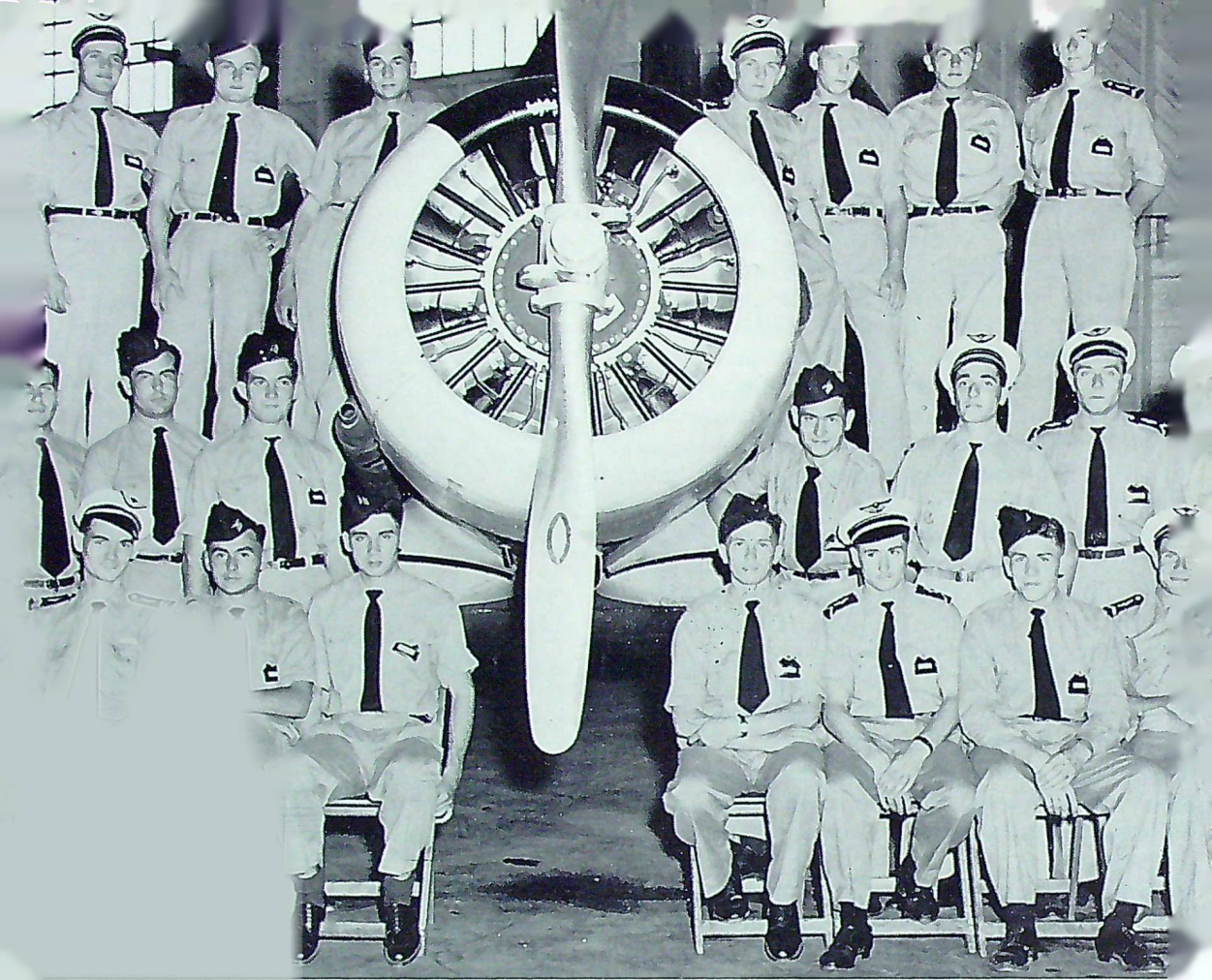
So far we have been discussing the methods used to implement the first three objectives in our training mission. It remains to consider the final aim, that is, the development of a genuine N.A.T.O. attitude.



Softball at R.C.A.F. Station London.

The growth of team spirit has been perhaps the most gratifying result obtained from the course. This has been achieved in a number of ways, all of which serve to offset the natural tendency of the individual to seek companionship in his own national group. Despite a difficult accommodation problem aggravated by separated arrival dates, an attempt was made to mix the nationalities within the flights and also in their sleeping-quarters. This dispersal is being continued at Centralia, where Canadian flight cadets share the some barrack rooms with their N.A.T.O. comrades.

Two other factors that have greatly contributed to course unity at Station London are inter-flight sports and after-duty social activities. In the



French N.A.T.O. group. (Pte. M. Humbert is seated fourth from the right in front row).

programme, trainees have been introduced to seasonal Canadian games and also given opportunity of playing soccer and basketball, which are very popular, of course, in Europe. Football has undoubtedly been the chief common denominator linking the various groups together. Clean and skilful play is a pleasure to watch. Of the 68 trainees on the first course a very strong side was formed that gave an excellent account of itself against the best teams in the district. Not only were all five nationalities represented on the team, but a highly vocal cheering section was organized with yells in all languages. The most popular means of recreation was an international rendition of a march song improvised for the occasion—'Lez N.A.T.O.!'

The presence of University Reserve Flight Cadets at Station London has made possible a full round of extra-curricular activities. Five outstanding Canadian cadets were selected to assist the N.A.T.O. staff in handling entertainment, and evenings have been as carefully planned as the daily routine. The entertainment committee has arranged such activities as a tour of London, week-end picnics, free shows at the local theatres, dances, visits to industrial firms, and a highly successful trip to the Canadian National Exhibition. Two ideas deserving special mention are a date bureau and a scheme for providing practice in English conversation in which 27 N.A.T.O. trainees were partnered with the same number of Canadian cadets for daily chats in the lounge.

Another project that has been effective in promoting understanding among the five N.A.T.O. groups has been the inauguration of National Appreciation Weeks. Starting with Belgium, homage is paid each week to one of the N.A.T.O. countries represented on the course. A national display in the form of posters, photographs, travel folders and pamphlets has been set up in the conference room, and an attractive brochure on the country of the week distributed to each trainee. Wednesday of each national week is set aside as a special day for the nation concerned. At the evening meal favourite national dishes are served with a menu printed in the appropriate language. The guest of honour is the consul from the nearest consulate, who is given the opportunity of seeing the training programme in action and of meeting his countrymen. Films and a stag party round out the evening.

Trainee Reaction

In any training situation the most important factor is the trainee himself. Let us return to Sgt. Michel Humbert for a moment and ask for his impressions after five weeks at R.C.A.F. Station London. He says:

"I am beginning to think Canada is the happiest country in the world. Everybody seems satisfied and well-to-do. Canada is so huge a land; it's a real continent in itself. It shows power and richness. What a difference to Europe! Highways, railways, air lines and sea lines join the different towns, thousands of miles away. Everything is different to our own country — the towns, the roads, the signals, the houses, the food, the people. People look very nice and polite, but you feel immediately their whole different way of thinking. We smell the liberty, the freedom of the New World, and every day we believe more and more in the unknown treasures of this country. We never dreamt to find such a land, so happy and gay . . ."

Michel's impressions of Canada are echoed by his comrades from the other N.A.T.O. lands. They have their dislikes too, of course, most of them centring round food. They will tell you, with commendable restraint, that the food is good, but the preparation is — well — different! The Dutch object to "the food all mixed together on

one plate," and the Italians deplore the lack of garnish and sauces in Canadian salads. Corn-on-the-cob is universally taboo, on the same grounds that Dr. Johnson rejected oatmeal porridge.

Trainee response to classroom instruction has been characterized by sustained enthusiasm and unswerving attention. Results of weekly progress tests have been uniformly high and pay tribute to the quality of the trainees. Consider, for example, the first course of student pilots.

The Italians have all attended the Italian Aviation Academy, which compares favourably with R.M.C. or Royal Roads. They have also completed 35 hours' air training on Stinsons. The French trainees were selected on the basis of an exhaustive battery of aptitude tests, and many have had either civilian flying or soaring experience. The Dutch and Belgians, in addition to a rigid series of selection tests, have had about twelve hours on Tiger Moths. The Norwegians have had five years of high school and were carefully screened both for knowledge of English and for flying ability as revealed by the visual Link trainer. There is no doubt whatever that these lads are absorbing instruction.

Conclusion

A survey of the results obtained on the N.A.T.O. pre-flight orientation course points to two firm conclusions. First, the course is doing the job for which it was designed. Apprehensive trainees arriving at Station London are going on to flying training with their morale high, and confident in the knowledge that they are well-equipped for the task ahead. First reports are that, thanks to their orientation training, they are doing well in the initial phase of their flying instruction.

Secondly, the orientation course has shown that the N.A.T.O. idea rests on a sound psychological basis. At R.C.A.F. Station London, young men differing widely in language, traditions and outlook, have learned to work together and play together as one team. This spirit of unity augurs well for the future. One dares to hope that on the democratic soil of Canada a seed has been planted from which will develop a better understanding among the free nations of the western world.



WHAT'S THE SCORE

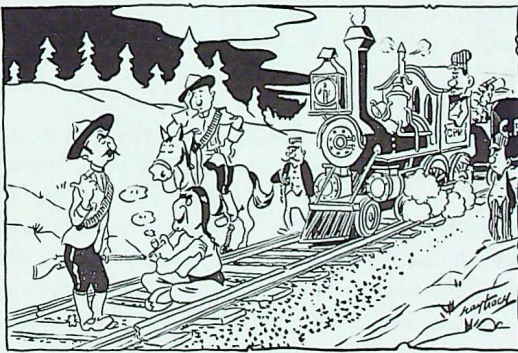
EXPERIENCE LEADS us to anticipate that the more travelled of our American readers will do better than our Canadian at this month's questionnaire. It is a sad and humbling thought — and one that does nothing to remove the inferiority complex occasioned in the members of the Editorial Committee by their monthly attempts to establish what constitutes an average score. In this case it seems to be 10. Correct answers appear on page 48.



1. The Motto of the Force whose crest is represented above means:
 - (a) "We always get our man"
 - (b) "God and my right"
 - (c) "Uphold the right"
 - (d) "Evil be to him who evil thinks"
2. The Force which is known as the "Royal Canadian Mounted Police" was established in:
 - (a) 1867
 - (b) 1873
 - (c) 1492
 - (d) 1897
3. The purpose of its establishment was:
 - (a) To apprehend the Indian Chief "Sitting Bull"
 - (b) To bring law and order to the Indian tribes and to gain their respect and confidence
 - (c) To establish sovereignty in the Western plains
 - (d) To protect the prospectors and maintain law and order during the Yukon gold rush of 1897
4. If a member of the R.C.M.P. wears three stripes and a crown he is a:
 - (a) Staff Sergeant
 - (b) Sergeant
 - (c) Detective Sergeant
 - (d) Colour Sergeant
5. The present Commissioner of the R.C.M.P. is:
 - (a) Maj. General A. Bowen Perry
 - (b) J. Edgar Hoover
 - (c) Stuart Taylor Wood, C.M.G.
 - (d) Hon. Stuart S. Garson, K.C., LL.B.
6. Inspector Henry Larsen, of the R.C.M.P., is the first man in the history of the world to:
 - (a) Fly over the North Pole in a balloon
 - (b) Sail his ship around the North American Continent
 - (c) Sail a ship both ways through the North-West Passage
 - (d) Drive a team of dogs from Hudson Bay to Alaska and return in three months
7. During the Second World War the R.C.M.P. contribution to the armed forces was:
 - (a) A troop of cavalry
 - (b) An air force squadron
 - (c) A naval flotilla
 - (d) A provost company
8. If a member of the R.C.M.P. wears four gold stars on his left sleeve, it means that he:
 - (a) Is a 4-star general
 - (b) Has completed at least 20 years' continuous service
 - (c) Starred in four movies
 - (d) Has completed at least 40 years' service

The Roundel

9. The R.C.M.P. Musical Ride is composed of:
- A hand-picked group of men who do nothing but ride horses all the year round and are ready to appear in shows at a moment's notice
 - A troop of musicians on horseback
 - Any group of constables who must be diverted from regular police duties for 4 or 5 months' special training before appearing at a limited number of exhibitions
 - Musically-trained horses
10. The Force is administered by
- The Prime Minister
 - The Minister of National Defence
 - The Commissioner
 - The Minister of Justice
11. The R.C.M.P.'s approach to juvenile delinquency is to:
- Throw all wayward youngsters in jail
 - Throw all negligent parents into jail
 - Call in Truant Officers
 - Try and interest youngsters in the better things in life through the Force's "Youth and Police" programme
12. In 1883 an Indian chief and his followers camped on the new C.P.R. right-of-way in the West and threatened to halt construction work. The chief, who was forced to move on by two Mounted Policemen, was:
- Sitting Bull
 - Poundmaker
 - Piapot
 - Big Bear
13. If your work in an R.C.M.P. Crime Detection Laboratory involved examining bullets and firearms, you would be known as:
- A toxicologist
 - A marksman
 - A forensic expert
 - A ballistics expert
14. The official publication of the R.C.M.P. is:
- "The Stetson"
 - "Scarlet and Gold"
 - "The Shoulder Strap"
 - "The R.C.M.P. Quarterly"
15. From December 1931 to February 1932 the R.C.M.P. engaged in a man-hunt in Canada's North that attracted world-wide attention. The killer was known as:
- John Dillinger
 - Soapy Smith
 - The Mad Trapper
 - "Red" Ryan
16. The R.C.M.P. "red serge" was adopted as the official uniform because:
- Its bright colour attracted recruits
 - It would promote tourist trade between Canada and the U.S.A.
 - It was patterned after the uniforms of British soldiers who served in Canada in the early 19th century and whom the Indians regarded as friends
 - The knowledge that he made a conspicuous target kept him on the alert
17. If an R.C.M.P. recruit in training is told to "get measured for a saddle," it means that:
- He is classed as an expert horseman
 - He is too hard to fit from regular issue
 - He is having his leg pulled
 - He is to appear in Orderly Room
18. Commissioned Officers of the Force are appointed by:
- The Commissioner
 - Royal Warrant
 - The Prime Minister
 - The Minister of Justice
19. The minimum physical requirements of prospective R.C.M.P. recruits are:
- height: 6 ft., weight: 200 lbs.
 - height: 5'10", weight: 175 lbs.
 - height: 5'8", weight: 135 lbs.
 - height: 5'10", weight: 150 lbs.
20. The strength of the Force is approximately:
- 500
 - 1,000
 - 5,000
 - 10,000



(The foregoing questionnaire was prepared with the approval of the Commissioner, R.C.M.P.)

The Air War in Burma

(Here is a brief — a very brief — account of what was perhaps the most amazing campaign of the Second World War. By one of the curious quirks of recent history, it is also the campaign of which the general public knows least, despite the epic quality of it. Our article consists of excerpts from a review in "The Aeroplane" of "Wings of the Phoenix," the official story of the air war in Burma, by Leslie Kark. The book is obtainable from His Majesty's Stationery Office, London, England, and its price is 5 shillings, or 77c.—EDITOR)

(Reprinted by courtesy of "The Aeroplane")

IT BEGAN WITH the Japanese attack on Rangoon in December, 1941, at the time when Rangoon was the only port in Asia through which the Allies could supply the fighting Chinese. The Japanese saw in it a base for the invasion of India.

The situation of the British forces in Burma soon became precarious. Of the 25,000 combatant troops, many were local recruits and only partly trained. The R.A.F. had some 16 Buffalo fighters and the American Volunteer Group had 16 pilots and some P-40s. There was one radar unit and a warning system operated by the Burma Observer Corps.

Japanese air attacks were heavy and constant; in a period of six days it was estimated that they used 218 bombers and fighters in an attempt to overwhelm the small Allied air force, but, in so doing, they lost at least 50 aircraft. General Alexander's Army was in the meantime withdrawing towards Mandalay.

As in other theatres of war, there was, in the early days of the Burma campaign, a shortage of aircraft, of spares, and even of tool-kits and parachutes. At one airfield two Blenheim squadrons had only one tool-kit between them and no spare parts. Food packets and even radio sets had to be dropped, where needed, without parachutes.

The description of Burma as the worst flying country in the World was no exaggeration. Appalling heat gave way to monsoons with torrential rain, perpetual cloud, turbulence and gales. And on the ground there were ruined roads, damaged runways and living conditions of intolerable heat and damp. There was a heavy

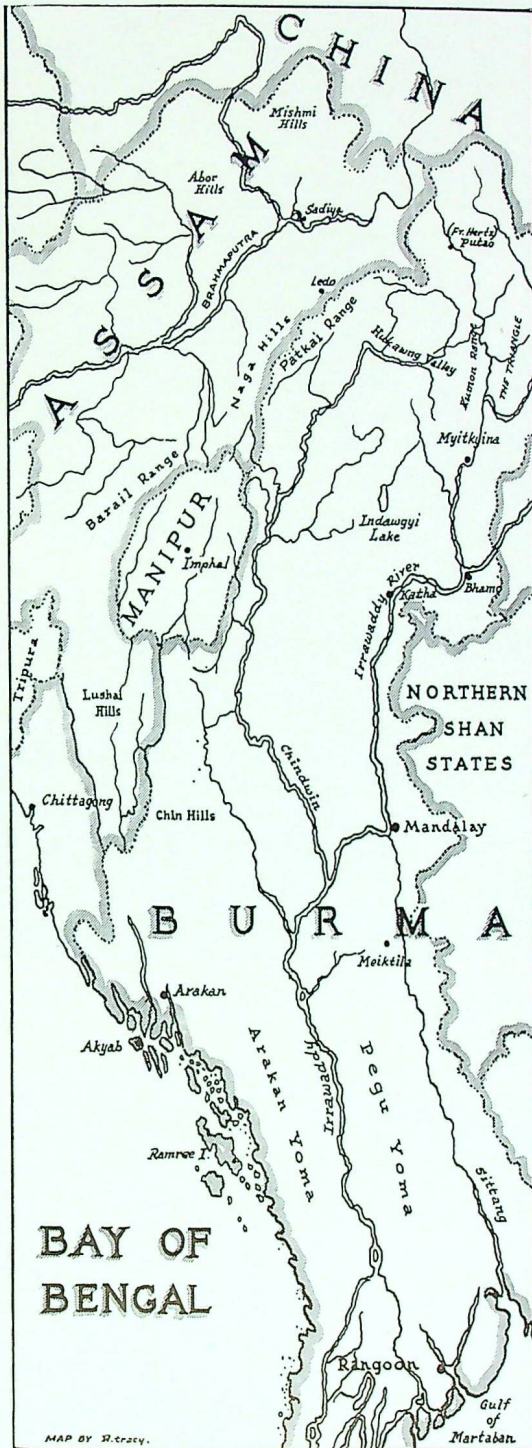
incidence of sickness among the airmen, but even after months of it, their spirits remained high.

The supply of China was for some time the main object of the campaign, and while British sappers were building a road across the Nagonggong gorges, an American, Lieutenant-Colonel William H. "Old" Doolittle, flew over the Patloi Mountains into Southern China, and thus began the historic air route across the "Hump." The route, probably the most difficult in the world, is described as over zones of burning wasteland and spines of ice and snow, and above it cumulo-nimbus clouds massed together beyond what was then the ceiling of the Dakota.

That summer a double shuttle service was maintained between India and China, carrying supplies and bringing out Chinese troops to be trained in India. In August the R.A.F. joined with a service of Dakotas across the "Hump," until one aircraft took off for China every thirty minutes of the day.

General Wavell planned his first offensive in the Autumn of 1942, after the monsoon. With limited forces, he decided to attempt the capture of airfields at Akyab Island and at the same time to launch the first Chindit operation. Air support was still weak, but there were a few Blenheim, Hudsons, Hurricanes and Mohawks. The island was strongly defended, and by the end of the year the advance was halted.

There were no transport squadrons available for this operation, but with what aircraft they had the R.A.F. kept up a vigorous bomber and fighter offensive, delivered food to isolated columns and brought out the casualties. The pilots flew sev-



hours a day and lived in disused native huts. On occasions they were fighting by day and doing long-range escorts at night, the extra tanks being put on and off the aircraft according to the next immediate job.

In the meantime, General Wingate's force had set out in seven columns to try to pierce the enemy lines. Wingate had implicit faith in air power to keep him supplied. He took R.A.F. liaison officers with him, and radio sets. On the march to the frontier, fighter and bomber aircraft carried out close support and transport aircraft dropped supplies to two Gurkha columns which had crossed the Chindwin to divert attention from Wingate's main forces.

Supply

The monsoon of 1943 did not stop the supply to columns on all fronts from the air. The R.A.F. delivered the goods in the Chin Hills, the Fort Hertz area, and in Arakan. Bomber attacks were diverted to the enemy lines of communication, to Rangoon and to the railways. Some aircraft reinforcements had now arrived, including Beau-fighters and Vengeance dive bombers.

But the decision to operate in the monsoon imposed a heavy toll. The R.A.F. lost 27 aircraft, and of a further 111 which came down in the sea, only 69 were rescued, and these by the long-range reconnaissance squadrons. However, it served to hold the enemy air force back in Siam during critical weeks, and the great build-up along a front of 800 miles began.

In March, 1942, there were only four airfields with all-weather runways, but by the end of the 1943 monsoon there were 285 completed and more being built. The aircraft strength in the Command rose during 1943 from 1,443 to 3,699 British and 265 American. The Indian Air Force did watch and ward on the North-west Frontier.

With the build-up of operational air strength came more repair and maintenance units, warning systems and wireless observer posts. Some Spitfires arrived. There had been two years of retreat and depression, but now the whole campaign was changed and a new enthusiasm born.



The Burma Road, between Muse and Kutkai

When the new South-East Asia Command under Lord Louis Mountbatten came into action, Air Command South-East Asia was formed and its Commander-in-Chief, Air Chief Marshal Sir Richard Peirse, directed all R.A.F. and U.S.A.A.F. units in the Command.

The plan known as "Operation Thursday," which was to put 12,000 men behind the Japanese armies in North-East Burma, is vividly described in this book. Ten thousand of the men were to be carried by air and the rest to cut their way through the jungle. Spitfires kept the enemy

reconnaissance aircraft out of the way and our long-range fighters neutralized the enemy airfields.

Gliders were to be towed over the mountains and cast off in the dark on to two jungle clearings. At the last moment one of these clearings was found to have been obstructed by the enemy, and the possibility of an ambush at the other was assumed. The decision was made to use the second.

The first gliders to take off heavily loaded broke from their tugs and came down in the jungle. The crews of a few of them survived and, forming

themselves into independent units, went on with the fight.

Of the gliders, many were wrecked on landing. The survivors cleared away the wreckage, and in spite of the loss of bulldozers and other tools got the strip ready to receive aircraft. Forty-eight hours from the first glider landing, Dakotas were coming in to land and taking off again on a single strip at the rate of one every three minutes, 150 miles behind the Japanese lines.

Eighteen days later more than 9,000 men had been transported by air into the focal centre of four Japanese divisions. Also 1,360 pack animals and equipment had been delivered in 78 glider sorties and 660 Dakota sorties. The 121 casualties were among the glider men. The next day Wingate himself was killed flying through a storm.

The evacuation of casualties by light aeroplanes was one of the astonishing features of this campaign. By the middle of 1944 the light aircraft and the Dakotas had carried 23,000 sick and wounded back to safety.

Tiger Moths, Fox Moths and American Sentinels were used — the two Fox Moths had flown to India in 1932; they carried more than 800 out of battle. The aircraft had aged single engines and no one could ever bale out. Their pilots flew with practically no rest and often without meals; they



Burmese native

loaded up under fire and kept going back for more till after dark.

A helicopter was joined to the ambulance fleet, and then two Sunderland flying-boats, moored on the Bramaputra, flew 10,000 ft. over the Ledo Pass to alight on the Indawgyi Lake.

Imphal

The part of the Burma War that is best known to the general public is that in which the Fourteenth Army was cut off at Imphal. But the part played by the R.A.F. in their survival and ultimate relief is less well known.

In this green valley were No. 4 Corps and about six fighter squadrons of No. 221 Group. The enemy plan was to destroy 4 Corps, cut the Bengal-Assam railway, seize the "Hump" airfields and march to Delhi. He had 100,000 first-line soldiers and an increased air strength. When the Fourteenth Army and the 17th Indian Division had withdrawn to Imphal there were 150,000 men in the valley without any ground line of communication between them and the outside World.

The Supreme Commander diverted some American Commando transports from the "Hump"

The Chindwin River





"Chief Chindit." Brigadier Wingate (at right).

route to the more immediate task. He also ordered the 5th Indian Division to be flown from Arakan to Imphal.

The story of the move of this Division would make a book in itself. It was completely untrained in airborne operations but began to emplane with mules, jeeps and artillery within three days of getting orders to move.

What the Japanese described as "a scared and dwindling air force" round Imphal performed amazing feats. In two weeks in April they transported 15,500 soldiers and evacuated 2,000 casualties. In May they flew 30,000 administrative troops out of Imphal to where their work could be equally well done.

But none of this could have been done without 221 Group, whose fighters, under Air Commodore S. F. Vincent, C.B., D.F.C., A.F.C., fought the enemy in the air all day and on the ground round

their aircraft at night. There were 6,000 airmen at Imphal, and they worked without relief from strain under terrible conditions of heat, discomfort, damp, poor diet, insects and monotony. But the Japanese Army was kept without air support and 150 Japanese aircraft were destroyed.

In the 80 days' siege only two Dakotas and one Wellington were lost, but the bad weather conditions took a heavy toll of the Group's fighters. On one occasion 16 Spitfires flew into monsoon cloud and only eight survived.

The air supply of the 80 days' siege was impressive. At the peak, supplies were taken in at the rate of 500 tons a day. A total of 120,000 troops were wholly supplied by air at a standard higher than that required for defensive action. A division was flown in and 30,000 administrative troops flown out; 10,000 sick and wounded were taken out.

Another example of the ubiquity of Air Power in Burma was the reinforcement of Myitkyina which, before the capture of its airfield by the Rangers, had been the chief Japanese supply base and communication junction. In the first 36 hours R.A.F. and American transports landed a complete Chinese regiment, as well as 12 Bofors guns and their crews. The Japanese hung on to the town for 11 weeks, but on the airfield the Allied aircraft were taking off and landing at a rate of one a minute.

British, American and Chinese forces began to converge in preparation for the strike to the South. And unending supplies rained down on them from the skies.

Air Supremacy

Air supremacy was won in Burma when the Spitfires arrived there at the end of 1943, and was maintained in the end by Spitfires in the immediate war zone and by the long-range fighters.

Air Vice-Marshal Coryton, when he was commanding Tactical Air Force in the second half of 1944, said: "If we were to exchange air forces with the Japanese for just one day in each week, no Allied soldier would be in Burma to-day."

The work of the Strategic Air Force was no less valuable. Assisted by a flow of information from

the photographic reconnaissance squadrons, the bombers smashed bases, supply lines, sea targets, airfields, troop concentrations and other military targets of all kinds. Distances were immense and few targets in Burma were suited to saturation raids. There was practically no flak to contend with, but there was always the hazard of storms, low cloud and the impossibility of forced landings. One Beaufighter squadron lost 75 aircrew killed or missing in 18 months.

Throughout the monsoon of 1944, the third monsoon of the Burma War, the Allied air forces began the destruction of the retreating Japanese. Fighters and fighter bombers blew up bridges and railways, blocking the escape routes; supply aircraft dropped food and ammunition to the advancing armies.

One squadron recorded that it sometimes took six or seven days of battling through torrential rain, strong wind and ten-tenths cloud down to 200 ft. to achieve one mission. In such conditions a 75-mm. pack howitzer weighing 2,000 lb., asked for by the Army one afternoon, was dropped to them with ten parachutes a few hours later.

The Wellingtons were discarded in September, 1944, and nine squadrons of Hurricanes were flown back to India for the pilots to convert to Thunderbolts. The pilots of four squadrons of Vengeances were trained on Mosquitos.

At Sea

There is an interesting account of the little-known work of No. 222 Group in the Indian Ocean. Squadrons of Sunderlands, Liberators and Catalinas guarded the sea communications, kept down U-boats and rescued merchant ship survivors over the largest area of operations of the War. Beaufighters of the Group were also engaged against enemy boat traffic, with frequent success in spite of the great distances.

On one occasion they found a convoy of Japanese merchant ships. They had no bombs but went in with rockets and for 33 hours kept up a fight over hundreds of square miles of sea. They hit fourteen merchant ships, two sloops and a gunboat, most of which were left blazing.

During the Fourteenth Army's drive to Mandalay a Japanese thrust threatened Kunming and

at the same time involved the "Hump" air route and the Ledo Road. American air transports had to be diverted to lift 25,000 Chinese soldiers with their guns, jeeps and pack animals, from North East Burma to the flash-point in China. Admiral Mountbatten was forced to ask for more aircraft from England and two Dakota squadrons arrived in March.

Plans for the capture of Akyab Island included a heavy bombardment by aircraft, cruisers, destroyers and artillery, but the Japanese left the island before a shot was fired, although attacks were made on it subsequently. Akyab was the scene of the first use in S.E.A.C. of the R.A.F. Servicing Commandos, battle-trained mechanics who had the job of servicing aircraft in front-line conditions before the ground crews could arrive. Ramree Island was captured next, after it had been heavily defended, and this provided excellent sites for airfields.

The greatest air supply task of the War, the supply of the Fourteenth Army on an overland drive to Rangoon, was decided at the Calcutta Conference in February. It involved a heavy risk because unless Rangoon could be entered before the break of the monsoon at the end of June, the squadrons would have to continue their work of feeding 300,000 men through five months of rain.

Dakotas and the fighter bombers operated from the new bases in Arakan and the enemy was further confused by dummy parachutists and the use of gadgets known as "canned battle," which produced the sounds of rifle fire and hand grenades at unexpected points and diverted the enemy.

Within a few days from the beginning of the advance, Meiktila airfield, which had been the main Japanese air base for their attacks on Imphal, was in the hands of 4 Corps and the Dakotas were landing troops on it. The enemy did not leave the airstrips ready for use. Deep trenches and booby traps were among the hazards, but the Army cleared and levelled the strips. In one month the squadrons of 221 Group moved forward 28 times.

Over the advancing armies the R.A.F. searched out and destroyed enemy tanks and heavy artillery. In February more than 2,000,000 lb. of



In the Arakan Hills

bombs were aimed at the enemy by 221 Group, and during the same month Combat Cargo Task Force delivered over 60,000 tons of food and ordnance. Among a variety of loads accepted by the air lift were eighteen complete locomotives which had been taken apart and flown in twenty-seven aircraft direct from the United States.

Fort Dufferin

When General Slim asked for air help to reduce Fort Dufferin, the walls of which, with their backing, were 45 ft. thick, Hurricanes, Thunderbolts and Mitchells were used. The first bombs hit the upward-sloping earth ramparts and skipped over the walls, so Group Capt. Chacksfield, who was directing the operation from an aircraft, switched the attack round and bombed from the outside in. Twenty-six gaps were made in the great walls, and on March 20th the flag of the Fourteenth Army was raised over the fort. The defenders escaped through a sewer.

The collection and transport of casualties under the enemy guns went on throughout the campaign and 140,000 sick and wounded were taken by

aircraft from all Burma to base areas for treatment. The story of this work contains many incidents of great gallantry and endurance by medical orderlies.

Heavy fighting before Meiktila upset the programme for the advance on Rangoon and plans for the city's capture by parachutists were approved on April 16th. In the meantime Strategic Air Force concentrated on the communications and the stockpiles within the city area. They effected enormous damage, and the Japanese abandoned the port and the campaign was at an end.

Actually, as an appropriate end to a campaign in which the Royal Air Force had played so valiant and important a part, Rangoon was occupied by a solitary Wing Commander. Making a reconnaissance flight, he saw a large white marking, landed and met the senior prisoner of war, a Wing Commander of the Royal Australian Air Force.

"Wings of the Phoenix" is a heroic story told with enthusiasm and without exaggeration; a tale of endurance and achievement well laced with the carefree spirit of the Royal Air Force.

NOVEMBER TRANSFERS

(As received from D.P.C. on September 28th)

OFFICERS

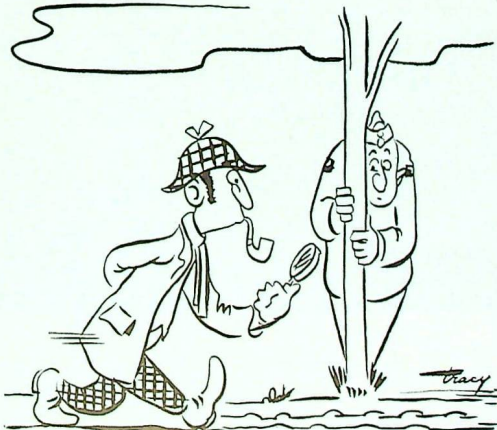
- S/L J. C. Anstead (Sup.)—Joint Air Trng. Sch. to A.M.C. Headquarters, Ottawa.
- S/L R. G. Campbell, D.F.C. (G.L.)—No. 408 (Photo.) Sqn., Rockcliffe, to A.F.H.Q.
- G/C I. Cornblat (Sup.)—No. 11 Supply Depot, Calgary, to A.F.H.Q.
- G/C J. H. Ferguson, O.B.E. (Sup.)—No. 1 Supply Depot, Weston, to No. 11 Supply Depot.
- W/C D. J. G. Jackson (G.L.)—No. 413 (Survey Transport) Sqn., Rockcliffe, to No. 408 Sqn.
- S/L J. S. Jordan (Tech. Ac.)—No. 6 Repair Depot, Trenton, to R.C.A.F. Stn. St. Hubert
- S/L E. G. Mahoney (Sup.)—A.M.C. Headquarters to Can. Joint Staff, London.
- W/C A. Mielke (Sup.)—No. 5 Supply Depot, Moncton, to No. 1 Supply Depot Weston.
- G/C V. S. J. Millard, O.B.E. (Sup.)—A.F.H.Q. to Canadian Commercial Corporation, Ottawa (on secondment)
- S/L W. H. Quinn (Tech. Ac.)—R.C.A.F. Stn. St. Hubert to No. 6 Repair Depot.
- S/L H. C. Stewart, A.F.C. (G.L.)—A.F.H.Q. to Can. Joint Staff, Washington.
- S/L A. B. C. Weatherwax (G.L.)—No. 413 Sqn. to No. 408 Sqn.

WARRANT OFFICERS

- W.O. 2 F. E. Cooper (P.R.T.I.)—No. 9406 R.C.A.F. Unit, Saskatoon, to R.C.A.F. Station Trenton.

KEY TO TRADE DESIGNATIONS

G.L.	:	General List
Sup.	:	Supply
P.R.T.I.	:	Physical Recreation Training Instructor
Tech. Ac.	:	Technical Aeronautical



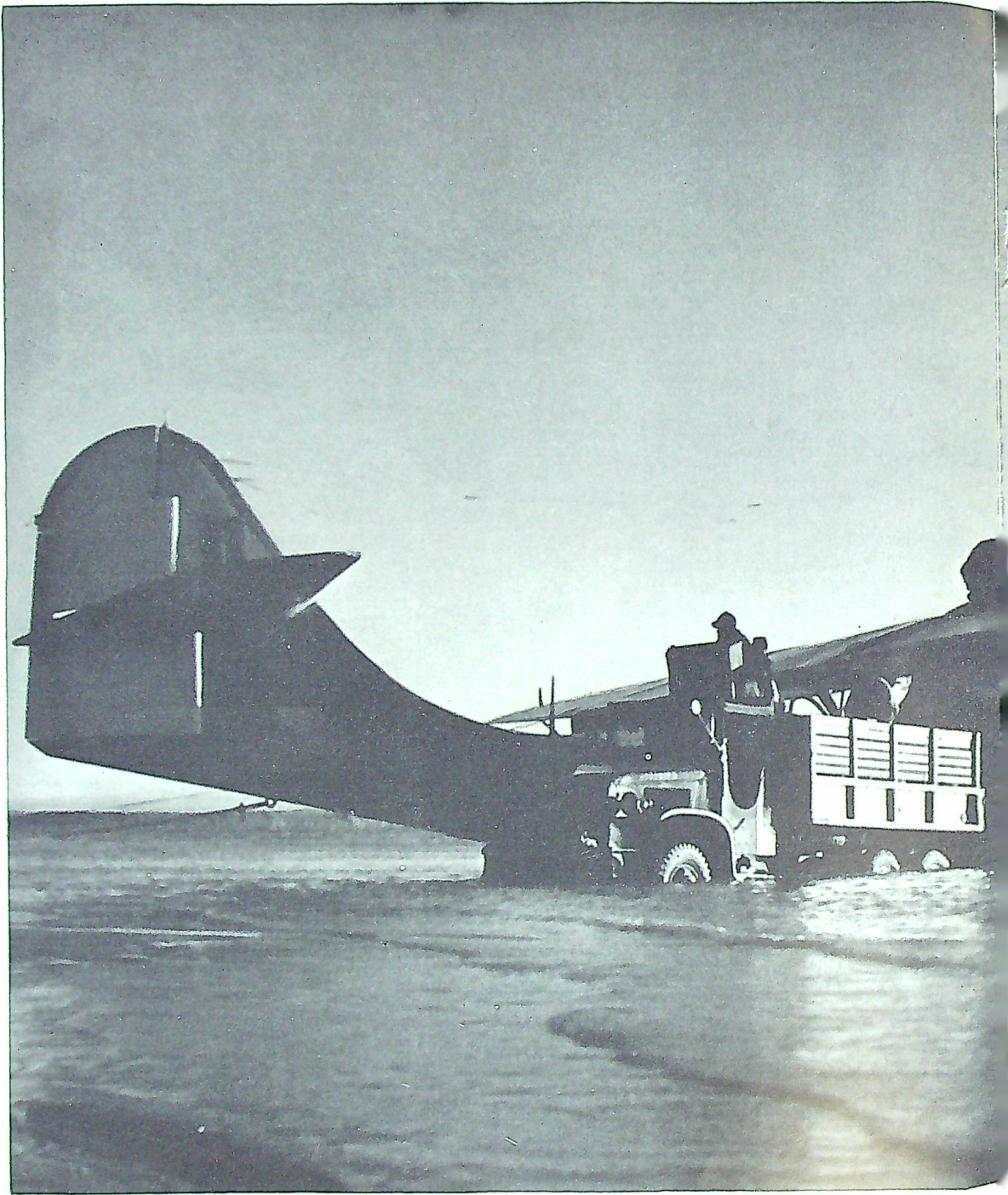
TRACERS

Mr. Forrest G. Mann, 1 McDonald Block, Prince Albert, Sask., would like to hear of or from his former navigator, Flying Officer M. L. Husband, D.F.C.

Will Flt. Lt. R. M. Porter, who was in charge of the Gunnery Section of 1664 Conversion Unit at Dishforth, Yorks., during the winter of 1944 — or any of his relatives — please get in touch with Mr. Gerard Doyon, 5444 Cote des Neiges, Montreal 26, P.Q., as soon as possible.

Mr. J. E. Cormier, 155 Market Place, West Saint John, N.B., would like to hear from or of Allan Richards. His last contact with Mr. Richards was when the latter was serving in the Parachute Section at No. 2 A.N.S. Summerside.

Ex-Flt. Sgt. D. J. Kelleher, whose mother's condition is now critical, is asked to contact immediately the General Secretary, National Headquarters, R.A.F.A., 83 Portland Place, London, W.1, England (Tel. Langham 8181). Will anyone knowing anything of his whereabouts please communicate their information direct to the above address?



Midnight refuel

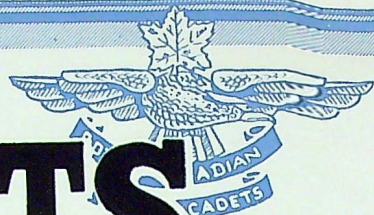
June 1949



124 - Killigazott

Photograph by Wing Commander J. D. Syme, M.B.E.

The ROYAL CANADIAN AIR CADETS



By Arthur Macdonald

EXPANSION

THE GROWING IMPORTANCE of Royal Canadian Air Cadets in Canada's national defence picture was emphasized recently when the Hon. Brooke Claxton, Minister of National Defence, announced an increase of 50% in the authorized Cadet establishment. The boost, which is in line with the overall expansion policy of the R.C.A.F., raises the ceiling from 15,000 to 22,500 air cadets across Canada.

The possible effect of this step on Canada's future air potential might best be gauged from the Minister's statement that "the Royal Canadian Air Cadets have proved to be one of the best sources of flying personnel for the R.C.A.F."

As you read this, the Air Cadet League is in the midst of a country-wide enrolment and publicity campaign to bring an additional 7,500 cadets into the squadrons. It is an imposing task for everyone connected with the movement. But at the same time it is a real opportunity for every air cadet, every squadron officer and instructor, and every member of a civilian sponsoring committee to do an important job in support of the Air Force.

Because of supply problems and other factors, it is planned that the expansion will be achieved mainly through building up the strength of existing Air Cadet squadrons. A limited number of new squadrons will, however, be formed in communities where all conditions for successful operation can be readily fulfilled.

Although the immediate task before the League is to enrol an additional 7,500 air cadets, it must be clearly understood that this does not imply a

lowering of standards for admittance into the squadrons. The Air Cadet League wants high-calibre young men of smart appearance and good reputation. In return for their services to the squadrons they will receive a sparetime education in aeronautics, and an opportunity to qualify for the host of fine rewards made available through the operations of the Air Cadet League.

The ultimate success of the expansion drive will depend to a large extent upon the efforts of the cadets themselves. For this reason cadets asked to pay particular attention to the following paragraphs.

How You Can Help

One of the slogans being used in the current enrolment campaign is "Every Cadet Enrol Cadet." This means that the League is asking each and every one of you to bring a friend into squadron headquarters to discuss the advantages of signing on with the Air Cadets.

To assist you with this job, the League is conducting a publicity campaign aimed at boys of the appropriate age group. Every squadron has been supplied with posters, pamphlets, radio spot announcements and background material for local newspapers. In addition, the League has produced a pocket-size sales folder which you can carry with you and pass along to your friends. Your commanding officer will be glad to supply copies.

With your co-operation the enrolment drive will go "over the top" in short order. Let's pitch in and do a real job for the Royal Canadian Air Cadets.



Twenty-five British Air Training Corps cadets about to emplane for the U.K. after their exchange visit to Canada. With them are Air Cadet League and R.C.A.F. officials.

FLYING TRAINING

From statistics compiled by the Royal Canadian Flying Clubs Association it is apparent that the 1950 Scholarship Flying Training Course was the most successful in history.

No less than 195 Cadets were able to complete the Scholarship Course, which comprises 17½ hours' flying in standard light planes plus 60 hours of ground school tuition. Twenty-six clubs participated in the scheme and, almost without exception, were able to wind up the courses in much less than the prescribed four weeks' time.

Due mainly to the generosity of the flying clubs involved, many of the cadets were offered the

opportunity to carry on to private pilot's license standard at little or no cost to themselves. As a result, 128 scholarship cadets have already earned their private pilots' tickets while another 9 are well advanced toward this goal.

Although the 1950 record was exceptionally good, there is still room for improvement. The maximum scholarship quota is 225. There is no reason why it shouldn't be filled next year. Interested cadets who are physically fit should start boning up on navigation, meteorology and airmanship in preparation for the qualifying examinations to be held next March.



Major-General Lucas V. Beau presents the Beau Trophy to Cadet W.O. 2 J. Morrison of Dawson Creek. W.O. 2 Morrison headed the drill team which won the Beau International Challenge Trophy for Canada for the third consecutive time.

LOVING CUP PRESENTED TO CADETS

A beautiful sterling silver loving-cup has been presented to the Royal Canadian Air Cadets by their opposite numbers in Great Britain. Every cadet in the Air Training Corps subscribed one penny toward the cost of the cup, which is inscribed as follows:

*Presented to the
Cadets of the Air Cadet League of Canada
by the
Cadets of the Air Training Corps
of the United Kingdom
1950*

Present plans call for the loving cup to be played across Canada this fall during the annual meetings of the League's provincial committees. Each committee will be asked to advance suggestions as to how the cup may be awarded at national competition.

In conjunction with the cup, the Air Training Corps also presented an attractive leather-bound book to perpetuate the names of those cadets who have participated in exchange visits between Canada and the United Kingdom. The book also be exhibited in all provinces this fall.

TENTH ANNIVERSARY YEAR

One of the more important events on the Cadet horizon is the tenth anniversary of the League, which will be observed during Air Cadet Week in the spring. League Headquarters are presently drawing up special plans for this observance in which all squadrons will be asked to cooperate. We can all be proud of the fact that in ten short years the Royal Canadian Air Cadets have become one of the outstanding youth movements of its kind.



ROYAL CANADIAN AIR FORCE

Association



NATIONAL CONVENTION: U.S. AIR FORCE ASSOCIATION

ONLY A FEW MONTHS have elapsed since our own Association held its first and eminently successful National Convention. A similar convention was held in Boston by the United States Air Force Association on August 25-27th, the highlights of which will undoubtedly be of interest to members of the R.C.A.F. and the R.C.A.F. Association.

While this convention, attended by some 2,500 delegates, was not the first one held by the U.S.A.F., it was generally regarded as their greatest convention to date. Robert S. Johnson, former outstanding fighter pilot, was elected as

President of the Association for the second straight year.

Canadians attending the convention were

Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C.,
Chief of the Air Staff

Air Vice-Marshal A. L. Morfee, C.B., C.B.E.,
R.C.A.F.A. President

Air Vice-Marshal H. L. Campbell, C.B.E., Chairman
of the Canadian Joint Staff, Washington

Group Captain J. C. Scott, D.S.O., Canadian Joint
Staff, Washington

Group Captain L. J. Birchall, O.B.E., D.F.C.,
Commanding officer of R.C.A.F. Station Goose Bay.

Perhaps the outstanding feature of the whole convention was the two-day U.S.A.F.A.-sponsored air show at Boston's International Airport, which was witnessed by more than 50,000 people and in which Canada played a most prominent part. The now famous 410 Squadron aerobatic team, comprised of Flt. Lt. D. Laubman, D.F.C., Flying Officers M. G. Doyle, W. Bliss, L. Spurr, W. Paisley and F. Evans, D.F.C., literally stole the show with its magnificent aerial display. Equally impressive was Sqn. Ldr. Bill Waterton's performance in a Canuck (CF-100), during which he demonstrated the versatility of the first Canadian-built jet fighter. Also a highlight of the air show was the presentation of the sleek and revolutionary XC-1, first aircraft to exceed the speed of sound, to the Smithsonian Institute of Aviation by General Hoyt S. Vandenberg, Chief of Staff, U.S.A.F. In making the presentation, Gen. Vandenberg told of how the XC-1, piloted by Captain Charles Yaeger of the U.S.A.F., had first been launched from the air and later under its own power from the ground for its historic sonic barrier penetration flights. Now on public display at the Smithsonian Institute, the remarkable XC-1 is never to fly again.

Air Marshal W. A. Curtis speaking at U.S.A.F.A. Convention.





Left to right: General Hoyt S. Vandenberg, General Carl Spaatz, Air Marshal W. A. Curtis, Mr. Robert S. Johnson.

Throughout the convention there was manifested a spirit of close co-operation between the U.S.A.F.A. and the U.S.A.F. Representatives of the U.S.A.F. repeatedly emphasized the need for strong U.S.A.F.A. support and expressed their appreciation of the many contributions which the Association had already made in the furtherance of air power. Significant of the active part played by the U.S.A.F.A. in this field are its annual awards to individuals or groups in recognition of services rendered in the interests of aviation and air power generally. Recognized in such manner this year were Lawrence Bell, president of Bell Aircraft Incorporated, Miss Charlotte Knight, well-known American correspondent who has been covering air operations in Korea, and several others.

Climaxing the convention, and in the minds of many delegates topping all awards, was the special award to Group Captain Birchall, formerly of the Canadian Joint Staff, Washington. His award was in the form of a National Honorary Membership—only five individuals have been so honoured thus far. The citation read:

“ . . . for outstanding services performed in furthering the cause of Airpower for National Security and World Peace.

In grateful recognition, and as a token of appreciation, the Officers and Directors of the Air Force Association unani- mously grant this National Honorary

Membership and extend the accolade of fellowship of its members at all times and places.”

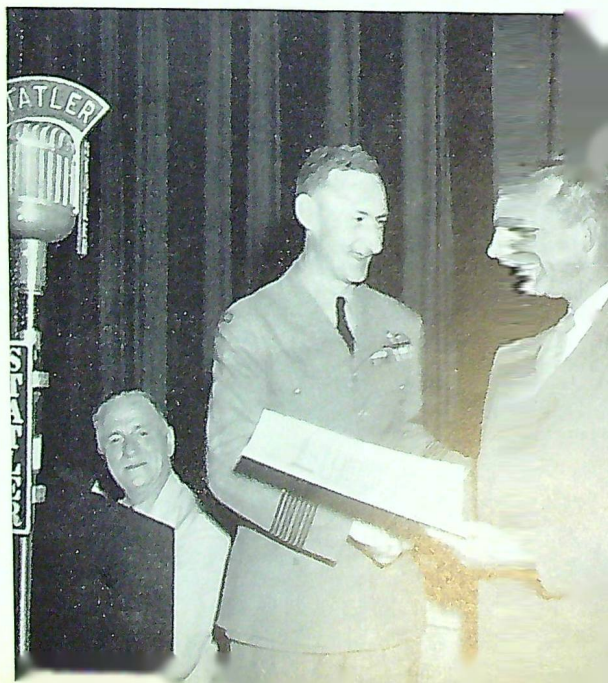
Characteristic of the U.S.A.F.A.'s appreciation of the Canadian participation in the convention and air show was the resolution adopted as a tribute to the R.C.A.F. It read as follows:

“WHEREAS, the airmen from our ally to the North have once again demonstrated their skill, ingenuity, and more important, their friendship with America in their participation in the second annual National Air Fair held in conjunction with this Convention, and,

WHEREAS, the display of neighborliness between nations can well serve as a model platform for world peace amongst all nations,

NOW, THEREFORE, BE IT RESOLVED that the delegates here assembled give a rising vote of thanks and appreciation to the Royal Canadian Air Force, and to its members presently here in Boston, for their cooperation and friendliness and for the grand assistance they gave in the second annual National Air Fair.”

Left to right: General Carl Spaatz, Group Captain L. J. Birchall, Mr. Robert S. Johnson





All-Canadian table at U.S.A.F.A. Convention. Left to right: Flying Officer L. Spurr, Flt. Lt. D. Laubman, Flying Officer W. Bliss, Flying Officer M. G. Doyle, Sqn. Ldr. F. H. Darragh, Sqn. Ldr. W. Waterton, A.F.C., Flying Officer W. Paisely, Flt. Lt. B. Warren, D.F.C., Flying Officer F. Evans, D.F.C. The officers in uniform (with the exception of Sqn. Ldr. Darragh) comprise No. 410 Squadron's aerobatic team.

All in all, the U.S. Air Force Association Convention was an inspiration to all who attended. Air Vice-Marshal Morfee, in addressing the Convention, extended best wishes from the R.C.A.F.A. and congratulated their members on the outstanding contribution they have made in the United States toward public understanding of air power.

It is his hope that we may have the pleasure of welcoming a representation from the U.S. Air

Force Association at our next National Convention in Canada.

THE PRESIDENT ON AIR POWER

En route from his home at Granville Ferry, N.S., to Winnipeg to represent the R.C.A.F. Association at the opening ceremonies of the Canadian Legion Convention, Air Vice-Marshal A. L. Morfee read an editorial in the "Ottawa Journal" of September 8th.

"To the lay mind," the "Journal" said, "and perhaps to the military mind too, one lesson seems to come from Korea. The lesson of the limitations of air power. In Korea, from the outset, UN forces have had air superiority; yet that superiority, apparently complete, has not yet matched North Korean superiority in men . . .

"A fair conclusion would seem to be that air attack in Korea has not been as effective as day-to-day reports of airmen make out . . .

"Similar exaggerations of air power came in World War II . . . many believed that air power alone could knock out Germany. Yet what post-war investigation made clear was that while bombing could destroy cities . . . it could not completely knock out war industries or war potential, and it was the land force of the Allies, from east and west, that brought Hitler's destruction.

"What atomic warfare might do is, of course, another matter; we trust we shall never know. What seems to be revealed in the meantime, in Korea, is that ordinary air superiority, potent though it may be, is not enough; that men with tanks and machine guns and mortars, backed up by heavy artillery, still are decisive factors in war.

"We would like to think this is being noted by our military planners."

The President rallied immediately to the defence of air power, and, while airborne between Ottawa and Winnipeg, wrote the following reply which was published by the "Journal" on Sept. 13th:

"Your editorial labelled 'Limitations of Air Power,' appearing in your paper of Sept. 8th, suggests that false lessons are being deduced from the happenings in Korea. The editorial advances a dangerous conclusion and preaches a doctrine likely to give comfort to the real enemy. Nothing could suit the Communists better than that we listen to false prophets, and prepare in peace to get a favourable decision in war by using the means in which the enemy will always be preponderant. It will take all our skills and resources to match him when by the nature of things he has the initiative as the aggressor, but to go further and consent to meet him on his terms, using his choice of weapons, would be stupid.

"The conclusion you infer is perhaps understandable in the lay mind because the potentialities of Air Power are not yet fully realized even among airmen. It is one of the objects and aims of the Royal Canadian Air Force Association to further knowledge of this subject, so vital to defence. The Association, made up as it is of Air Force veterans, is a group informed on the subject, and feels its opinion warrants attention.

"Air Power undoubtedly has its limitations, but they lie generally in the failure to understand Air Power and its application. Korea is too recent to evaluate the air war, and opinions we are tempted to express could only be aired without a full knowledge of the facts and might be unfair and critical of operations in which we have had no direct part. One or two things are clear, however. The air forces have been used largely for tactical purposes, as an army weapon. From reports it would seem that, in that rôle, they have perhaps been largely responsible for the retention of any bridgehead in Korea. Necessary as a tactical air force may be if a decision is sought on the ground, it is *not* the true application of Air Power. How could Air Power be applied intelligently when, in the initial crisis, the attack of targets north of the 38th parallel was not permitted? How can strategic targets, vital to the supply of the enemy, be put out of action when those targets are not in Korea? Perhaps I might be forgiven for interjecting, without authority and as a layman in foreign affairs, that the lesson that might be learned from Korea is not the 'Limitations of Air Power' but the limitations of a

diplomacy that has allowed the Western Powers to be sucked into an engagement where the aim is undefined and the fighting is forced upon us on the enemy's terms.

"By far the greatest danger of false military lessons from Korea lies in the fact that our real aim is to avoid a major war. The more impressively we are prepared, the less likely the aggressor is to strike. He will not be deterred by large armies, for he will be preponderant in that field, and having the initiative he will not even have to face our armies until and if we get them to the scene of his choosing. Russia does know we can have in being a strategic air force that can reach out and hit him hard the moment one of his troops violates a frontier. The war would in a matter of hours come to his people. That can deter an aggressor; and further, if he persists, Air Power would be the decisive factor in the ultimate decision, should general war ensue.

"In the duel that faces us, whether to maintain peace or to win a major war, we are given the choice of weapons. With the limited manpower of a David we will be well advised to be ready to hurl our airborne missile right where it would hurt the most and not depend on a club under which our puny manpower and limited economy would stagger and be crushed.

"It is not conceded that Air Power cannot be the decisive factor in winning a decision. Other arms will be needed, of course. An army will be required for occupation duties and might have to fight its way in, but the degree of resistance met would depend, firstly, on how well Air Power had been provided and intelligently applied, and secondly, upon how rational were the terms of surrender offered. The insistence on unconditional surrender might demand great exertion on the part of the army, but they would face beaten, if desperate, men."

WING NEWS

No. 301, 304, 305, 306 Wings

On Friday, September 15th, Wings No. 301, 304, 305 and 306 held their Charter night dinner at the Windsor Hotel, Montreal, with the Hon. Brooke Claxton, Minister of National Defence, as their guest speaker.

After presentation of Wing charters to local presidents by Air Chief Marshal L. S. Breadner, Mr. Claxton spoke of the bright courage and the nights of grim endurance that made the Battle of Britain.

"At the time," he said, "Britain and members of the Commonwealth fought alone, and earth's foundations stood."

He recalled with particular pride the part played by members of the R.C.A.F. in the heroic fight.

"To-day," he went on, "the heavens are darkened by the threatening thunderclouds of war. We are increasing and intensifying the strength of the R.C.A.F. in order that it may be ready for the defence of our country and the cause of freedom."

He stated that large shipbuilding and aircraft programmes are in effect, and that total expenditures on defence now amount to over 6% of the national income, 30% of the national budget. Of every defence dollar, 43% is being spent on the Air Force — much more in proportion than is being spent in any other country.

Among the head-table guests were Air Vice-Marshal F. S. McGill, C.B., Air Vice-Marshal A. Raymond, C.B.E., Air Chief Marshal L. S. Breadner, C.B., D.S.C., Air Vice-Marshal C. R. Slemmon, C.B., C.B.E., Major-General R. O. G. Morton, C.B.E., Director of Police Albert Langlois, Air Vice-Marshal A. L. Morfee, C.B., C.B.E., Surgeon Captain H. S. Morton, O.B.E., and Wing Commander R. E. Morrow, D.F.C., chairman of the dinner.

No. 424 (Cornwall) Wing

While undoubtedly many other Wings have taken similar action, we do know that the Cornwall Wing actively took part in Battle of Britain ceremonies and held a parade to the cenotaph

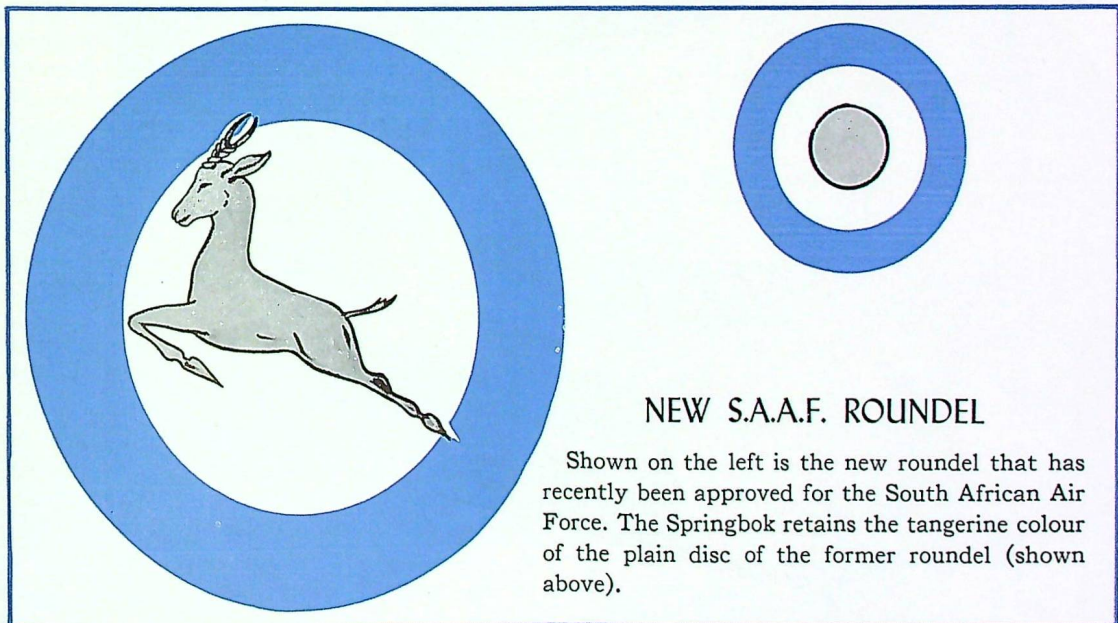
where a wreath was laid by their president, Frank Williams.

We would like to see the ceremony adopted as a fixed routine by all Wings, whether they are in the vicinity of an R.C.A.F. unit or not. Memories are short, and surely it is not too much of a sacrifice for any of us to reserve one Sunday in the year in honour of those few who held the line when our personal freedom was on the borderline of annihilation.

THE R.A.F. ASSOCIATION

The R.A.F.A. Annual for 1951 will shortly be available. Members of our own Association will find in its 128 profusely illustrated pages much to arouse their interest and revive old memories. Its price is 2s. 9d. (43c.), and it may be obtained by writing to:

The Editor,
"Air Mail,"
83 Portland Place,
London, W.1,
England.



NEW S.A.A.F. ROUNDEL

Shown on the left is the new roundel that has recently been approved for the South African Air Force. The Springbok retains the tangerine colour of the plain disc of the former roundel (shown above).

Link Groundling Jet



by Lt. Col. Malcolm E. Norton
Director, Training Analysis and Development, Air Training Command, U.S.A.F.

(Reprinted by courtesy of "Pegasus")

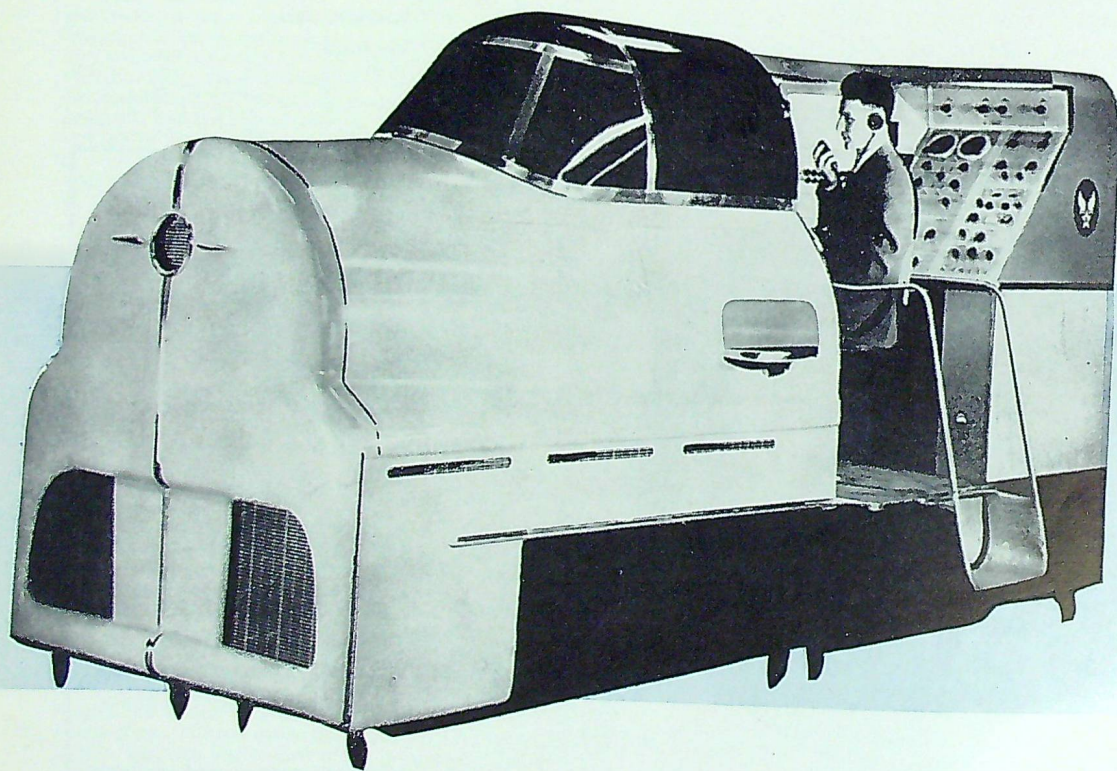
THE PILOT taxiing his F-80 along the taxi-strip is a student of the Air Training Command's Instrument School located at Tyndall Air Force Base, Florida. He has begun to perspire slightly, for the day is warm with scattered cumulus clouds dotting the blue sky. He notices a darkened area to the southwest while making his check and assumes that a cumulo-nimbus cloud is lurking in that area. The jet-jockey is reassured, however, by his safety-man who will follow on his wing-tip while in flight.

His instructions, prior to take-off, were to climb to 30,000 feet and practice hooded turns and

range-procedures. Calling the tower, he is cleared and begins his roll.

The airspeed is slow to build up and flickers by, 80 m.p.h., 100 and more. He pulls the trim craft off the ground and immediately retracts the wheels. Within minutes he is at 20,000 feet and pulls on the large blue eye-shield that causes his canopy to appear black, with only the instruments visible.

Without warning his fuel pressure drops. Following accepted procedure, the student-pilot glides to 20,000 feet for an attempted air-start and, this failing, uses his emergency fuel pump for a successful air-start.



During this emergency he has unknowingly entered the dark overcast, being too busy to heed his wing-man's urgent calls. A sudden flash of lightning blinds him and the jet falls off in a steep wing-over, with the airspeed building up rapidly. 500, 550, with the Mach indicator flickering swiftly towards the dreaded .8 mark. With compressibility beating the wings and dampening the controls the F-80 pounds against the sonic barrier.

Wiping his brow the pilot throws the hood back, thankful that he was in the new Link Jet Trainer.

The "Linktronic" is an important advancement in the field of synthetic trainers recently accepted by the Air Force, for this compact unit makes available for the first time instruction in the use of VHF, omni-range and off-set course computers now coming into use.

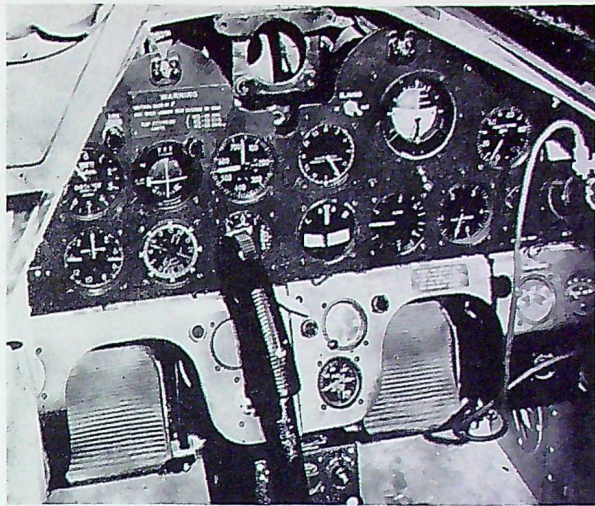
Another "first" in instrument trainers is the possibility of simulating an infinite number of radio stations on one chart within a half-million square mile area.

Within the Air Training Command the first of the new Link Jet Trainers will be taken over by the Human Resources Research Center for further testing and evaluation, to determine every possible aspect and advantage. Extensive tests of the equipment have already been made by the Air Materiel Command.

In the near future Training Command will place the C-11 in operation at its Pilots' Instrument School. Located on the Air University Command's Tyndall Air Force Base, this school instructs veteran pilots from all Air Force Commands in the latest practices and procedures of hooded and weather flying.

After Training Command has conducted its evaluation and determined the applicability of the new trainer, it is contemplated that the C-11's use will be greatly increased. This will apply not only in teaching instrument flying to rated pilots, but in the curriculum for Aviation Cadets undergoing training in various types of aircraft.

This program, if approved, will save thousands of dollars in repairs and number of lives due to costly student mistakes, and all for five cents an hour operating cost. Utilizing the Pilot Failure



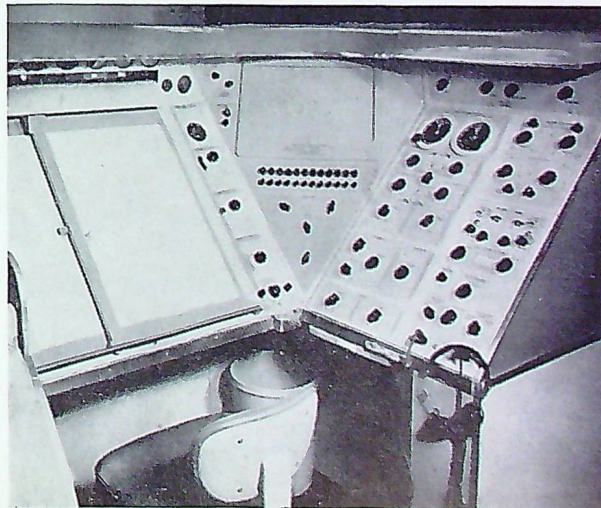
Arranged to conform closely with actual cockpit of modern jet fighter, all instruments, controls, duplicate fighter type.

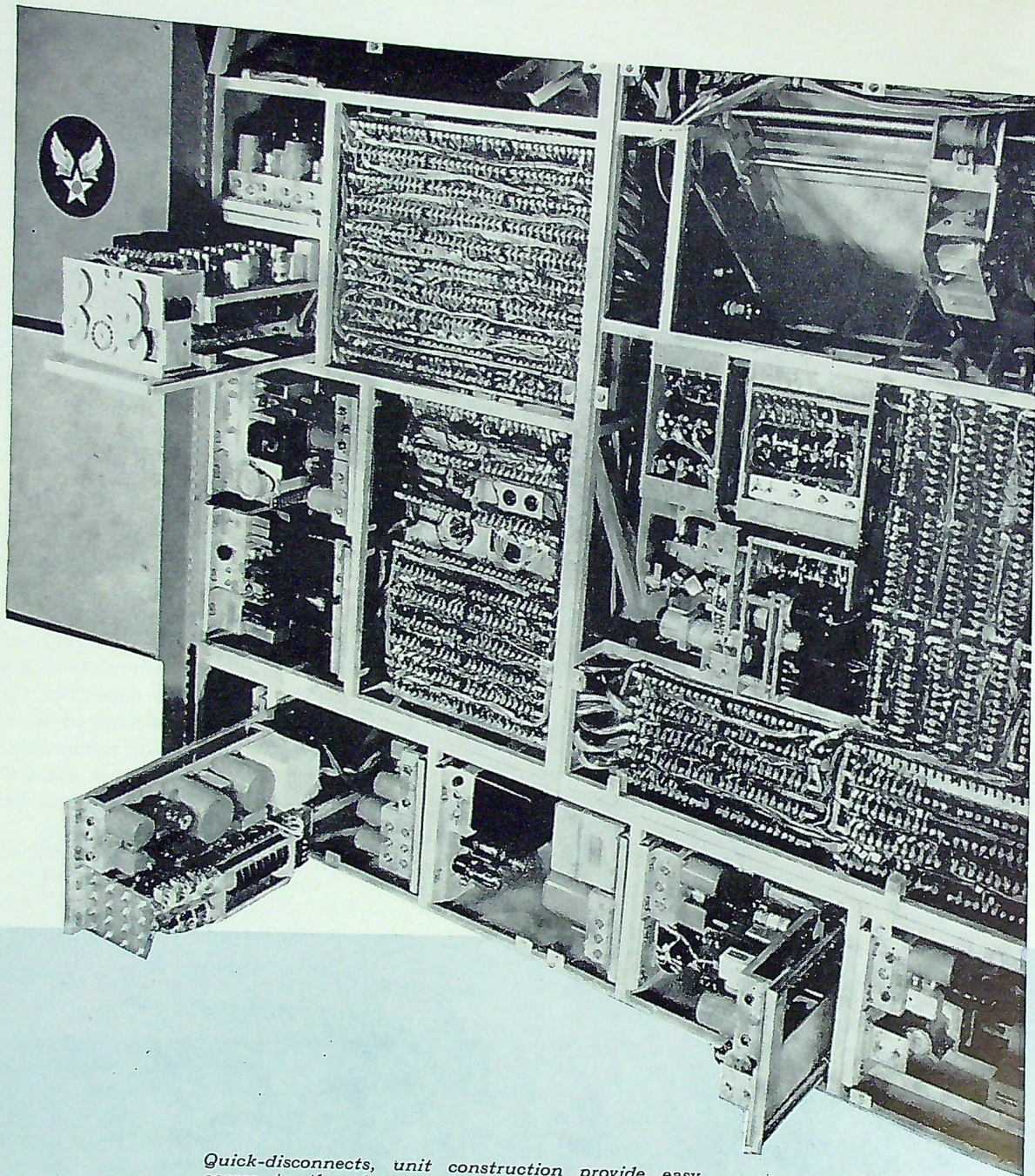
Over-ride control (known as "angelic switch") an instructor is able to wipe off any mistakes made by a student, where such a mistake in an actual aircraft could prove costly.

In the past the Air Force's "jet-jockeys" had no synthetic trainer that could simulate a jet-plane in weather flight and had to depend on the older type Link trainer which simulated slow-flying aircraft. Thus, when a jet pilot encountered actual weather conditions, many times it was with a lack of confidence due to no prior jet-weather experience.

Now, with the advent of the new Link Jet Trainer, this situation is remedied. The "Linktronic" combines the characteristics of an F-80

Instructors become angelic: control panel set-up is such that "forgiveness" switch can eliminate pilot's errors.





Quick-disconnects, unit construction provide easy access to the electronic equipment of inspection, adjustment.

Shooting Star, including a realistic cockpit and all flight simulations.

All of the controls, instruments and indications of a high speed aircraft are included in the new trainer, and they function just as they would in actual flight. Rates of roll, climb and acceleration are faithfully duplicated, and the controls are loaded so that pressures vary with airspeed.

By pushing a button the instructor can make the fuel-pump or hydraulic system fail, can stir up a thunderstorm, can have the fuel tank punctured by a burst of flak, or create any other flying hazard.

Flight conditions in the trainer may be varied from a thin overcast to night instrument conditions through the use of light intensity controls. Wing and pitot icing are also simulated, and they affect both flight performances and instrument indications. The new Trainer also permits the introduction of rough air, its intensity governed by the check pilot.

Because of the extensive amount of air work at high altitudes required in jets and their frequent use in polar regions, wind effects become a major factor in navigation. For this reason, the amount of wind velocity which can be introduced into "Linktronic" problems is more than twice that which was provided in previous Link Trainers.

The instructor's job in supervising student pilots will be more complicated, due to the variety of functions permitted in the new Link Jet Trainer.

For navigation practice, the instructor's console provides two station locators with all necessary controls for setting in type of station, frequency, call letters, maximum range and approach bearing. By resetting Station Number 2, the instructor can simulate an infinite number of radio stations and make possible cross-country flights of more than 1,000 miles.

Once the stations have been set at proper geographic locations, all signal transmissions are automatic and the check pilot has only to simulate such voice communications as he chooses.

By means of duplicate instruments, the instructor can also follow a student's performance on ILS approaches. Possessing this range, azimuth and elevation information, he can then give practice in standardized GCA let-down procedure.

A constant record of the pilot's flight path is maintained by a new type automatic recorder located on the instructor's console. This traces a true ground path on an actual Radio Direction Finding Chart, 22" square. The check pilot can set or reset the pen at any point by means of a manual drive.

For navigation practice, the instructor has at his disposal a variety of knobs that can simulate any jet emergency. He can place a student on instruments and give him a combination of weather hazards that would grey the face of a veteran pilot.

This new Air Force development is essentially a combination of three Trainers — flight, engine and radio navigation — in one. The union stems from the belief that a pilot being trained to fly instruments in a jet must simultaneously be well versed in the total problem of operating his aircraft. The proficient jet pilot must know not only his radio navigation and instrument procedures, but how to operate his engine within limits, how to manage fuel consumption properly and how to deal accurately and swiftly with emergencies.

A student flying at a simulated 15,000 feet can be sweating out turbulence, wing ice and lightning plus strong winds of more than 330 miles per hour. If he becomes panicky the instructor can throw in fuel-pump failure, a hot tail-pipe, and engine fire.

A series of 23 colored lights on the console operated by the instructor inform him of errors made by the pilot in controlling the engine. Red lights indicate an error in technique, amber lights show the result of the error, and blue lights show the operating condition of the airplane. For example, if the student fails to keep the starter button pressed down long enough, a red light will show that the starter is off, a blue light will flash to show that the engine is off and that the aircraft has a hot tail-pipe, and unless the pilot makes a quick correction, an amber light will show that he has a disabled engine.

Depending upon the Human Resources Research Center's findings, one or all of the phases may be put into usage under a program designed to offer the veteran jet pilot and the novice student a complete course of synthetic training.

Arctic Glimpses

By W. O. 2 R. B. Hampton, Air Transport Command H.Q.

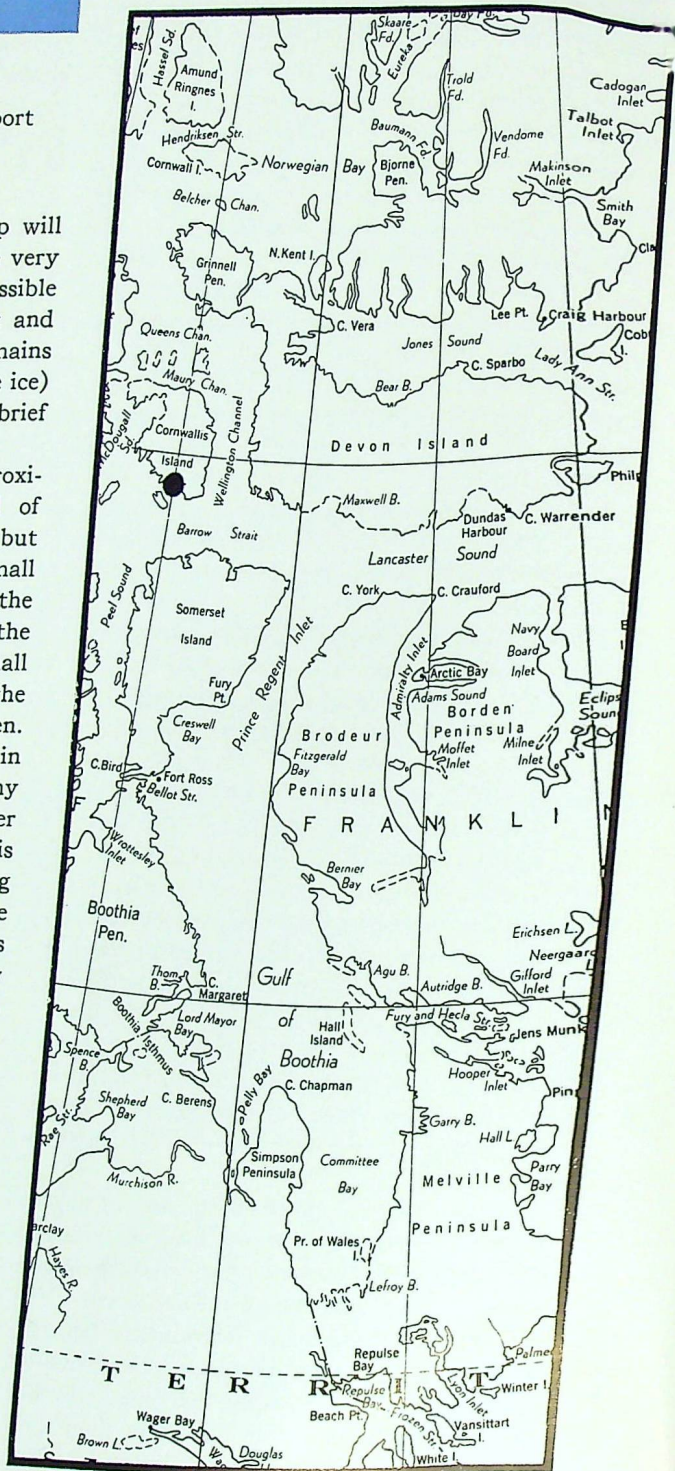
AS A GLANCE at the accompanying map will show, Resolute Bay is situated at the very hub of the Arctic Archipelago. It is accessible by sea for three weeks during late August and early September, and (provided the wind remains in a northerly direction, thus keeping out the ice) affords safe anchorage for ships during this brief period.

Cornwallis Island, with an area of approximately 2800 square miles, is almost devoid of vegetation. The surface is of limestone shale, but there are two patches of grass — and very small patches at that — which have grown around the Eskimo ruins located on the southern tip of the island. Occasional patches of moss and small lichens may be found in the damp areas of the island. They are, however, few and far between.

The temperature ranges between 54°F in summer and -54°F in winter, and during my stay it did not rise above -20°F from November 15th to February 30th. The prevailing wind is north-westerly and blows continuously, reaching speeds of 60 to 70 mph. Strangely enough, the precipitation is so slight that the ground remains practically bare all year, with most of the snow forming drifts around obstructions. These drifts are so hard-packed that they will carry the largest tractors, leaving only the tread marks visible.

From April to September there is continuous daylight, and during June and July the sun never sets. The sun sets on November 7th and does not rise again until February 6th. Except for the light of the moon and stars, December passes in total darkness. The moon does not set for four or five days at full moon, and the effect is weird and eerie.

On 20 March 1950 an official measurement of fresh-water ice showed the depth to be 7'5", but depths of up to 9' have been known. The permafrost lies about 6 to 8 inches below the surface of the ground, and it is interesting to note that whale



and seal meat left by the Eskimos nearly 500 years ago was found in 1949 to be in perfect condition. The presence of this meat in the ruins attracted the dogs, whose careless excavations were a constant source of headaches to Dr. Collins, the archaeologist.

The island is situated inside the boundaries of the arctic game reserve, and shooting is therefore prohibited except for target practice and self-defense. Seals, polar bears and arctic foxes are quite plentiful. One wolf was seen, and during "Operation Re-supply" a herd of about twelve musk-oxen was discovered from the air some fifteen miles north of our camp. Their presence would seem to contradict Stafansson's theory that musk-oxen will not cross sea-ice or eat anything except grass, since sufficient grass to sustain a herd of twelve musk-oxen is not known to exist on the island. A pair of loons nested on one of the small ponds in 1949, and hundreds of ptarmigan make the island a resting-place during migration. Snow-buntings, gulls, and ducks are common.

* * *

Such was the land in which I found myself when I arrived at Resolute Bay on 17 August 1949 at the beginning of an 8-month tour of duty as Detachment Commander. Seven days later the American Task Force which was bringing the supplies for all bases in the Arctic Archipelago, anchored off the beach-head. These supplies included the prefabricated buildings which were to constitute our home.

Actual construction work at Resolute Bay had begun in July, when the site was laid and the loose-stone bases built. Made of clean stone hauled from the sea beach, these bases are approximately three to four feet deep. Known as "floating bases," they are intended to prevent the buildings from being shifted by the action of the perma-frost. The buildings were started on September 1st and were completed on October 30th. The mess and quarters contain an up-to-date kitchen with propane gas ranges and full electrical equipment. Hot and cold running water with tile showers were installed. Rooms and quarters were decorated in various pastel shades, all floors

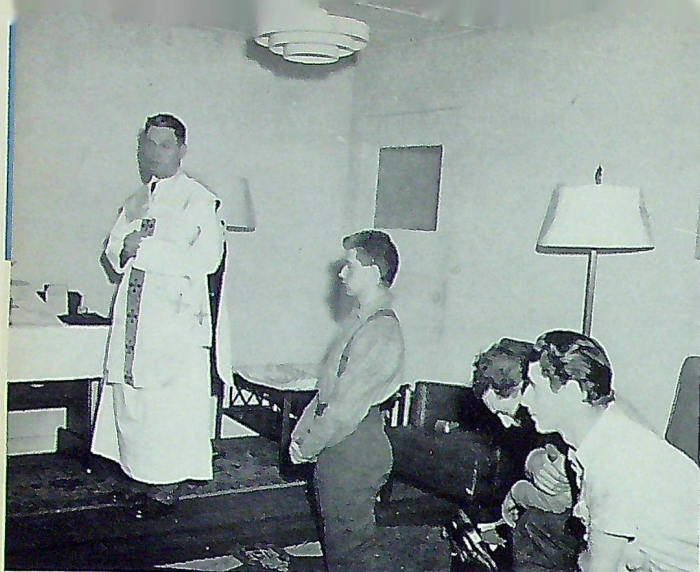


Left to right: LAC Godin, the author, and LAC Woods in the mess.

covered with green battleship linoleum. A bar, dispensary, and store room were built in. Oil furnaces kept the temperatures at 72°F throughout the winter, and two caterpillar engines supplied more electricity than could be used.

When everything was ready and we had moved out of the Jamesway huts — where heating had become a bit of a problem — it became necessary to establish a regular Station routine in order to take care of the many and varied tasks demanded of us — the cleaning of buildings, garbage and sewage disposal, snow removal, runway maintenance, hauling of oil and gas from beach to site, servicing of mobile and power equipment, etc. Regular work hours were laid down, with breakfast from 0815 to 0900 hours, dinner from 1230 to 1300, and supper from 1730 to 1800. Arrangements were also made for systematic overtime work, should it be necessary.

By early November the days were growing very short. We realized that the tons of equipment and rations still outside and buried in the snow could not be moved in without some help. Therefore about 15 men were flown in to help us. We worked day and night in temperatures of between -20°F and -35°F, and in winds of up to 30 mph. Bonfires (of unpacked crates) and vehicle headlights were kept burning to provide us with light. By December 20th our helpers had been flown out and we set about preparing for the Christmas party.



Father O'Connor, U.S.A.F. padre from Goose Bay, holds first mass ever celebrated in Resolute Bay. With him are (left to right) LAC Woods, Cpl. Roy, and Cpl. Roch.

The mess hall was decorated and a Christmas tree, nobly adorned and hung with electric lights, was set up in the lounge. All members of the United States Weather Bureau and the Ionosphere Station were invited to spend Christmas Day with the R.C.A.F. An informal dinner with everything from turkey to plum pudding was served at 1500 hours, followed by a buffet supper in the evening. A well-stocked punch bowl and unlimited beer helped to preserve the Christmas spirit, and the day, though spent far from our homes, was a rousing success. No less successful, too, was New Year's Eve, when the R.C.A.F. was entertained by the U.S. Weather Bureau.

The season of total darkness had now almost arrived, and the ice had thickened to about five feet, so that it was difficult for us to chop through it to get our water. The water storage tank was suitable for melting ice, but this method of procuring water is most inefficient if more than a few personnel are to be catered for over a long period. Clean snow was not available, as the winds kept the ground almost bare. We therefore had to sink an ice-well in a nearby lake. This we did in the following manner.

A length of four-inch pipe, fifteen feet long, was cut into two lengths, one of ten feet and the other of five. The five-foot length of pipe we threaded at both ends and the ten-foot length at one end. A hole was cut in the ice and the ten-foot

pipe lowered through it and suspended in the ice, leaving the top about 10" above the ice level. The five-foot pipe was then joined to the suspended pipe with a coupling and gasoline was poured in until its weight removed the water down the pipe below the bottom of the ice. A cap was then placed on top of the well. To draw water the cap was removed, allowing the gasoline to spill out and the water to rise to its own level in the pipe. Sufficient water was pumped out to eliminate the remaining gasoline. It was found that some water did freeze in the bottom of the pipe as the ice thickened, but this was punched through with a sharp bar or by using boiling water. The water, when carefully drawn to avoid oil or gasoline contamination, was of excellent quality and very hard.

Daily inspections were made of the airstrip and sufficient snow-removal was carried out to permit a safe landing on five hours' notice. If the wind blew from certain directions, it would sometimes do the clearing for us. The arrival of an aircraft was always a special event and occasioned great activity. The strip was cleared and the gasoline cache ploughed out. During the dark season a flare-path was invariably required. We devised a portable flare-path by using half-gallon cans, rolls of toilet paper, and diesel oil. On receiving word that an aircraft was due in, we prepared the flares by placing the rolls of toilet paper in the cans and filling the cans three-quarters full of diesel oil. About one hour before E.T.A., the cans were placed on top of the empty drums marking the runway boundaries. In low temperatures it was found necessary to add a small quantity of gasoline to the flares as an igniter. The flares were then "struck" with a blow torch. They gave an amber light which lasted up to four hours. Pilots have stated that these flares are quite effective in blowing snow and are visible for ninety miles in good visibility.

So busy were we that recreation was not much of a problem. Most evenings were spent in playing cards, darts, table hockey, or in reading or sleeping. Personnel who had worked normal hours experienced difficulty in sleeping at night during the dark season. There was no desire to sleep

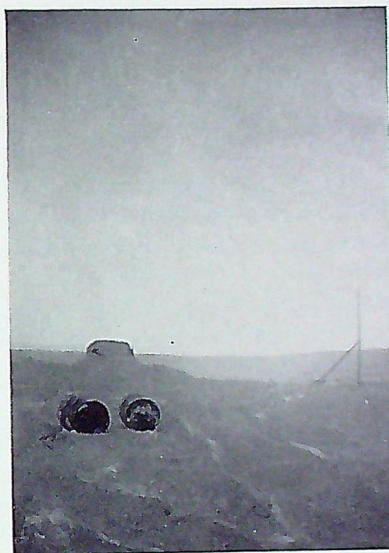


Mr. Johnson, Resolute Bay postmaster, sinks waterhole through 9-ft. ice.

until the early hours of the morning — and, as might be expected, a disinclination to rise for breakfast. This state of affairs is apparently not unusual in northern latitudes during periods of total darkness. Sir Edward Shackleton, during an expedition in northern Ellesmere Island, found it necessary to shift his routine eight hours out of normal schedules by having breakfast at noon, dinner in the evening, and supper at midnight, and by sleeping from 4 a.m. until noon. This arrangement was not satisfactory to the R.C.A.F. base, in view of the fact that messages arrived on an early morning schedule from Edmonton via the Department of Transport, and any one of these signals might require immediate attention.



Digging out rations during period of total darkness.



The day before the reappearance of the sun.

A phenomenon which particularly struck me was the effect of diffused or "grey" light upon the snow and ice. Under these light conditions, it is difficult to distinguish between the vertical and horizontal. In other words, the lack of shadow destroys a man's perception of the third dimension. People tend to stumble over snow-drifts or to trip over uneven ice surfaces. This illusion was the primary cause of an automobile accident at Resolute Bay which resulted in the death of a

civilian. The driver, unable to distinguish between the level of the road and the adjoining snow banks, drove his vehicle up the side of the bank and rolled off the top. I found to my surprise that my dog (a huskie pup) was as prone to stumble as we were. It was not unusual to see him run head first into a snowbank, or fall head first down the other side.

Though it does not seem to be generally realized, the necessity of staring at the snow directly in front of one's feet when walking under conditions of "grey" light can occasion serious snow-blindness unless sun glasses are worn. An N.C.O. of my acquaintance tells me that he once experienced snow-blindness after very limited exposure, and that he was found many hours later wandering about in a dazed condition, hopelessly confused and lost.

We suffered very little from colds or respiratory infections, Mild colds were sometimes experienced after a visit from an aircraft, so it would appear

that they were imported. Nor did we have any particular trouble with the depression which is sometimes brought on by the perpetual darkness of the Arctic. Whenever one of us showed signs of it he was permitted to remain in his quarters until he felt in a better mood, and all members of the party were careful not to "rib" him at such times.

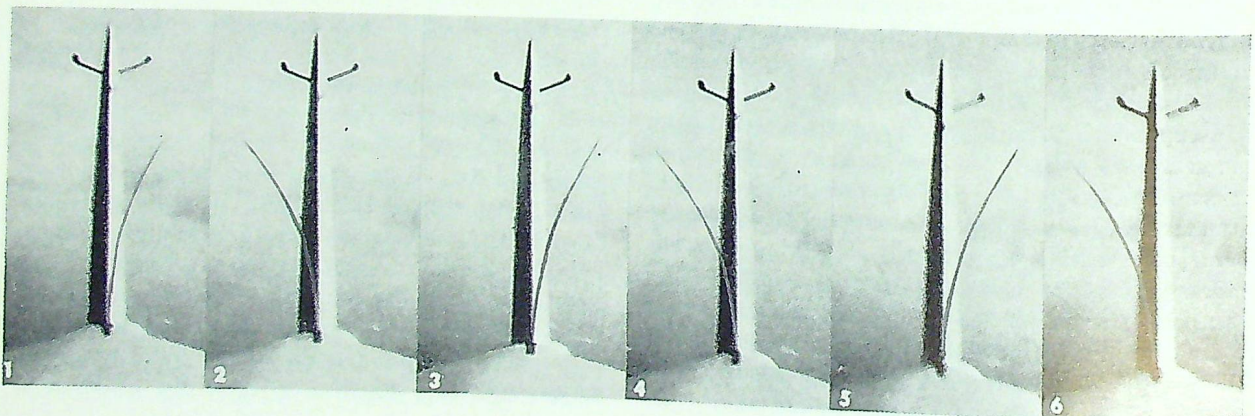
In conclusion, I would like to debunk the generally accepted opinion that living for long periods at such isolated bases as Resolute Bay is a grim experience. This need not be true if an individual honestly tries to preserve a healthy and cheerful attitude. The cultivation of a hobby or the development of an interest in the history and geography of the area helps to pass the time and can make the experience an educational and even a most pleasant one.

And, of course, there is always the assurance that one's tour of duty is only temporary!

Aerial Flutter

THIS INTERESTING SERIES of photographs is reproduced by permission of "Air Clues." It shows the aerodynamic flutter which has been responsible for the breakage of a large number of whip aerials on R.A.F. aircraft. The oscillations

(covering about 30") begin to appear when glazed ice forms on the leading edge of the aerial. If the ice builds up to more than 3/16" in thickness the oscillations dampen and finally stop. Experiments to eliminate such flutter are now in progress.



The Shut-ins' Friend

(Reprinted by courtesy of "THE CROWSNEST")

A LARGE modern bus grinds to a halt outside the ambulance doorways of the Royal Canadian Naval Hospital in Halifax. The driver presses a lever and the rear face of the vehicle swings down to form a ramp from the bus to the hospital entrance.

Orderlies push wheelchair patients and assist others up the ramp. When all are aboard, the ramp folds back into place, and the Walter Callow Bus is off again — taking "shut-ins" away from the monotony of hospital confinement for an excursion to a baseball game, country fair, hockey match or drive in the country.

This unique bus was designed by a man who has been bedridden for 19 years and blind for nine, and who well knows the dreadful tedium which sooner or later envelops the hospital "shut-in."

In 1917 Walter Callow injured his spine in an airplane crash while serving in the Royal Flying Corps. Thirteen years later, after a courageous but losing struggle, he "went to bed." He's there still, all but his lips paralyzed, but with an unconquerable mind churning with schemes to make life brighter for his fellow-patients.

Mr. Callow perfected the bus from his room in Camp Hill Veterans Hospital in Halifax two years ago. Since then it has transported hundreds of patients on happy escapes to the out-of-doors and to entertainment other people see and enjoy.

Mr. Callow is seldom bored. He is too busy developing old ideas and thinking up new ones. When a couple of naval officers called on him recently, he outlined in detail his plans for a ramp to enable wheel chair patients to attend local church services while the winter programme for his bus had slackened off. Then he chuckled, "Can't let these people get bored — boredom will kill a man quicker than anything."

Since June of last year his bus has carried 108 passengers from the R.C.N. hospital alone to points of interest in Nova Scotia. Last May he took Navy patients to the Apple Blossom Festival at

Kentville. In June they returned to Kentville to enjoy the hospitality of the Canadian Legion and Rebekahs Lodge. Later in the month they witnessed the Miss Atlantic Pageant at the Halifax Forum, where, through Mr. Callow's efforts, a special wheelchair pavilion had been erected in 1947.

Other excursions took in the Shrine Circus, Dartmouth Natal Day and Legion entertainment at many Maritime centers.

With other hospitals, it has been the same story. The Callow bus has called at the Children's Hospital and Polio Clinic so that crippled youngsters might see again the world on the other side of the window.

Walter Callow keeps two secretaries busy looking after correspondence, arranging places for his wheelchair coach to take patients and recording his various schemes. During the war he established a cigarette bank by raffling his radio, then by giving up smoking himself and raffling the Victory bonds he bought with the money saved. Altogether, he raised thousands of dollars by pamphlets, raffles and subscriptions and was instrumental in providing more than 3,000,000 cigarettes for servicemen overseas. Not only did he provide the cigarettes, but he devised a token system which got the smokes to the boys in three months' less time.

These works were preceded by a very heavy responsibility. When he entered hospital, paralyzed, he had to put his ten-year-old daughter through school. He managed this and then sent her off to college.

The incredible courage of this man has made the going a little easier for other shut-ins. One elderly wheelchair patient said, "I still complain sometimes when I know I have to sit here for the rest of my life. But then I think of Walter, and realize how much more fortunate I am. I have my hands — and my eyes."

How's That Again?

WE LEARN from the Fairchild Corporation's "Pegasus" that pilots of jet aircraft in the U.S. are rapidly developing a language of their own. Here is a glossary of a few of their terms:

Buckets — Turbine wheel blades which resist the hot, high velocity jet blast and thus rotate the turbine, wheel, shaft and compressor rotors.

Blow-Out or Flame-Out — Jet engine flame or fire goes out.

Can — Long cylindrical combustion chambers.

Little Joe or Gang Drain — Overboard fuel drain which, on the F-84E, is located near the ejector end of the tail section.

Mice — Tailpipe inserts which facilitate adjustment of nozzle area and thus permit maximum thrust.

Fat or Had It Made — Any completely successful operation such as a landing, take-off, target run, etc. In short, "Everything's Okay!"

Go Handle — Jet engine throttle control.

Panic Button — State of emergency when the pilot mentally pushes buttons and switches in all directions.

Hot Seat — Pilot's ejection seat.

Piggy-Back Pump — Dual fuel pump.

Squirt Job — Jet plane.

Squirting — Pertaining to jet flight.

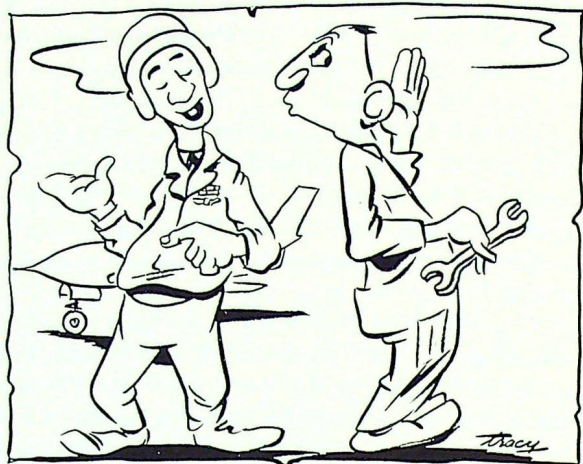
Bird Cage — Area of jet plane where fuel, oil and hydraulic lines connect to engine's accessory section.

Hose Nose — Pilot dressed with helmet and oxygen mask.

Man From Mars — Jet pilot with full flight equipment: helmet, parachute and one man dinghy, Mae West, oxygen mask, bail-out bottle, goggles and flying suit.

Muscle Stretcher — A boost system which augments pilot's effort to move elevators on some types of planes.

Flute — Name given to head of control stick which is filled with buttons and controls in such a manner as to bear a faint resemblance to a flute.



Flute Happy — Control stick "happy," or when the pilot does everything that's in the book as well as many things which are not.

Console — Pilot's cockpit control panels which, because of the preponderance of switches and knobs, reminds one of the console of an organ.

Binders — Brakes.

Chomp on the Binders — Apply brakes.

Puces — Brake lining discs.

Ejector — The aft portion of the tailpipe through which jet gases escape into the air.

Pants Duct — Where air-in ducts meet to pass air into the compressor section of the engine.

Railroading — Inadvertent shuttling between normal and emergency fuel systems.

Belly Band — Red splice strap, where tail section of F-84 is joined to the main fuselage section.

Jet Jockeys — Pilots who fly jet aircraft.

Blow Torch — Term applied to jet engine or to plane using jet engine.

Oil Burner — Term applied to jet engine because it uses an oil type fuel—a refined form of kerosene.

Squirrel Cage — Highly active section of "brain" department such as jet maintenance and engineering offices, where mechanical and flight problems are worked out.

Pin Ball Machine — Reference to instrument panel with all of its instruments, dials, flight indicators, flashing lights, etc.

BOY IN THE FIELD

MISS MARY MARK, of the R.C.A.F.A., has forwarded us this photograph of A.C. 2 Jones contemplating the cosmos from the top of a refrigerator.

"A.C. 2 Jones," writes Miss Mark, "was born under the Airmen's Mess at No. 4 Reserve Equipment Maintenance Unit (formerly No. 8 Service Flying Training School), Dunnville, Ont. He was transferred to the Reserve, General Section, Class "E," in the spring of 1946, and has subsequently done very well for himself on civvy street.

"Mr. Jones (as he now prefers to be known) is and always has been one of the boys in the field; and he takes a somewhat disparaging view of the Prince and Princess who appeared in July's 'Roundel,' gazing forth regally from a lofty mantelpiece. 'The setting,' he allows, 'may be pretty fancy, but — whether a guy is princely or just plain purposeful — a frig. is much more practical.'"

When shown Mr. Jones' portrait, Sgt. Shatterproof broke into one of his rare smiles. "With men like Jones among its members at large," he remarked, "the Association need have no fear of an unproductive future."



ENGLAND

MARK TWAIN once said: "After having sampled the globe, I am not in doubt. There is only one England. It has no duplicate. It is made up of very simple details, just grass and green trees, roads and hedges, churches and castles, and over it all the mellow dream-haze of history."

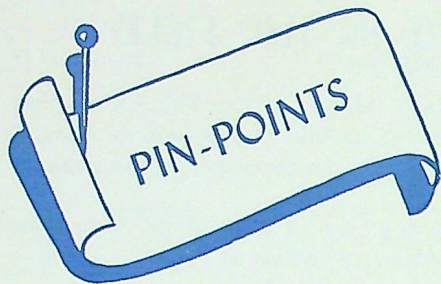
* * *

The hedges of England represent the lawful restrictions which ensure liberty for all. When Welsh Cymry learned to live at peace with northern Celt, Picts with Scots, Northmen of Norway with Danes, and Saxons with Normans, they hedged their fields . . . They realized that license was not liberty and that encroachment on others' rights weakened and destroyed the freedom of the whole.

* * *

The mystic quality of the British throne, that attractive power and charm, is as irresistible to-day as it ever was. The throne stands paramount among the nations, and the mellow dream-haze envelops it like an aura, reaching back through the ages of history and down the dim, misty paths of tradition and legend.

(Copley Dence, in "The Anglo-Saxon World")



The first trans-Canada flight was made in 1920 by Air Force officers from Halifax to Vancouver.

* * *

The authorized personnel strength of the R.C.A.F., when it was created in 1924, was 68 officers and 307 airmen.

* * *

Air Marshal G. M. Croil, C.B.E., A.F.C., was the first R.C.A.F. Chief of Air Staff.

* * *

No. 1 Squadron (R.C.A.F.) destroyed 30 enemy aircraft during the Battle of Britain.

* * *

Squadron Leader (now Group Captain) E. A. McNab, D.F.C., scored the R.C.A.F.'s first aerial victory in the Battle of Britain.

* * *

R.C.A.F. strength in August 1939 was 4,061

* * *

The British Commonwealth Air Training Plan produced more than 131,000 aircrew during the Second World War.

* * *

Out of 131,000 aircrew graduated under the British Commonwealth Air Training Plan, nearly 73,000 were members of the R.C.A.F.

* * *

The R.C.A.F.'s Women's Division was created on July 2nd, 1949.

* * *

Eight R.C.A.F. squadrons took part in the aerial battle over Dieppe.

* * *

Twenty-nine of the 133 flyers who breached the Mohne dam were members of the R.C.A.F.

* * *

A total of 48 R.C.A.F. squadrons served overseas during the Second World War.

The R.C.A.F. won the Olympic and world ice hockey championships in 1948.

* * *

The R.C.A.F. now awards double wings to all aircrew.

* * *

Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C., the present Chief of the Air Staff, is the only Canadian Chief of Staff ever to have served in all three armed services.

* * *

The R.C.A.F. reached its all-time peak strength in January 1944, when it totalled over 215,000.

* * *

The R.C.A.F. Staff College was formed in Toronto on 1 August 1943.

* * *

The R.C.A.F. took delivery of its first Vampire jet on 22 January 1948.

* * *

The R.C.A.F. made the first non-stop trans-Canada flight in January 1949.

* * *

The R.C.A.F. celebrated its Silver Jubilee on 1 April 1949.

* * *

In 1948 the R.C.A.F. covered 911,000 square miles of Canada by aerial photographs.

* * *

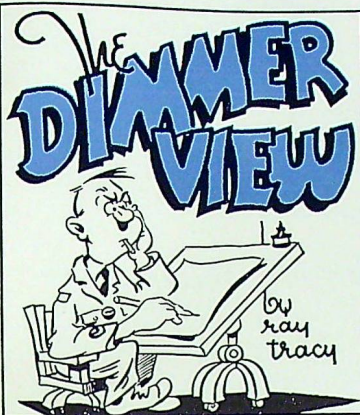
The R.C.A.F. carried out 213 search and rescue operations during 1949.

* * *

R.C.A.F. flyers learn how to cope with Arctic conditions at the Air Force Survival School operated in northern British Columbia and in the Arctic itself.

* * *

Air Force Day, the annual occasion when R.C.A.F. stations hold open house, was first held in 1947. It occurs on the first or second Saturday in June.



Letters to the Editor ★ ★ ★

R.A.F. UNIT HISTORIES

Dear Sir:

I have enjoyed reading the histories of the various squadrons (Canadian) which have been so ably presented . . . but may I, as one of the many who served with R.A.F., suggest that occasionally we find a few lines to scan regarding R.A.F. Groups or Squadrons to which Canadians were attached. Many of my buddies served in 4 Group, 5 Group, isolated radar stations (Hebrides, North Africa, etc.).

Forrest G. Mann (R.C.A.F.A.)

(We hope — and anticipate — that we shall eventually be able to provide some articles of the type desired by Mr. Mann and others of our readers who have made identical requests. Our problem, however, is still one of enough staff to initiate and follow up the necessary research and correlation.—Editor)

"WHITE PASS"

Dear Sir:

It has been brought to my attention that an error has been made on the derivation of the name "White Pass" on the Yukon-British Columbia boundary.

I regret that the information I supplied in your July-August issue was incorrect, as the official records show that this feature was named for the late Thomas White, Minister of the Interior, 1885-1888, as pointed out by the Honourable Mr. Justice Montague.

My mistake was strictly a "clerical error" and the indulgence of your readers as well as yourself is requested.

L. B. Skinner,
Secretary

Canadian Board on Geographical Names

★

Russian Aircraft Production

A recent report issued by the British section of the International Committee for the Study of European Questions (a non-Governmental body) states that during 1949 the Soviet aircraft industry produced about 42,000 aircraft, at the rate of up to 3,500 per month.

Roughly 12,000 of these were said to be military aircraft, while more than 24,000 were for civil use. Of these gargantuan figures, nearly half the military total are said to be jet aircraft, while about the same number are reputed to be heavy and medium bombers.

(“The Aeroplane”)

"RADAR MECHS. G."

Dear Sir:

I have been following with interest the historical sketches of several of our illustrious wartime R.C.A.F. squadrons which have appeared in recent issues of "The Roundel."

Having spent several years both in Blighty and further afield as one of that keen but often forgotten body of men commonly known as "Radar Mechs. G." who were attached to the R.A.F. and who, while wearing the "props" of L.A.C.'s, enjoyed the privileges of shadow-sergeants, I have often wondered why a short sketch of our wanderings and exploits has never appeared in print.

Possibly such material is available from the historical section of the R.C.A.F. If so, I believe it would make very interesting reading to many.

C. B. Banks (R.C.A.F.A.)

(We are approaching Mr. Edmund Daly to help us out. As some of our readers may recall, the last sentence but one of his letter to Wing Cdr. Limbrick in the July-August issue laid him wide open to such a request.

EDITOR)

A.F.A.R.S.

Dear Sir:

So far I have seen no comment on the Air Force Amateur Radio System (A.F.A.R.S.).

I hope that in the near future we shall have a write-up of its work and purpose, so that those of our readers who know little or nothing of either can learn what it is and how it operates. Its members certainly deserve a pat on the back for what they have already accomplished, especially during the recent Winnipeg disaster and the Rimouski and Cabano fires.

Fred W. Stevens (R.C.A.F.A.)
Station VE1DK

(If Mr. Stevens can lay his hands on a copy of our Dec. 1948 issue, he will find in it just what he is looking for.

—EDITOR)

★

Answers to "What's the Score?"

- | | | | |
|---------|---------|---------|---------|
| 1: (c) | 2: (b) | 3: (b) | 4: (b) |
| 5: (c) | 6: (c) | 7: (d) | 8: (b) |
| 9: (c) | 10: (d) | 11: (d) | 12: (c) |
| 13: (d) | 14: (d) | 15: (c) | 16: (c) |
| 17: (c) | 18: (b) | 19: (c) | 20: (c) |

POST-MORTEM

In our July-August issue we reprinted an article by Major (now Lt. Col.) J. A. Stairs, entitled "The Big Explosion." In preparing our layout for the printer, we transposed a portion of the text in such a manner as to injure the article's continuity, though not its sense. The paragraphs on page 64, beginning at "Whether there is life on nearby planets" and ending with "one thousand million light years away," should follow the last paragraph on page 67. "The Roundel" offers its apologies both to Lt. Col. Stairs and to its readers.

In our "September Transfer" two names were spelt wrongly — those of Sqn. Ldr. W. A. Goodall (A.F.H.Q. to C.J.S. London) and Wing Cdr. D. A. MacLulich (E. & P.E. to R.C.A.F. Staff College). Apologies are extended to both officers.

