

# *The* ROUNDDEL

VOL. 3, No. 4  
MARCH 1951



ROYAL CANADIAN AIR FORCE



Issued on the authority of  
**THE CHIEF OF THE AIR STAFF**  
 Royal Canadian Air Force

VOL. 3, No. 4

MARCH 1951

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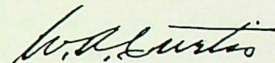


"The most peaceful Mess in Canada".  
 The R.C.A.F. Staff College, Toronto.  
 ( See article on page 3 )

# R.A.F.'s First C.A.S. Honoured

A letter from Marshal of the Royal Air Force  
The Viscount Trenchard, G.C.B., O.M., G.C.V.O., D.S.O., D.C.L., LL.D

*The Viscount Trenchard's name is one that is very familiar to most members of our Service — particularly those in the Armament Branch, who never tire of quoting his celebrated dictum that "Without armament there is no need for an Air Force." I feel, therefore, that all readers of "The Roundel" will be interested in reading the following letter which I received from him, written in his own handwriting, after I had sent congratulations to him on his recent award of the Order of Merit.*



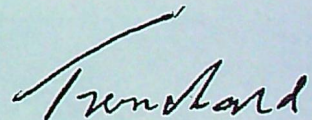
W. A. Curtis, Air Marshal  
Chief of the Air Staff

*My Dear Air Marshal Curtis:*

*I must thank you very much for the kind message of congratulation you sent me on the honour that I have received. Air Commodore Hurley kindly sent on your message to me. It adds so much to the pleasure of receiving the award when my friends who live in Canada remember me like this. I have been very lucky in my life.*

*With all good wishes to you and all in the Royal Canadian Air Force for 1951,*

*I remain yours,  
very sincerely,*



## Biographical Note

"We should be modest for a modest man, as he is for himself." Bearing in mind Charles Lamb's remark, we give here only the salient facts concerning Viscount Trenchard's long and distinguished career. A detailed biography of "Boom" Trenchard, as he is affectionately known to the British Services, would be virtually a history of the

R.A.F. throughout the first twenty years of its existence.

The son of an army officer, Hugh Montague Trenchard followed his father's profession and saw service in India, South Africa, and West Africa, where he won his D.S.O. When the Royal Flying Corps was formed in 1912, Major Trenchard was one of the first officers seconded to it. Despite,

the fact that he had just learned to fly (at his own expense in a civilian school), he was immediately made an instructor and later Assistant Commandant at the Central Flying School. From that time until his retirement in 1929, Trenchard's "singleness of purpose and faith in the men he commanded" helped to mould the doctrines and the traditions of Britain's air service.

In November 1914 he was given command of a wing in the field, and by March 1916 he had become G.O.C. the R.F.C. in France. For almost two years he held this important post and then was recalled from France to become the first Chief of the Air Staff in the new Air Ministry that had been created in January 1918. But Major-General Trenchard's heart was with his airmen in the field, and after a few months he left his desk to return to France as creator and commander of the Independent Air Force — the forerunner of the strategic bomber forces of 1939-45. After the First World War he again became Chief of the Air Staff, retaining that office for eleven years until his retirement at the end of 1929. The first C.A.S., Trenchard was also the first Marshal of the R.A.F., a rank which he received on 1 January 1927.

Retirement meant only a change of scene for his activities. After his elevation to the peerage in 1930, his booming voice was often heard in the



*Viscount Trenchard at Cranwell*

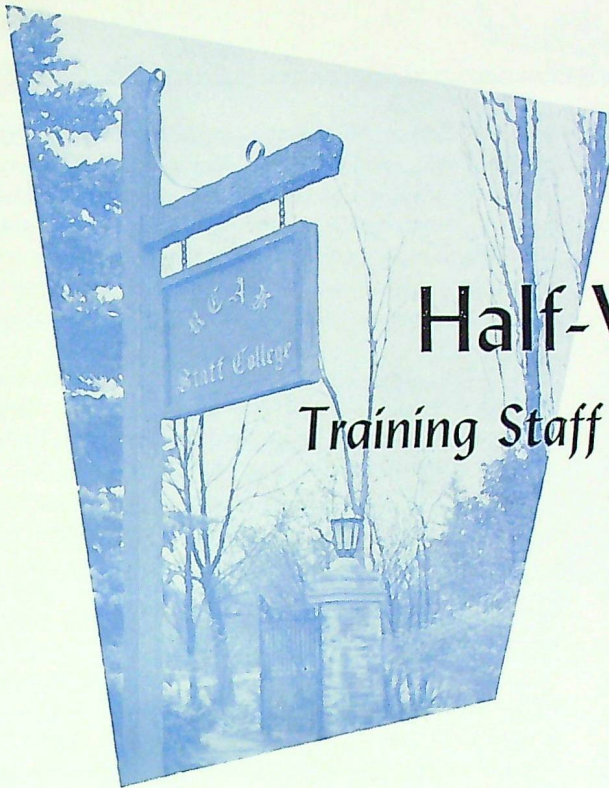
halls of Westminster as the champion of his Service and the principles of air power. In the Second World War he loved to visit squadrons in the field, chat with "his boys" and see how the spirit he had instilled into the Air Force in the First War still permeated the second generation. Now a long and distinguished career is crowned with a rare honour, the Order of Merit. No recipient of this Order has been more deserving and no one has received it with greater modesty.

## SGT. SHATTERPROOF TAKES A BREATHER

We have just received a letter from Sgt. Shatterproof wherein he recalls the fact that, ever since "The Roundel" was launched in November 1948, there has been only one month in which he has failed to administer the necessary corrective touch to its helm. And, he adds, the result of that omission was an issue that would have made even a Hairy Ainu blush for us.\* None the less, he goes on, he is now once more withholding his hand. This time, however, he does so with complete confidence. Men of understanding, he states, will discover between the lines of Viscount Trenchard's letter a far deeper significance than they would in anything that he (Shatterproof) could ever hope to say. His final remarks deserve to be quoted in full:

"But, Sir, do not let the boys in the field think that Shatterproof's sword is idle. It is merely lowered."—EDITOR.

\* And we thought it was just Vol. 1, No. 11!



# Half-Way House

## Training Staff Officers in the R.C.A.F.

### SILK PURSES

"THE R.C.A.F. STAFF COLLEGE is a half-way house on the path of an officer's career. Here, he has the opportunity to look back whence he came, and to peer forward to where he is going . . . The ten months of study, reflection, and contact with . . . visiting lecturers from different walks of life, should do much to . . . broaden narrow vision and to arouse new interests. Refreshed and stimulated . . . the graduate should resume his career better qualified to devote his energies to his Service and his Country."

Thus far the Commandant's preface to the Staff College prospectus. On the next page we read:

"The importance of thorough academic education in the training of staff officers has long been recognized. In 1765 Frederick the Great wrote: ' . . . With the object of making officers attentive to their duties, and of giving them the power of reasoning for themselves, I have them now instructed in the Art of War, and they are taught to form their own judgment on everything they do. You will, of course, see that this method will not succeed with everybody, but at the same time we shall eventually get from the whole body certain men who

will not only in the course of time be generals by virtue of their rank, but what is more, possess the necessary qualifications . . . "

The prospectus continues:

"Recognizing that the education of staff officers is the prime prerequisite of an efficient staff system, the R.C.A.F. has planned a progressive system of staff training. After about five years in the Service, officers will take the Junior Staff Course. Somewhere between their tenth and fifteenth years of service, selected candidates will attend the R.C.A.F. Staff College, which is the final staff course given by the R.C.A.F. . . . Joint Staff Colleges form the next step. Following these, senior officers may attend the highest-level courses, those of the Imperial Defence College (U.K.), the National Defence College, Kingston, or the Air University, U.S.A.F. By means of this succession of staff courses an officer may continually improve his staff technique and broaden his comprehension of war on a national scale."

Stated in its simplest terms, then, it appears that the purpose of Staff Colleges in general is to broaden the officer's outlook — or, in other words, to make a co-ordinator out of a man who is, to a

greater or less extent, a specialist. This is, perhaps, the most important of the many kinds of training carried out within the Services. For history has shown again and again that one commander who understands how to co-ordinate the various abilities of even mediocre men is worth two who lack such knowledge, no matter how brilliant individually the latter or their subordinates may be.

Although, in view of what has been said, it seems reasonable enough to regard the R.C.A.F. Staff College's end product as something of a silk purse, the traditional analogy cannot be applied to its raw material. To begin with, the material is anything but raw. The students are experienced officers, drawn from all branches of Service life. The average age of the present course is thirty-four, and its membership consists entirely of squadron leaders and wing commanders (and of navy and army officers of equivalent ranks), several of whom have already held staff appointments at some time during their careers. None the less, they are all specialists in the sense that, prior to their arrival at the Staff College, their Service activities have been carried out along definitely defined channels and within comparatively circumscribed limits.

For example, one student may have been first a bomber pilot, then a Station adjutant, then a chief instructor at some training school. Another may have started out as an engineering officer and finally found himself at the head of the power plant section in the Directorate of Aircraft Development at A.F.H.Q. None of them, though, has so far been called upon to do a job that demands a grasp of the whole vast subject of military science as a single many-faceted conception.

Heterodox though the statement may seem, it is relatively easy to teach a man to be a serviceable engineer, lawyer, or dentist. Given a reasonably intelligent pupil, the rest is purely a question of time. But the training of a co-ordinator is a totally different matter, regardless of the end to which his correlative powers are to be directed. Nothing will be accomplished by filling his head with facts: his need is not for a knowledge of

details. Instead, he must acquire a general grasp of the basic principles and limitations of many skills and sciences, so that he can allot to each one neither more nor less than its due rôle in the solution of any problem with which he may be concerned. And above all, he must in some way be led to develop his imagination and to think for himself.

It is the aim of the present article to give its readers a rough idea of how the R.C.A.F. Staff College approaches its difficult task. But first, a few words on its students.

### The Material

For some years past, the air forces of the English-speaking democracies have sought to increase their mutual understanding and prepare for possible future common emergencies by the temporary exchange of personnel, either for instruction or for general service. A similar exchange system (though only for instructional purposes) exists between our own Canadian armed services. Thus, R.C.A.F. Staff College students invariably include a percentage of R.A.F. and U.S.A.F. officers, as well as representatives of the Canadian Navy and Army.

The exchange principle is also adhered to at the three other middle-level Staff Colleges to which Canadians may be sent. These are:

Canadian Army Staff College, Kingston, Ont.  
R.A.F. Staff College, Bracknell, England.  
Air War College, Maxwell Field, U.S.A.

The duration of the courses at all the above Colleges is now ten months, and only naval, military, or air force personnel may attend. Selected British and Canadian government officials, however, are sometimes sent to the Imperial Defence College in England or the National Defence College at Kingston, respectively.

### THE ACADEMIC GROVES

Philosophers have long recognized that a calm environment offers the most fertile soil for the seeds of reflection. It is not proposed to discuss here the philosophic stature of the founders of the

R.C.A.F. Staff College, but Aristotle himself could not have complained at their choice of a site. Aided by good fortune and a sound business sense, they were able to purchase the Glenalton estate for the Air Force at what was (by present-day standards) a surprisingly low figure. Nothing could have been more suited to its intended purpose. In a country manor, standing amid twenty-seven acres of exquisitely landscaped grounds only half a mile outside the northern city limits of Toronto, even the most unrelaxed extrovert finds freedom from materialistic distractions.

The manor house serves as the Mess. It is certainly the most luxurious and probably the most peaceful Mess in Canada — the latter attribute being traceable in part to the thickness of its carpets and in part to the preoccupied minds of those who tread them. On the ground floor are the spacious lounge, the dining-room, kitchen, games room, sun room, bar, conservatory (with its pool of golden carp), and the College library. The living-quarters are on the first floor — large, comfortable rooms, some of them with private bath.

The library contains some 3,500 volumes, and subscribes to numerous periodicals, mostly (but not all) of the more serious and educational type. It is constantly being added to in accordance with suggestions from either students or Directing Staff. Its coverage is, like the College syllabus, catholic in the extreme, ranging from fiction and poetry to belles lettres, economics, strategy, and nuclear physics. A civilian librarian is employed full time in indexing, cataloguing, and cross-referencing. Some indication of the students' approach to their work is given by the fact that the library is the most frequented room in the Mess, while the two least patronized are the games room and the bar. The latter is virtually empty from 6.30 p.m. on — a phenomenon both disconcerting and disappointing to the overnight visitor of festive temperament.

The lecture halls, syndicate rooms, and offices of the Directing and Administrative Staffs are situated in what were formerly the stables. Many alterations and additions have, of course, been made to them, but the influence of the original



*"Knowledge is power."*

design survives in a certain quaintness and asymmetric charm of the interior lay-out. These qualities are particularly noticeable in the arrangement of the eight Instructors' offices, access to which is gained from a tiny upstairs corridor: dim and narrow, it somehow recalls the more ascetic side of mediaeval monastic life. The only conclusive exterior evidence of the building's original purpose is the wooden beam, once used for hoisting hay to the loft, which still sticks out beneath a peaked roof. It was deliberately left there, some say, to provide despondent students with a ready way out.

The only private residence on the College property is the Commandant's house. The Chief Instructor and other officers of the Directing Staff all live out, some of them as far as twenty-five miles away. Most of the students also live out as soon as they have found accommodation for their families; so that, after a course has been in progress for two months or so, the Mess has no more than eight or nine permanent occupants. And a cloistered lot they are, seldom dragging themselves away from their nightly studies in their rooms except for an eleven-o'clock snack in the dining-room.

The College grounds, as has already been implied, are laid out in a manner that fairly invites peripatetic discussion. Ornamental pools,

trellised walks, summer-houses and greenhouses constantly surprise the strolling stranger. Great trees, strategically spared by the woodman, everywhere guard against the danger of too-apparent order, and it is rumoured that the sodding of the lawns alone, back in the large old days before the First World War, cost more than the entire price paid by the Service for the whole estate.

Amid these surroundings, in October 1943, the first R.C.A.F. Staff College Course began; and here, in March 1951, the 15th Course is now toiling through its seventh month.

### TEA AND CRUMPETS

Instruction at the R.C.A.F. Staff College follows the tutorial system as closely as Toronto's housing situation and our Canadian eating-habits permit. Since few of the Directing Staff live close to the College, and since, even if they did, afternoon tea with hot buttered toast or crumpets would probably not be among their most cherished customs, College life does not include that genial ceremony which is still observed at the world's most enlightened universities — the weekly session of students around their professor's domestic urn. None the less, the essentials of the system remain in effect.

The course usually consists of thirty students. On arrival, they are divided into five groups, or syndicates, of six each, and each syndicate is allotted to a member of the Directing Staff. He works very closely with his students in both written and oral assignments, marking all exercises carefully, and explaining and discussing his criticisms with each student individually. This day-to-day friendly relationship is the keynote of instruction . . . and let it be remarked (to the undying glory of the R.C.A.F. Staff College) that when a student and his instructor are closeted together in the latter's office, the heart-warming tinkle of tea-cups may usually be heard through the closed door.

The entire course is divided into five syndicate periods, and at the beginning of each new period both the instructor in charge and the composition of the syndicate are changed. Thus each student is exposed to as many points of view as possible.

The instructor exists to give his pupils all the help he can, whether it pertains to a written exercise, an oral assignment, the choice of reading material, or the understanding of some Service policy. The student is urged to speak up, to expound his views, and thus, unconsciously, to develop his personality. He comes to regard his instructor as a friend and not as a judge; and — most important of all — he soon finds that the value of the course arises from the efforts and contributions of the class as much as, if not more than, from the curriculum itself. As any true educationalist knows, that realization marks the first step in the evolution of a thinker.

It would not be fair to proceed with a description of the curriculum without inserting here a paragraph on the men who are responsible both for its pattern and for carrying it out. There are ten of them: the Commandant (an air commodore), the Chief Instructor (a group captain), and eight Instructors (wing commanders). All are "honours" graduates of the R.C.A.F. or an equivalent Staff College, and their combined experience covers every branch of air force activity. Although, to the uninitiated, a Staff College instructor's three-year tour of duty might seem to be a pleasant and rather leisurely interlude in his Service career, nothing could be further from the truth. Whatever attitude he may bring with him to his appointment, the sense of his responsibility as a shaper of the Service's destiny soon takes hold of him. His enthusiasm must be, if possible, even greater than his students'; his knowledge must be wider, and his judgment consequently more mature. He can never relax from his task of criticizing, encouraging, advising; and, in addition, he must lecture, plan, read constantly on all subjects, and confer by the hour with his colleagues on the Directing Staff. In short, he must become something that is rarely encountered outside the ranks of philosophers, artists, patriots, or pure scientists — a dedicated man.

### THE CURRICULUM

Any attempt to catalogue the subjects taught at the R.C.A.F. Staff College would be misleading, because (in the accepted sense of the word) very



*The Commandant: Air Cdre. L. E. Wray, O.B.E., A.F.C. (left)*

*The Chief Instructor: Group Capt. E. M. Reyno, A.F.C. (right)*



little is "taught." As has been hinted earlier, the Staff College course is rather an opening of channels of thought, a stimulant to curiosity, than a clearly marked path that, followed unswervingly, will lead to a Gothic-lettered diploma and, ultimately, an Air Vice-Marshal's hat. Little more can be done here than to describe in the broadest terms the "trend" of the instruction, leaving it to the reader's imagination to suggest to him the myriad by-ways that must be explored by the students en route.

#### **Expression**

The most highly trained brain in the world will be of little service to a senior officer unless he can communicate his wishes clearly and unequivocally to those by whom they must be put into effect. At the Staff College, therefore, instruction is given in clarity, conciseness and correctness of both written and oral expression. In addition to specific exercises in English, all written work is marked for

errors in grammar and construction; and students are encouraged to develop an interest in the work of literature's outstanding stylists.

#### **Vocabulary**

Various methods are used throughout the course to build up students' vocabularies — tests, exercises, suggested reading, etc. — and checks are made from time to time to ascertain (by an ingenious system of computation) by how much each student's total vocabulary has increased. Extra attention is devoted to those members of the course whose deficiencies in this respect may hamper their progress in other subjects.

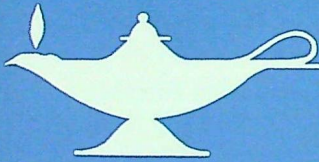
Interesting data are now being compiled by the Directing Staff in an attempt to determine the relationship between the vocabularies of individual



*Main entrance to the Mess.*



*East wing of the Mess.*



*The College library.*



students at the beginning of each course and their eventual success at the end of it. Research along these lines is still too young to warrant the establishment of any definite conclusions, but results so far seem to indicate that a fairly consistent relationship does exist. The largest vocabulary possessed by any of the present group of students was initially estimated at about 91,000 words, and the lowest at about 43,500. Significantly enough, the deciding factor appears to be not so much a student's academic background as the scope of his general reading.

## Public Speaking

The syllabus provides a series of lectures by an acknowledged expert on public speaking. Its object in so doing is not to equip the students to astound their guests and fellow-officers at Mess dinners, but to enable them to say with clarity and confidence whatever they may have to say at future conferences or at gatherings of their subordinates. To this end they are required to give six platform talks during the course to the staff and the student body. These are known by the descriptive name of "Cicero's," and it is enlightening to observe how, by the time he has given his third Cicero, even the most bashful orator no longer seems embarrassed by the eyes of his audience or by his own extremities. The most shocking experience for the modest student, however, is not his first Cicero, but the ordeal known as "Ego" which comes right at the beginning of each course. The wretched egoist has, in the space of two minutes, to introduce himself to his course-mates and the Staff and to give a summary of his past Service experience. In addition to Ego and Cicero's, students have to deliver a couple of extempore two-minute talks on a subject that is not announced to them until immediately before they must speak.

## Service Writing

Whatever the literary connoisseur may think of the standardized tone and phraseology of Service correspondence, it is invaluable as an aid in avoiding ambiguity. Staff College students

receive lectures on the fundamentals of grammar, syntax and composition; and common errors in Service writing are pointed out to them. They study and practise the various forms of correspondence in use in the R.C.A.F., and they are required to adhere carefully to the accepted rules and mechanics of this type of expression. Emphasis is placed on the clear, correct and concise transmission of orders and instructions, as well as on the importance of tone in achieving the desired effect on the receiver.

Students are also afforded a limited amount of practice in preparing the minutes of conferences. The members of the Directing Staff here have an opportunity to exercise their histrionic ability as well as the readiness of their wit. They hold a mock high-level conference on the lecture platform before the assembled students, each of whom records the proceedings as fully as he can. The subject of the conference may be anything from a new air force housing policy to the provision of an inter-galactic bomber-group for a war against Mars.

## Logic

A series of lectures by an eminent professor of philosophy covers logic — the barriers to clear thinking, the detection of fallacies by use of the syllogism, and the common pitfalls to be avoided in reasoning. Exercises are given for practice in reasoning logically.

## Appreciations

The technique of writing appreciations (i.e. assessments of and solutions to given problems) is presented in three formal lectures, followed by additional informal discussions. During the course, students write seven appreciations, of gradually increasing complexity. The majority of these are individual exercises, but at least two are done by students working in groups of either three or six.

The writing of book-reviews may, perhaps, be regarded as belonging no less to this phase of Staff College training than to the phase directed at the improvement of vocabularies. During each month throughout the course, students must read and

review one book that deals with the general subject of the English language. A list of a dozen or so suggested books is given to them, but they are free to choose any others they wish.

### Service Knowledge

The purpose of the R.C.A.F. is carefully explained. Lectures are given on planning, peacetime air operations and the supporting training programme, the functions of the supplying agencies (technical personnel and services), as well as financial and governmental control. The position of the R.C.A.F. relative to parliament, and hence to the people, is described briefly at this point and expanded further at a later date (see "Associated Studies" below).

Several hours are devoted early in the course to the theory of organization. After the statement of certain time-proven principles, the general organization of the R.C.A.F. and A.F.H.Q. is examined. This is followed by studies of the structure of such specialized branches as fighter defence, the tactical air force, signals, and the various commands. By way of comparison, outlines are given of the organization of the R.C.N., the Canadian Army, the R.A.F., and the U.S.A.F.

After the organization has been dealt with, some time is devoted to the suitability of the personnel required to manage it. Lectures are given on the psychological reasons for human behaviour, which in turn lead to the old question of what constitutes leadership. Discussions are aimed at establishing the requisite characteristics that should be developed in staff officers.

### The Employment of Air Forces

The employment of air forces is introduced by the study and thorough discussion of the principles of war as the basis for any employment of air forces. Next comes a study of strategic air power as exercised by bomber, fighter, and maritime air forces, emphasis being placed on the bomber as the chief means by which a nation wields its air power.

The principles and capabilities of strategic bombing are considered in lectures, studies, and

discussions. The results of bombing in the Second World War, as reported by the United States Strategic Bombing Survey and other historical documents, are examined in detail. Students have the opportunity of hearing the views of senior R.C.A.F., R.A.F., and U.S.A.F. officers, as well as those of prominent civilians, on the future employment of the bomber. The effects of the use of the atomic bomb are also touched upon, and the possibilities of civilian defence against the strategic air offensive.

Analysis is made of the rôle of the fighter aircraft in modern air warfare. This is done in appropriate lectures, followed by discussion periods. Additional lectures outline the organization of a fighter defence and control system, and present the student with some idea of the problems involved in providing the air defence component of an air force.

### Employment of Land and Sea Forces

The study of land forces occupies three full weeks. During the first week, students are brought as quickly as possible to a general understanding of the organization, nomenclature, and functions of army formations. With this background, they join the students of the Canadian Army Staff College for two weeks' joint study of problems common to armies and air forces. These studies consist of practical staff work on problems of offensive and transport support. From the close association with army students, both sides of the picture are revealed. At the same time, R.C.A.F. Staff College students are encouraged to consider the broad strategic picture and to attempt to reach personal views as to the approximate part to be played by each of the Services in modern warfare.

Three weeks, too, are spent on the study of navies and on the associated subjects of maritime air operations and amphibious assaults. The lectures are kept on a broad plane, although some detail is necessary in presenting material on amphibious operations. One appreciation exercise, dealing with the routing and protection of a convoy, gives students an example of the practical



*The Administration Building.*



*The lounge.*

application of the combined power of sea and air forces in its most common forms.

The naval subjects are limited to the consideration of policies and principles, avoiding detail as much as possible. Lectures on naval strategy and the rôles of sea power provide the background for further lectures on the organization and equipment of navies. The characteristics and employment of fleet units, including aircraft carriers and their aircraft, are studied in outline. Particular

attention is drawn to the capabilities and limitations of submarines, and to the vital subject of anti-submarine measures. One lecture is devoted to the use and control of merchant shipping.

#### **Science in War**

A series of lectures is provided to cover, not only the various aspects of aviation research and development, but also those branches of science which have a direct bearing on warfare in general and air warfare in particular. Included in this series are lectures by authorities on atomic energy, biological and chemical warfare, and radio wave propagation.

#### **Associated Studies**

The study of air warfare is closely allied to the study of geography. Particular emphasis is therefore placed on the Arctic and on those areas

adjacent to it. A noted geographer presents lectures on the fundamentals of polar geography. Lectures on, and map studies of, other areas all deal with their subjects from a global viewpoint.

A complete series of lectures is given on Canadian government, the object of it being to show the relationship between the Services, the Government, and the People. The relation of the Chiefs of Staff to the Minister of National Defence, the position of the latter in the Defence Council and in the Cabinet, the formation of policy, the moulding of public opinion and its effect on the Government, are all covered in a fairly exhaustive manner.

Private reading and study of economics during the course show the interdependence of the Services and industry. Natural resources, transportation, power and industry fit themselves into the picture. Students also visit some of the more interesting local industrial plants. These are chosen to illustrate basic heavy industry, and to demonstrate production line techniques and the extensive tooling requirements. Finally, when the complexity of our modern economic structure and the Services' dependence on it has been sufficiently impressed upon the students' minds, close analysis is made of the need for accurate economic intelligence so that a strategic bomber offensive may be carried out most effectively.

### Visits

The students of every course are taken on four major visits (as opposed to minor visits of the type referred to in the last paragraph). Such visits, the first of which comes after six months of work, serve to relax the students as well as to widen their already expanding viewpoints. A total of about 38 days is taken up by these major visits.

The first of them is the North-West Tour. The itinerary, which may vary slightly for different courses, includes such places as Rivers, Man.; Edmonton, Alta.; Whitehorse, Y.T.; Yellowknife, N.W.T.; Anchorage, Alaska; and Churchill, Man. Transportation is by air, and the whole tour lasts about ten days.

The second is the visit to the Canadian Army Staff College, at Kingston, for the two weeks of

army/air force study to which reference has already been made.

The third visit is to the U.S.A.F.'s Air University, at Maxwell Field, Alabama. Here, the course members are attached for two weeks to the U.S.A.F. Air War College, where they get a broad picture of the organization, equipment, functioning, and general concepts of the U.S.A.F.

The fourth and final visit of the course is a two-week session with the R.C.N. on the East Coast. Students and staff live at H.M.C.S. "Shearwater" during this period, and the visit features several days at sea on board various ships of the R.C.N.

### U.S. Marine Corps

A team of five or six U.S. Marine officers from the U.S. Marine Corps Schools at Quantico, Virginia, comes up to R.C.A.F. Staff College once during each course in order to present the staff problems associated with amphibious operations. Their visit usually lasts for a few days — days whose evenings, it is said, pleasantly tax the stamina of the normally sedate Directing Staff.

### Essays

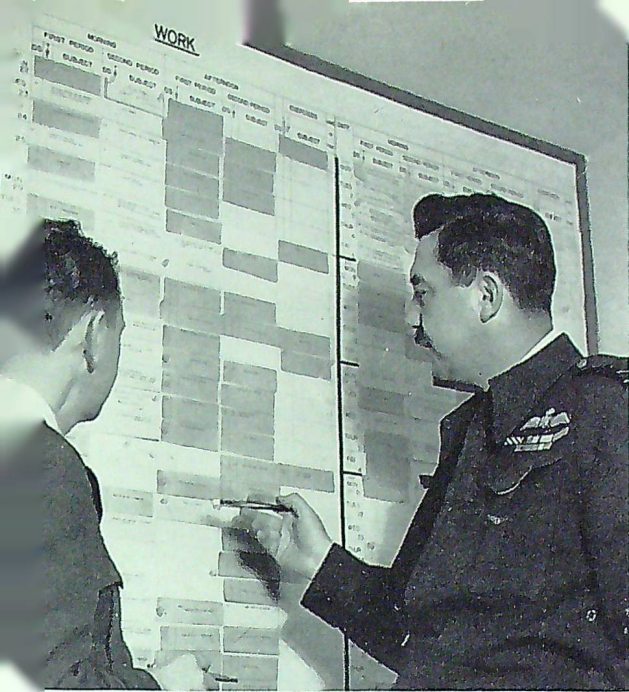
Every student writes at least two essays during the course.

The first, of 2,500 words, is intended to give him practice in writing a lengthy paper and in presenting his arguments in an attractive style.

The second essay is the most important exercise of the course. It consists of approximately 5,000 words written on some theme related to air warfare. The outstanding essays are circulated among senior officers at A.F.H.Q. In the research and preparation of this thesis the student has an opportunity — is, indeed, compelled — to form and clarify ideas of his own.

### Flying and Sports

Students who are aircrew are encouraged to keep themselves in constant flying practice throughout the course — not only in order to clear their heads after too much lucubration, but because it is the belief of the College that officers who may be charged at any time with the organization of air operations should never become rusty



*Wing Cdr. M. W. Gall (left) and the Chief Instructor discuss Course No. 15's time-table.*

*Wing Cdr. J. A. Sproule, D.F.C., of the Directing Staff.*

in their basic professional skills. Facilities for flying are available, and time is allotted for it on the programme.

Once a week the students find learning to the winds and spend the afternoon in organized sports, either in the drill-hall at near-by R.C.A.F. Station Toronto or in the College grounds. Participation is compulsory. Otherwise (hard to believe though the statement may be for those who have never savoured the rarefied atmosphere of the College) they would probably take no exercise other than wrestling with the current problem presented for their solution.

#### ASSESSMENT BY JURY

No final examinations bedevil the students' last days on the course, for the course has been in itself one long examination. The students' work has never been on a competitive basis, nor are the course-end reports made out in mutually comparative form. Officers are sent to the Staff College in order to prepare them for staff appointments commensurate with their rank and experience; and if their work and their personal attributes indicate that they are likely to fill any such appointments satisfactorily, they are awarded the symbol "p.s.a.c." ("passed staff air Canada"). Failures average about ten per cent. It should be borne in mind, however, that failure to pass the





*Wing Cdr. H. R. Footitt burns the midnight oil with fellow-student Sqn. Ldr. J. A. Duncan.*

Staff College course does not mean that an officer is of no value to the Service. He may, on the contrary, be of great value — but not in the staff type of work which most officers over the rank of squadron leader are called upon some day to perform.

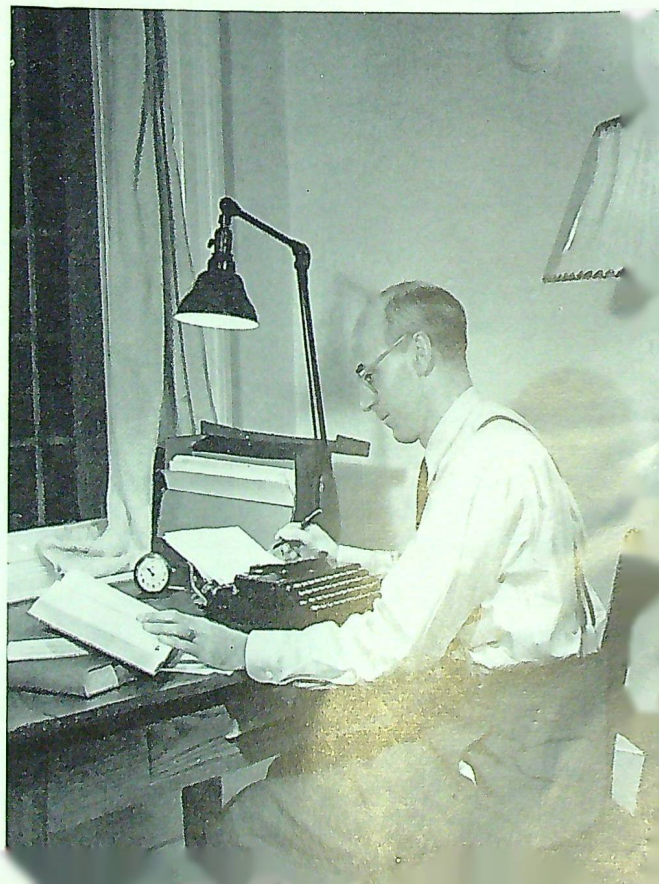
The final reports mentioned above are made up and submitted for future reference. Two copies of each student's report are forwarded to the relevant Headquarters at the close of the academic year. These reports summarize the collective views of the Directing Staff concerning the student. It may be of interest to follow the process of their compilation.

A student's exercises are marked (though never numerically) for two reasons: first, to show him his mistakes so that he can improve his work, and second, to record his progress. The primary concern of the College is that each student should

show throughout the course the maximum improvement of which he is capable. At the end of each syndicate period, the Instructors present the Chief Instructor with as complete pictures as they can of their students, describing not only the calibre of their written and oral work, but also their personal qualities as officers — both in and out of working hours. At the end of the course the reports for the five syndicate periods are assembled, and the Chief Instructor and his Directing Staff discuss every set of reports separately until they reach an agreement as to each student's progress, capabilities, character, and probable Service aptitudes. Summaries of their aggregate opinions, ending with recommendations as to whether or not the student be considered to have passed the course, are signed by the Chief Instructor and submitted to the Commandant for the addition of his own comments and signature.

Thus, every student is assessed by a jury of nine men who have worked, eaten, and talked with him

*Wing Cdr. D. A. MacLulich also sits up late.*





Wing Cdr. E. R. Johnston, A.F.C., at work with his syndicate. Seated, left to right: Sqn. Ldr. J. A. Duncan, D.F.C.; Sqn. Ldr. G. W. Kusiar, D.F.C.; Major J. E. Leach; Sqn. Ldr. G. R. Truemner, A.F.C.; Sqn. Ldr. A. W. Tustin; Sqn. Ldr. J. C. Stead (R.A.F.).

as friends and counsellors, for nearly a year. The only person permitted to express an individual opinion of him is the Commandant; and rarely if ever does it happen that the latter's views fail to coincide on all major points with those of his Directing Staff. So penetrating, so almost disturbingly accurate, are Staff College assessments that members of the Directing Staff are usually amazed and a little awed when curiosity prompts them to look up the reports made on themselves during their own student days.

#### A TACTFUL CONCLUSION

Rather than end this little study with a ponderous résumé of the R.C.A.F. Staff College's achievements and a triumphant cry of "*Per Ardua ad Astra*," it seems preferable to turn a discreet

eye on the future of the R.C.A.F. insofar as it will be affected by the steady output of Staff College graduates generally. The word "discreet" is used advisedly, because remarks such as those which follow are always open to misconstruction by the over-sensitive.

The past ten years have witnessed a six-fold expansion of the R.C.A.F. That has, of course, entailed rapid promotion; so that not a few of the officers who now hold fairly senior rank at a rather junior age are, no matter how distinguished their talents may be in other respects, lacking in breadth of experience and therefore in range of vision. This situation is not peculiar to the R.C.A.F. All the armed services of the English-speaking democracies are experiencing it; and the only answer to it that has so far been found lies in

the Staff College system of training. The problem of providing efficient leadership for suddenly expanded organizations is as old as society itself. Facts can be crammed into many brains simultaneously, and most skills can be taught on a mass-production basis; but men can be induced to think for themselves only as individuals, or in the smallest of groups. And, to add to the problem, it requires thinkers — not encyclopaedias or automata — to induce them.

At the present time some 210 serving officers of the R.C.A.F. have successfully completed a course at one or other of the Canadian, British, or American Staff Colleges, and the total is rising by about 37 yearly. Small though the existing nucleus is as yet, its effect has been none the less profoundly noticeable wherever policies are made or elaborate organization is demanded. The spectacle of otherwise competent officers leaning back in their chairs, exclaiming angrily about “bumph” and clamouring to get back to a Station “where they can do a job of work,” is, happily, becoming ever more rare. So, too, is the single-track prodigy who believes that all branches of the Service except his own exist only as hazards to be dodged or circumvented by inspired men of action



*The Rt. Hon. F. M. Forde, Australian High Commissioner, addressing Course No. 15.*

*Wing Cdr. J. Greenhalgh (an R.A.F. member of the Directing Staff) and one of his students, Sqn. Ldr. W. F. Cameron, M.B.E.*

*Exchange students. Left to right: Major F. P. Ball, U.S.A.F.; Major J. E. Leach, Cdn. Army; Cdr. G. C. Edwards, R.C.N.*



like himself. Such men, of course, will never completely disappear from the armed (any more than they will from the civilian) services, but their influence in the higher spheres of activity becomes less and less as time goes on. Their abilities (which, properly applied, are often of inestimable value) can always find adequate outlets outside the sphere of the plan-maker . . .

To put the whole matter in a nutshell, then, the R.C.A.F. Staff College takes over at the point where the exercise of ordinary skills and the application of unreconciled bodies of facts leave off.

A statistical evaluation of its success in the achievement of its purpose — the education of the correlator — is at present impossible; but there can be no doubt whatsoever that at long last the results of its efforts are being felt throughout the Service. For wherever senior brows are more than ordinarily contracted, wherever tempers are strained by misunderstandings or lack of comprehension of aims, sooner or later some harassed voice will murmur:

“For God’s sake, why don’t they send that fellow to Staff College?”

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## TRANSATLANTIC RECORD

A B.O.A.C. Stratocruiser broke the (unofficial) record for a transatlantic crossing from Montreal to Prestwick when it made the trip in 8 hr. 3 min. Previously the best time by a Stratocruiser on this route was 8 hr. 45 min., although a Constellation had made the crossing in 8 hr. 14 min.

(“Flight”: U.K.)

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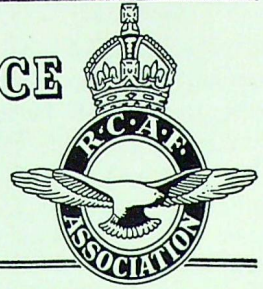
## R.C.A.F. Capitalist

THE bouncing little chap shown here is James Arthur Walmsley, son of Warrant Officer and Mrs. J. Walmsley of R.C.A.F. Station Greenwood. When this photograph was taken last January, Jimmie was nineteen months old and (with fifty dollars in his personal bank account) well on the way towards his first million. Unlike most wealthy babies, he made his fortune himself — by winning a prize in the recent Swift’s Meats for Babies Snapshot Contest. Sgt. Shatterproof, on being shown Jimmie’s portrait, studied it keenly for a while, then tapped it emphatically with his pipe. “I like that man,” he said. “I think we may expect great things of young Walmsley.”



# ROYAL CANADIAN AIR FORCE

# Association



## SECOND NATIONAL CONVENTION

AT A DOMINION EXECUTIVE COUNCIL meeting held in Ottawa on the 4th and 5th December 1950, it was agreed that the Second National Convention of the Association will be held in Ottawa on May 18th and 19th.

A general bulletin has already gone out to all Wings, but members-at-large are advised that they are eligible to attend the convention, should they so desire, and to appoint one voting member for every 25 members-at-large in attendance. Members-at-large will be required to pay their own expenses.

Any members-at-large who intend to be present at the convention and wish to have accommodation arranged, should communicate with the Secretary, R.C.A.F. Association, 424 Metcalfe Street, Ottawa, advising him of their requirements and the amount they wish to pay for accommodation.

## RELATIONSHIPS WITH THE AIR CADET LEAGUE

The remark is often made that our aims and objects are somewhat nebulous. At least one of our aims ("To support the R.C.A.F. (Regular), the Reserve Air Force, the Supplementary Reserve, the Air Cadets, and other components of the R.C.A.F. which may be formed") is being fulfilled in part by the sponsorship of Air Cadet squadrons by our Wings. According to records of the Air Cadet League of Canada, the following squadrons are sponsored by R.C.A.F. Association Wings:

No. 1 Wing (Sqns. 57, 99, 111, 135) Vancouver, B.C.  
No. 52 Squadron Calgary, Alta.

No. 107 Squadron  
No. 220 Squadron  
No. 121 Squadron  
No. 200 Squadron  
No. 518 Squadron  
No. 161 Squadron  
No. 333 Squadron  
No. 18 Squadron  
No. 250 Squadron

Saskatoon, Sask.  
Red River, Winnipeg, Man.  
Guelph, Ont.  
Sudbury, Ont.  
Rosemount, Montreal, P.Q.  
Saint John, N.B.  
Fredericton, N.B.  
Dartmouth, N.S.  
Gorsebrook, Halifax, N.S.

Also, No. 425 Wing at Goderich is making application for a new squadron, and No. 406 Wing at North Bay is endeavouring to reactivate the city's old squadron.

Mr. A. Macdonald of the Air Cadet League of Canada, in a recent interview with the Dominion Executive, pointed out that, under the current expansion programme, the need for sponsorship is great, and that the Air Cadet League feels that the R.C.A.F. Association Wings offer one of the best possibilities for providing the help required. At the same time, the Air Cadet League also believes that the value of such sponsorship to the R.C.A.F. Association Wings themselves will be very considerable.

The following means are suggested whereby the Association can best support the Air Cadet League:

- Assume sponsorship of new squadrons in communities which can adequately support them.
- Take over sponsorship of established squadrons where the civilian committee is not functioning properly.
- Assist active civilian committees by raising funds for "extras," such as band instruments, etc.
- Help to provide funds under which flying scholarship cadets may go on to Private Pilot's Licence standard.
- Raise scholarships to permit graduate cadets to enter the Canadian Service Colleges at Royal Roads, B.C., and R.M.C. Kingston, Ont.



*No. 408 Wing Executive and Committee. Standing (l. to r.): W. Murray, D. McDonell, E. Eberts, I. Gwyne, J. Collyer, L. Connoy, C. Roberts. Seated (l. to r.): J. Fenning, F. Ellis, G. Dawber.*

## WING NEWS

### No. 408 (Toronto) Wing

For the first time since its inauguration as an official Wing of the R.C.A.F. Association, a photograph has been taken of the officers and executive. The background is the Officers' Mess at Cawthra Square.

### No. 250 (Saint John) Wing

Last month we gave a résumé of how No. 700 (Edmonton) Wing established itself. This month we will tell you the story of No. 250 (Saint John) Wing, which was the first Wing of the Association to obtain its own permanent quarters.

The Wing was formed in April 1949 with an initial membership of about 85. No Wing activities were undertaken until October, when the Wing got under way by renting a hall at \$85.00 per month. The hall was redecorated by the Wing members themselves, the paint being donated by local companies. The Wing then obtained a lounge licence and decided to have the place refurnished. Two firms offered to supply furniture at cost. One wanted notes as security; the other considered it a good risk and demanded no security. The Wing bought \$3,500-worth.

To raise initial capital, the Wing obtained about \$300 in loans from members, ranging from \$5 to a limit of \$25 (all later repaid). They made \$200 on a turkey raffle, and their first function, a New

Year's Eve dance, netted a small profit. Other income included a "Trip to Bermuda" scheme which cost \$700 and earned \$200, and several small raffles which brought in a few extra dollars. One brewery extended a loan of \$200 and another made a grant of \$100. Wing membership dues are \$3 per annum. By 30 April 1950 the membership had grown to 302, and now it stands at 350.

The Wing was burnt out in May 1950. However, being covered by insurance, it was re-established in its present quarters, for which it pays \$100 a month. All debts have now been paid, and its club-rooms are considered to be the most attractive of any in Saint John. The facilities of the bar (which shows a very substantial monthly profit) are limited strictly to members of the Association.

The net result of this enterprise is that all Wing meetings are well attended. The Wing was able to assume financial sponsorship of No. 161 Air Cadet Squadron in March of last year and has been responsible for building it up to the point where cadet squadrons in Saint John are likely to be reorganized on a Wing basis.

## No. 420 (Oshawa) Wing

No. 420 City of Oshawa Wing, reports an active and successful holiday season. The various committees, inspired by their newly decorated club-rooms, undertook an ambitious programme. This included a Christmas party for the children of members, and a bang-up New Year's party for the adults.

The children were invited to the club-rooms on the afternoon of December 24th, where they were entertained with a cinema projection of the story "Night before Christmas." As Santa disappeared from the screen, a helicopter descended alongside the club-rooms to deliver the jolly old chap himself with a sack of gifts for the kiddies. Money was provided by the Ladies' Auxiliary of the Association to assist in the purchase of the gifts.

The New Year's party took the form of a turkey dinner and dance. During the dance, the winning ticket was drawn on a raffle that had been conducted during November and December to raise funds for the purchase of an automatic oil heating unit.

## No. 417 (Richmond Hill) Wing

The Wing held its annual meeting and elections on 11 December. Two members of the 1950 executive, who are also charter members of the Wing, were returned to office by acclamation. They are Mr. H. W. R. Sayers, President, and Dr. W. D. Howe, Treasurer. Other officers elected were Mr. Donald W. Murray as Vice-President in charge of programmes, and Mrs. Robt. (Sylvia) Thiel as Secretary. Plans were also discussed for increasing membership, and a vice-president will be named early in the New Year to take charge of this work.

Consideration was given to Air Force Day and Battle of Britain Sunday, and it was decided that plans for the former be started as soon as possible in 1951.

After a showing of films arranged for by Mr. Murray and Dr. Howe, members enjoyed refreshments supplied by Member J. Bailey's "Long Crest Lodge," where the meeting was held.

## No. 421 (Newmarket) Wing

Charter Night at Newmarket was a good show, being the first meeting held in the Wing's own quarters. The building is an old wooden chapel, about 20' x 40', and the members have done a nice job of cleaning and painting the interior. There was a full attendance of members, plus a few additional Air Force types.

In addition to the presentation of the Charter by Air Vice-Marshal G. E. Brookes, C.B., O.B.E., (ret'd), who is the Ontario Group President, a splendid talk was given by Air Vice-Marshal E. E. Middleton, C.B.E., (ret'd), on Air Cadets; and the Wing decided to go further with the idea of trying to reactivate the squadron which disbanded about two years ago.

## No. 802 (Vancouver) Wing

The Wing is right on the beam these days. The first spark of a new life for the Greater Vancouver Wing was touched off on November 20th, when the new Reserve H.Q. at 1021 West Hastings Street were officially taken over and smart and comfortable quarters in this spacious building became available as Wing Headquarters.

On the same day a surprise informal visit was made to the Wing by the Hon. Brooke Claxton and Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C., Chief of the Air Staff.

Prior to the visit, it had been rumoured that the Minister had visited the Naval Reserve Unit, and that his dress included a naval cravat. Some disappointment was felt by a number of members who believed that the Association was being by-passed because the Minister's wardrobe did not include fitting Air Force attire. None the less, after a busy and strenuous day, Mr. Claxton turned up at the new Wing Mess at 10.30 p.m. In view of the lateness of the hour, he did not make an address — nor did members expect him to. All paid respectful attention, however, when President "Nick" Carter elected him an official member of the Wing and presented him with an Air Force tie. It is hoped that this gesture may make him feel more at home at any future gathering of the R.C.A.F. Association in Canada, and it is the desire of this Wing that Eastern members take note that the Air Force part of the Minister's attire was supplied by the West!

As Vancouver is becoming exceedingly conscious of the need for Civil Defence, a resolution was unanimously passed at a full membership meeting in December to offer the services of all members

to Air Vice-Marshal F. J. Heakes, C.B., (ret'd), Civil Defence Co-ordinator for Vancouver.

It was also agreed at the same meeting to assist the Vancouver Air Cadet Wing, both financially and in its training. Several members volunteered as instructors.

Officers were elected to fill the vacancies on the Wing Executive. The present members are:

President:	W. A. Carter
Vice-President:	R. H. Little
Treasurer:	W. A. McKay
Publicity Chairman:	D. A. Inman
Membership Chairman:	J. E. Murphy
Entertainment Chairman:	R. Milne
Secretary:	Miss R. S. Hutchins
Assistant Secretaries:	Miss J. J. Dowler Mrs. E. Granstrom

## No. 804 (Vancouver Prisoners of War) Wing

A unique Wing has been formed recently in Vancouver. Its membership is limited to former R.C.A.F. prisoners of war.

We welcome this new Wing, and we are sure it will grow and prosper. Members of the first Executive are as follows:

President:	J. Lang
1st Vice-President:	C. Maddin
Secretary:	I. Quinn
Treasurer:	A. Dewar
Additional Members:	W. A. McKinley G. W. Cross B. G. Campbell

## TRACERS

Mr. Dalton R. Buckingham (R.C.A.F.A.) would like to learn the present whereabouts of ex-Flt. Lt. K. O. Powell, D.F.C., who was his "skipper" in No. 429 Squadron overseas. Mr. Buckingham's address is 3796 Gouin Blvd. West, Montreal 9, P.Q.

Mr. G. D. Aitken (R.C.A.F.A.), of 822 Fifth Ave. West, Calgary, Alta., would like to hear from Dr. Black, former Medical Officer of No. 403 Squadron at North Weald and Catterick, and from Mr. R. Johnson, who was the Squadron's Adjutant.



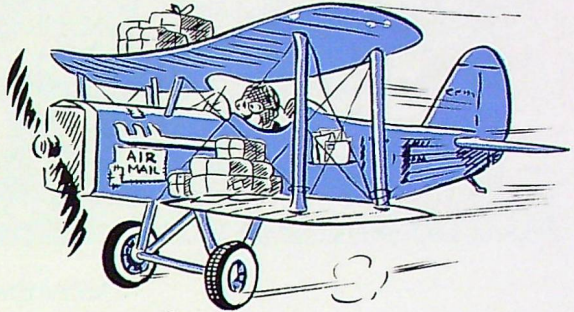
# WHAT'S THE SCORE

The Editorial Committee's average score for this month's questionnaire was only 12. Considering the fact that all its members have been aviating around Canada for quite a while, one understands the hilarity with which the compiler of the questions received the news. Correct answers appear on page 48.

1. The number of licensed pilots in Canada as of December 1950 was approximately:
  - (a) 14,500
  - (b) 7,000
  - (c) 5,000
  - (d) 3,000
2. Of these the number holding Airline Transport Licenses was approximately:
  - (a) 200
  - (b) 800
  - (c) 80
  - (d) 1,250
3. Civilian Pilot's Licenses in Canada are issued by:
  - (a) The Secretary of State
  - (b) The Department of Aeronautics
  - (c) The Department of External Affairs
  - (d) The Department of Transport
4. The first inter-city air passenger service began operations in Canada in:
  - (a) 1910
  - (b) 1926
  - (c) 1914
  - (d) 1935
5. A helicopter on a two-mile flight has an average ground speed of 30 M.P.H. for the first mile. If the pilot wishes to obtain an average ground speed of 60 M.P.H. over the complete flight, his ground-speed for the second mile must be:
  - (a) 120 M.P.H.
  - (b) 90 M.P.H.
  - (c) 240 M.P.H.
  - (d) Miraculous. He'd be attempting the impossible
6. A serving R.C.A.F. pilot can be issued with:
  - (a) No civilian flying license
  - (b) A Commercial Pilot's License
  - (c) An Airline Transport Pilot's License
  - (d) A Private Pilot's License
7. An airline transport pilot must be not less than:
  - (a) 21 years old
  - (b) 18 years old
  - (c) 25 years old
  - (d) 16 years old
8. An Instrument Rating Card is commonly known as:
  - (a) A "Yellow Card"
  - (b) A "Red Card"
  - (c) A "Green Card"
  - (d) A "Go Card"
9. An I.F.R. flight is one carried out under:
  - (a) Instrument Flight Rules
  - (b) International Flying Regulations
  - (c) In-Flight Requirements
  - (d) Irish Free Rule
10. In the early days of aviation, "aerodrome" meant:
  - (a) A hangar
  - (b) An aircraft
  - (c) A propeller
  - (d) A windsock
11. The letters I.C.A.O. stand for:
  - (a) Internal Canadian Air Operations
  - (b) Industrial Committee for Air Operations
  - (c) International Civil Aviation Organization
  - (d) Immediate Cancellation of All Orders



12. The nautical mile is equivalent to:  
(a) 1880 yards  
(b) 6080 feet  
(c) 170 fathoms  
(d) 1.5 statute miles
13. "Mach 2.5" means:  
(a) A consumption of  $2\frac{1}{2}$  gallons of Mach (a recently developed fuel) per minute.  
(b) A new type of Italian bomber, the twin-jet Macchi with its crew of five.  
(c)  $2\frac{1}{2}$  times the speed of sound  
(d) A grade of machine-oil used for turbo-jets.
14. The D. H. Vampire, flown by the R.C.A.F., is a:  
(a) Supersonic fighter  
(b) Transonic fighter  
(c) Subsonic fighter  
(d) Transoceanic fighter
15. A "Canard" is:  
(a) A small duck  
(b) A tailless aeroplane  
(c) A tail-first aeroplane  
(d) A new jet fighter
16. The first air mail service in Canada was inaugurated in:  
(a) 1918  
(b) 1928  
(c) 1914  
(d) 1930
17. The first air mail route in Canada was between:  
(a) Halifax and Quebec  
(b) Montreal and Quebec  
(c) Toronto and Winnipeg  
(d) Toronto and Ottawa



18. The first trans-Canada flight (Halifax to Vancouver) was made in:  
(a) 1932  
(b) 1927  
(c) 1920  
(d) 1949
19. A future Chief of the Air Staff, R.C.A.F., was a pilot on the first trans-Canada flight. He was:  
(a) Major Selfridge  
(b) Mr. F. W. Baldwin  
(c) Colonel R. Leckie  
(d) Sqn. Ldr. A. E. Godfrey
20. The present Minister of Transport is:  
(a) Hon. S. S. Garson  
(b) Hon. R. W. Mayhew  
(c) Hon. J. J. McCann  
(d) Hon. L. Chevrier

*(Prepared by Wing Cdr. A. L. Bocking, D.F.C.,  
Director of Air Staff Services, A.F.H.Q.)*

## AN APOLOGY

*We offer our apologies to Air Marshal Robert Leckie, C.B., D.S.O., D.S.C., D.F.C., for the error in our January "What's the Score?", in which his rank was incorrectly shown as "Air Vice-Marshal."*



## December Transfers

*Hitherto we have been listing transfers in advance. Since "The Roundel" goes to press more than a month before it reaches its readers, we have been compelled to omit all those transfers which are decided upon after our "copy" deadline. In future, therefore, we propose to publish only those transfers which have actually been effected.*

### Officers

G/C A. O. Adams, O.B.E. (G.L.) — A.F.H.Q. (Inspec. Services) to A.F.H.Q. (A.M.A.P.).  
 W/C E. Beaton (Sup.) — Can. Joint Staff, London, to No. 5 Supply Depot, Moncton.  
 A/C W. E. Bennett (G.L.) — Can. Joint Staff, London, to N.W.A.C. Headquarters, Edmonton.  
 W/C H. E. Bishop (T.L.) — R.C.A.F. Station Centralia, to R.C.A.F. Station Gimli.  
 W/C C. G. W. Chapman, D.S.O. (G.L.) — Can. Joint Staff, London, to A.F.H.Q.  
 S/L W. B. Coates (A.E.) — Can. Joint Staff, Washington, to Air Materiel Command H.Q., Ottawa.  
 S/L A. L. Evans (Accts.) — N.W.A.C. Headquarters, Edmonton, to R.C.A.F. Station Gimli.  
 S/L G. C. Fisher, D.F.C. (G.L.) — A.F.H.Q., to R.C.A.F. Station Lachine.  
 W/CE J. L. Gauthier (T.L.) — Can. Joint Staff, Washington, to A.F.H.Q.  
 A/C J. G. Kerr, C.B.E., A.F.C. (G.L.) — A.F.H.Q., to Can. Joint Staff, London.  
 S/L J. H. C. Lewis (G.L.) — No. 426 Sqn., Tacoma, Washington, to A.F.H.Q.  
 S/L H. S. Lisson, D.F.C. (G.L.) — Can. Army Staff College, Kingston, to A.F.H.Q.  
 W/C D. C. S. MacDonald, D.F.C. (G.L.) — Can. Joint Staff, London, to A.F.H.Q.  
 W/C W. Michalski (G.L.) — Training Command H.Q., to Instrument Flying School, Centralia.  
 S/L W. G. S. Miller (G.L.) — Can. Army Staff College, to A.F.H.Q.  
 S/L A. Morrison (Sup.) — Can. Joint Staff, Washington, to A.F.H.Q.  
 S/L G. B. Murray, D.F.C. (G.L.) — A.F.H.Q., to Can. Army Staff College.  
 W/C C. L. Olssen, D.F.C. (G.L.) — No. 408 Sqn., Rockcliffe, to R.C.A.F. Stn. Rockcliffe.  
 W/C D. G. S. Ross (T.L.) — Can. Joint Staff, London, to No. 1 Photographic Estab., Rockcliffe.

W/C W. H. Swetman, D.S.O., D.F.C. (G.L.) — Air Transport Command H.Q. to Can. Joint Staff, London.  
 W/C R. I. Thomas, A.F.C. (G.L.) — R.C.A.F. Stn. Rockcliffe to Air Transport Command H.Q., Rockcliffe.

### Warrant Officers

W.O. 2 W. G. Adams (M. Cook) — R.C.A.F. Stn. Fort Nelson to N.W.A.C. Headquarters, Edmonton.  
 W.O. 2 W. K. Beattie (M. Photo) — R.C.A.F. Stn. Rockcliffe to Training Command H.Q., Trenton.  
 W.O. 2 D. W. Cranham (F.W.) — R.C.A.F. Stn. Edmonton to No. 2 Construction and Maintenance Unit, Calgary.  
 W.O. 2 R. R. Fumerton (Clk. Adm.) — R.C.A.F. Stn. St. Hubert to R.C.A.F. Stn. Uplands.  
 W.O. 1 P. J. S. Mackenzie (M. Com. Tech.) — R.C.A.F. Stn. Sea Island to N.W.A.C. Headquarters.  
 W.O. 1 D. S. McCuaig (M.A. Tech.) — No. 406 Sqn., Saskatoon, to Air Materiel Command H.Q., Ottawa.  
 W.O. 2 F. D. McMullen (Clk. Admin.) — No. 10 Repair Depot, Calgary, to Air Materiel Command H.Q., Ottawa.  
 W. O. 1 G. H. Nauffs (Smn.) — No. 122 Marine Sqn., Patricia Bay, to No. 102 Marine Sqn., Dartmouth.  
 W.O. 2 A. E. Reinholdt (P.R.T.I.) — R.C.A.F. Stn. Toronto to No. 2 Manning Depot, Aylmer.  
 W.O. 1 E. H. Rossell (M.A. Tech.) — No. 2 Tech. Trng. School, Camp Borden, to R.C.A.F. Stn. Gimli.  
 W.O. 1 B. T. Walsh (M.A. Tech.) — R.C.A.F. Stn. Rockcliffe to National Research Council, Arnprior.

### KEY TO TRADE DESIGNATIONS

A.E.	— Aeronautical Engineering
T.L.	— Technical List
G.L.	— General List
P.R.T.I.	— Physical Recreation Training Instructor
M.A. Tech.	— Master Armament Technician
F.W.	— Foreman of Works
M. Com. Tech.	— Master Communications Technician
Clk. Adm.	— Clerk Administrative
Accts.	— Accounts
M. Cook	— Master Cook
Smn.	— Seaman

# The ROYAL CANADIAN AIR CADETS



by Arthur Macdonald, Air Cadet League of Canada

## Annual Meeting Plans

WHILE THIS ISSUE of "The Roundel" is coming off the presses, the Air Cadet League of Canada will be holding its Tenth Annual General Meeting. The meeting this year is dedicated to observing the tenth anniversary of the League, which was established officially in 1941. As in previous gatherings, the delegates will face a heavy schedule of business sessions, committee meetings, and other important functions.

The meeting will be held at the Seignior Club, P.Q., on March 12th, 13th and 14th, and it is expected that up to a hundred delegates will be in attendance. They will hear reports covering the 1950 activities of the League, elect a slate of officers for 1951, and lay plans for League activities for the coming year.

Most important item on the agenda is the fifty per cent expansion programme of the Royal Canadian Air Cadets, launched a few months ago. Each provincial chairman will outline the steps taken by his committee to boost air cadet strength and it is expected that a host of new expansion ideas will emerge from this discussion. Key factor in the expansion programme is the problem of providing adequate accommodation, and this matter is certain to receive serious study.

A new and interesting feature of the gathering will be a special directors' luncheon on March 13th, with John Fisher as guest speaker. Mr. Fisher, who is well known for his broadcasts

about little-known facets of Canadian life, will later air some of his comments on the C.B.C. national network.

High point of the meeting will be reached on Wednesday, March 14th, when the League will hold its tenth Anniversary Dinner. In attendance will be the past-presidents of the League as well as the current board of directors, high ranking R.C.A.F. and U.S.A.F. officers, and representatives of various associations and organizations interested in the furtherance of aviation and youth training in Canada. Guest speaker will be the Hon. Brooke Claxton, Minister of National Defence, who is expected to review Canada's

*Air Cadet Sgt. Wheaton and the Chief of the Air Staff.*



defence policy and outline the steps by which the League can most effectively support the defence programme.

Following the meeting, the League directors will travel to Ottawa to attend a mess dinner tendered in their honour by the R.C.A.F. Officers' Mess in the capital city.

A more complete report on decisions reached during the annual meeting will appear in a future issue of "The Roundel."

### Air Cadet Wins Tudhope Trophy

Congratulations are extended to Air Cadet Sgt. Graydon M. Wheaton, of South Bay, N.B., who has been declared first winner of the Tudhope Trophy for civil aviation.

The Trophy is to be awarded annually to the person under nineteen years of age who obtains the highest rating in private pilot's licensing tests during the fifteen-month period ending on December 10th of each year. The award is sponsored by the Royal Canadian Flying Clubs Association, with the winner being selected by the Department of Transport on the basis of official ground and air examinations.

In recognition of his achievement in winning the Trophy for the first time, Cadet Wheaton was flown to Ottawa to attend the annual banquet of the Royal Canadian Flying Clubs Association. While in the capital city he enjoyed the usual round of sightseeing and was also granted a brief interview with the Chief of the Air Staff. But the biggest thrill of all came on the evening of January 24th, when he received the beautiful Tudhope Trophy from the hands of His Excellency Viscount Alexander, Governor-General of Canada.

### Prize-Winning Squadron: No. 230

There is a great deal being said these days about the likelihood of reinstating the Women's Division of the R.C.A.F. Nowhere has this possibility stirred up more interest than among Canada's Air Cadet squadrons. As reported in previous issues of this publication, a number of Air Cadet squadrons have formed girl "Air Cadette" units

in response to strong demands from the teen-age girls that they, too, be given an opportunity to learn about aviation.

At present the girl cadette units have no official standing within the League, receive no financial assistance, and are required to provide their own uniforms and training equipment. Despite these difficulties, they seem to be gaining steadily in strength and prestige. It goes without saying that the officers of these units (many of them former W.D.'s) look forward with some anticipation to the formation of a peace-time women's division in the R.C.A.F.

One of the established units which sponsors a girl's auxiliary is No. 230 Squadron, Athabasca, Alberta. The story of this squadron makes interesting reading, for it is an outstanding example of what can be accomplished in a small community by hard work and perseverance.

No. 230 Squadron has been functioning for ten years. During this period the squadron has found the means of purchasing its own training headquarters — a building with two floors and adequate space for classrooms, a rifle range, a Link training room and a small drill hall. The latter is used very often for dances, not only for cadets, but also for other teen-age groups who are permitted to use the building without charge. Located on the banks of the beautiful Athabasca River, the building is kept spick and span by a full-time janitor who lives in one of the rooms.

Nominal strength of No. 230 Squadron is now fifty-five: it began with twenty-five. The girl cadette flight was organized during the past year and has made excellent progress under the leadership of Miss N. Robb, a local high-school teacher. There is also a squadron band comprising six trumpets, four small drums, and a bass.

In addition to the Commanding Officer (who has been with the squadron since its formation), the squadron has an Adjutant and Equipment Officer. The lads also consider themselves lucky in having a slate of instructors who are all ex-R.C.A.F. officers.

Last spring No. 230 teamed up with the Peace River and Dawson Creek Squadrons in the staging of a combined annual inspection and air show.

Made possible through the co-operation of North-West Air Command, the show attracted no less than 1,500 spectators. But even this attraction was overshadowed by a more recent event — presentation of the Guthrie Shield to No. 230 Squadron as “the most proficient unit in Alberta.”

## Indian Air Cadets

Canada's only flight of Indian air cadets shared the honour of winning the Guthrie Shield for No. 38 (Prince Albert) Squadron, top unit in Saskatchewan for 1950.

The flight, now fifty-four strong, was formed last May through the efforts of the Prince Albert sponsoring committee. The boys are students at All Saints Indian Residential School, operated in Prince Albert by the Church of England with funds provided by the Church and a grant from the Dominion Government. The first enrolment was thirty-four cadets.

An indication of how the young Crees are adapting themselves to air cadet life is the fact that two of them have already earned corporal's stripes.



*Ex-Group Capt. George Will, Mr. W. E. Cutt, and Air Vice-Marshal K. M. Guthrie, C.B., C.B.E., (ret'd), look on as the Indian flight examines Guthrie Shield.*

*No. 230 (Athabasca) Squadron on parade.*



# Aircraft in the News

We propose to publish from time to time in the Air Cadet section of "The Roundel," photographs, silhouettes, and brief descriptions of significant current aircraft. The following material is reprinted from the "Inter-Services Aircraft Recognition Journal" by permission of the Controller of H.M. Stationery Office.

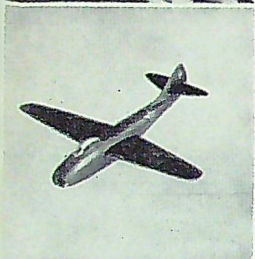
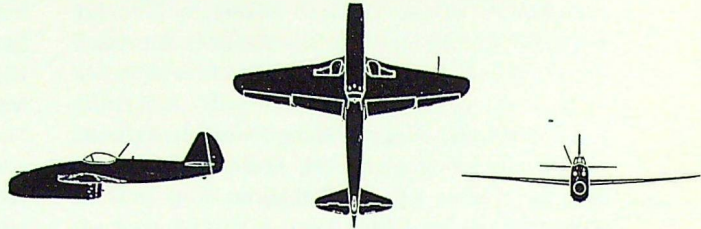


Yakovlev (Russian)

## YAK-15

(1 BMW 003)

Span 32' 10" Length 29' 0"

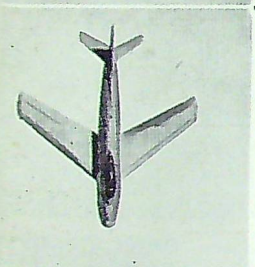
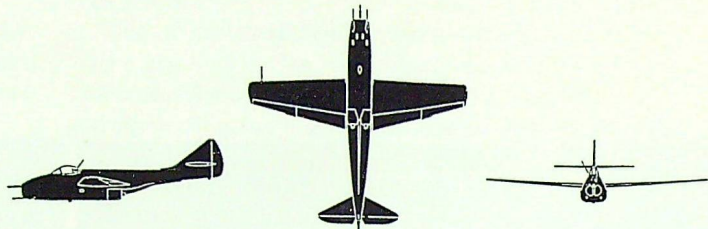


Mikoyan-Gurevich (Russian)

## MIG-9

(1 BMW 003)

Span 40' 6" Length 36' 0"



North American (U.S.)

## F-86 SABRE

(1 General Electric J.47)

Span 37' 1" Length 37' 6"

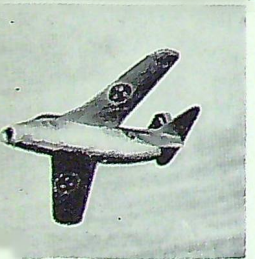


Mikoyan-Gurevich (Russian)

## MIG-JET (Swept-wing)

(Provisional silhouette)

Span 34' approx. Length 32' approx.



Saab (Swedish)

## J. 29

(1 D.H. Ghost)

Span 36' 0" Length 33' 5"



# The Historic Forty-Ninth: Part 2

by JOHN PETER TURNER

(Reprinted by courtesy of the "R.C.M.P. Quarterly")

THE WORK on the international boundary had been well advanced. Approximately half the long line of nine hundred miles between the Lake of the Woods and the Rocky Mountains had been surveyed and marked in 1873 by the Canadian and United States joint commission.

The two great Anglo-Saxon countries of North America, in keeping with the spirit of the Oregon Boundary Treaty (1846), had extended their interests westward in full harmony and co-operation. The 49th parallel was on the way to becoming a symbol of peace and concord, an example to the remainder of the world.

Though separated in their respective quarters at Dufferin and South Pembina, the men of the surveying parties under Commissioners Cameron and Campbell lived almost as one community during the winter of 1873-4. Despite the isolation, there was no lack of diversion. The months passed pleasantly in a continual round of card parties, dinners, dances, get-togethers, sing-songs and various outdoor sports. A free and easy cordiality prevailed and even the natives participated in the dances. In addition there was considerable visiting back and forth in the growing Manitoba town of Winnipeg (Fort Garry) to the north, the neighbouring Dakota and Minnesota settlements and the big north-western town of St. Paul several hundred miles away at the head waters of the Mississippi.

In the spring all was bustle and activity.

William Hallett, the trustworthy Scotch half-breed who had been in charge of the scouts the previous year, was forced to retire. He had grown too old. Captain East, R.A., was commissioned to engage forty experienced plainsmen who were to ride in advance of the expedition and report on the country — give the location of streams, lakes, pasturage and wood; and, most important of all

perhaps, to act as intermediaries in the event of trouble with the Indians.

All established depots between the Red River and the Great Couteau were replenished with supplies and made serviceable. A reconnoitring party, accompanied by a commissariat train, was sent forward to build a substantial depot at Wood Mountain. And before summer was under way all hands were busy continuing the line beyond Wood End.

It was known that a veritable realm of savagery lay ahead. On the plains north of the 'forty-ninth' probably thirty thousand Indians lived, hunted buffalo and intermittently waged inter-tribal war. In addition to the great Blackfeet Confederacy — Blackfeet, Piegans, Bloods and Sarcees — wandering bands of Plain Crees, Assiniboines and Saulteaux occupied the country to the west. Except for the widely-separated Hudson's Bay Company posts and a few scattered half-breed settlements, where white and half-breed traders trafficked for the produce of the buffalo ranges, and a few missionaries who strove to gain dark-skinned proselytes, the red men were the only inhabitants of the interminable grasslands.

South of the international line, Indian warfare was being waged continually, and the scanty white

*Approach to the Great Couteau — a land beyond the world.*





*United States military post at Fort Pembina, N.D., 1874.*

population was running free of the restraints of established authority. Strategic points were garrisoned by soldiers. The westward march of civilization to the trans-Mississippi plains had rendered the Indian lands valuable; and, despite treaties between whites and aborigines, the red men, like the buffalo, were forced to seek sanctuary wherever they could find it. Concurrently, men whose misdemeanours had driven them far out the western trails had come northward into Canada.

The great Sioux nation was all-powerful along the river highway of the Missouri, the natural outlet to the West. But bad elements from the east, many of them men and women 'on the dodge' who sought exemption from the clutches of the law, were in the ascendancy. Ever westward an army of occupation was pressing on. A colossal movement had been launched, a hegira before which all native life faced complete forfeiture of its primordial ways, a wave of bloodshed in which brave men laboured to establish law and justice and liberty in the face of debauchery, breach of trust and murder. An American saga was being written. Outrages by desperadoes, hideous massacres, heroisms, crowning adventures, and violent deaths were commonplace.

These conditions had reached British territory. Liquor had come from the Missouri to the Black-foot country, where it was said strongholds had been erected to gather spoils from the Indian hunters.

The West was running wild, probably wilder than before the coming of the white man. Flaming

colours were being added to the story of a great transition.

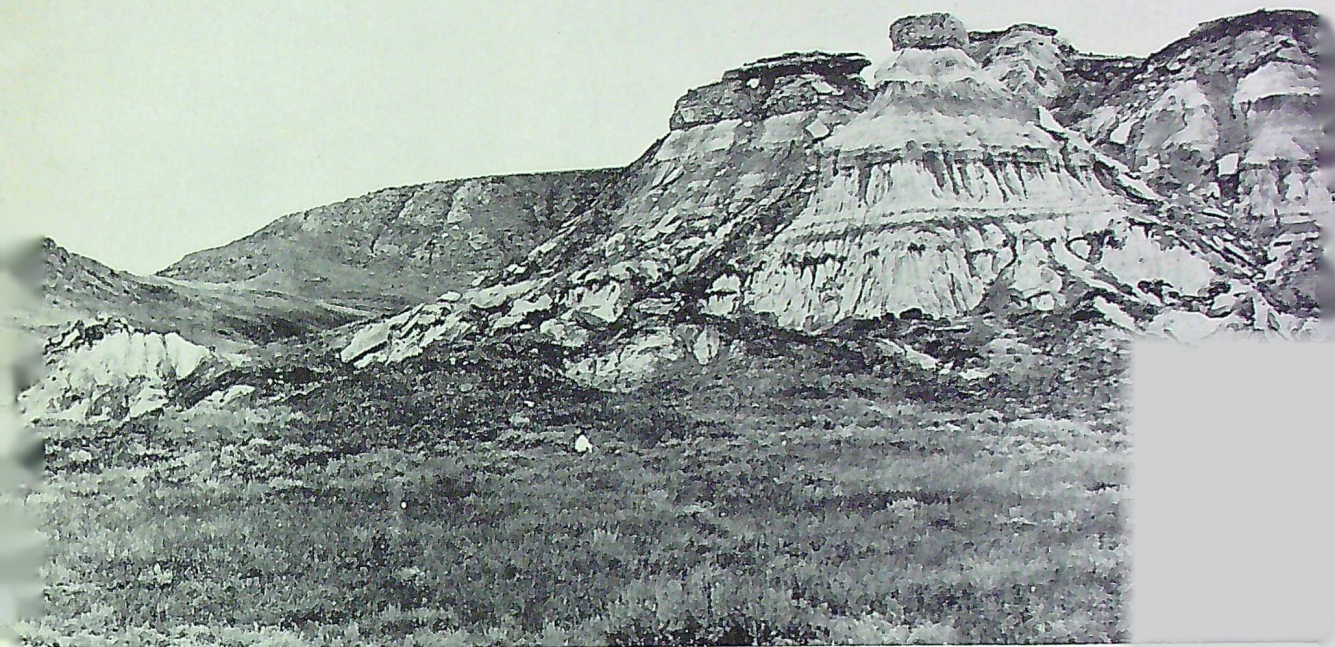
For more than six hundred miles across this last retreat of Indian life, the huge glacial moraine of the Missouri Couteau saddled the plains from north-west to south-east. Awesome, treeless and windswept, its interminable undulations, given over to wolves, birds of prey and wandering nomads, seemed like a land beyond the world. And into it penetrated the surveyors of the boundary.

Many days were needed to cross the dreary uplands of the Couteau; finally, however, as a climax to a scene which had become irksome, the toilers reached a river valley, gloomy and uninviting in its general aspect and devoid of vegetation. Probably the Big Muddy. The surveyors continued on, passing several branches of the Poplar River. Gradually the surroundings improved; and soon, to the relief of all, the Couteau lay behind. Wood Mountain loomed ahead.

Midsummer came, bringing another important movement on the plains. The North-West Mounted Police, three hundred strong, had assembled at Dufferin late in June preparatory to its epic march westward. The Canadian Boundary Commission buildings had been adopted temporarily as a headquarters and stepping-off point; and, travelling faster than the surveyors, despite cumbersome transport and 'beef on the hoof,' the newly-organized Force had taken a course

*Field cook-house, Canadian Boundary Commission 1874.*





Badlands — "Like a part of Hell with the fires burned out."

northward of and paralleling the boundary. As the slower-moving surveyors were overtaken, supplies threatened to run short, and the commissioner, Col. George A. French, decided to seek assistance from the nearest settlement. Making a detour from the line of march and reaching Willow Bunch, a small half-breed community nestled in the folds of Wood Mountain, the assistant commissioner of the little red-coated army, Major James F. Macleod, accompanied by five men and six Red River carts, purchased a quantity of buffalo pemmican and dried meat from the half-breed traders at that point. Shortly afterwards, he transported a needed supply of oats to the Mounted Police from the surplus stores in the boundary commission depot at Wood Mountain, and arranged for an additional amount to be furnished as required. The following year, the buildings at this depot became the Wood Mountain Detachment of the Mounted Police.

Meanwhile the boundary commissariat, under the able direction of Capt. Lawrence Herchmer,

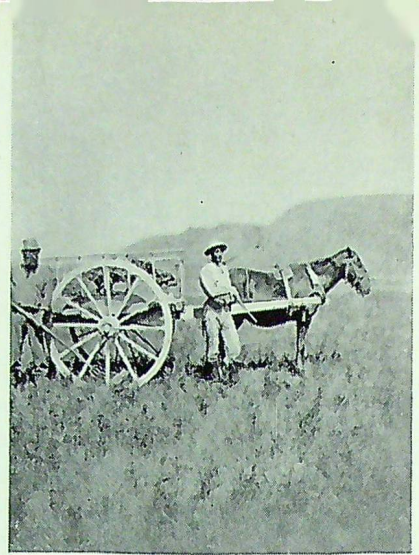
had functioned capably and had tended to sustain a fine *esprit de corps* among the men. Though the food was rough, it was of the best procurable in this distant land. 'Buffalo chips' — the dried dung of buffalo — served admirably as fuel, especially on the Couteau where there was a marked scarcity of wood, and the water carts offset the misery of dry camps.

Soon after leaving Wood Mountain depot, buffalo were sighted for the first time — a small herb browsing quietly on the side hills of Cottonwood Coulee. Antelope were plentiful. By the sparkling waters of Frenchman's Creek, one of the most attractive camp-sites of the entire undertaking awaited the men. This locality was to furnish a rendezvous for Sitting Bull's refugee Sioux in 1876-7 after the Custer Massacre south of the boundary.

The surveyors spent several days here resting the horses, washing, and making everything ship-shape. Here also they had their first meeting with the Indians of the farther plains. A few miles



*Surveyors' camp on North Antler Creek.*



*Gathering "Buffalo Chips" for fuel.*

down stream, an adventurer named Juneau operated a small trading post; nearby was an encampment of about forty lodges of Sioux.

The red men received the white visitors with obvious delight, doubtlessly expecting some favours; in turn they visited the boundary camp and were reassured when they received an affirmative reply to their question, "Are you the King's men?" Apparently they referred to King George III. Their forbears had been allies of the British troops, and their chieftains had received medals for their services; but, of more significance, they had gained a lasting respect for the redcoated servitors of the King. They proffered buffalo tongues as special gifts to the surveyors and provided them generously with fresh meat.

"In another two days of travel," the feathered and painted Sioux told the white men, "you will find the buffalo thick upon the plain."

The expedition was reluctant to leave this pleasant camp. But it was imperative they push ahead. Crossing the east and west forks of the Milk River, they encountered more badlands. Here the buffalo were amazingly plentiful. Every slope lay sprinkled with white skulls and skeletons — a slaughter field of centuries. To the westward, a long blue shadow appeared, but instead of the hoped-for Rocky Mountains, it was soon discovered to be the unmistakable Three Buttes of the Sweet Grass Hills, shown on Palliser's map.\*

The travellers scanned the prospect in silence. Here was utter loneliness — a high, open plateau broken at intervals by some river-bed, or deceptive hollow, where a man, a hundred men or a herd of buffalo could disappear in a moment. Little did the spectators realize that a few miles away the bewitching fastnesses of the Cypress Hills, with their infinite variety of forest and glade, lush meadows and tumbling brooks — a paradise of natural beauty —, rose from the encircling prairies. It was there that a fiendish butchery of Assiniboine Indians by Missouri desperadoes had occurred in the previous spring, a base episode that had hastened the formation of the North West Mounted Police.

Slowly but steadily the combined survey parties progressed towards the farther plains, meeting small bands of Indians almost daily. And presently, as the main stream of the Milk River was crossed, the Sweet Grass Hills loomed more distinctly.

The travellers were now in the 'Land of Painted Rocks,' where, according to Indian legend, the spirits of the departed dwelt. Here, amid scenes where they had fought, hunted, performed their

\*In 1857, the British government dispatched an expedition under Captain Palliser to explore the vast unknown territory of British North America west of Lake Superior. Captain Palliser had special instructions to attempt a practicable horse route on British territory connecting eastern Canada with British Columbia. The subsequent explorations extended over four years. (Note by the Editor, "R.C.M.P. Quarterly")

strange rituals and passed to the Happy Hunting Grounds, the ghosts of bygone red men were wont to return and camp among the strangely-moulded and painted rocks. To the Blackfeet, this was holy ground; Writing-on-Stone, they called it. Tribal incidents were crudely etched on the faces of grotesquely-shaped cliffs. Decked in a thousand shades, this region of Nature's caprices was strangely beautiful as sunlight and cloud, alternately, played upon it. At close of day, it was as uninviting as might be a part of Hell with the fires burned out; in darkness, it was a nightmare land of bleakness and weird configurations.

Almost on the line of demarcation, the Three Buttes, towering several thousand feet above the plains, and surrounded by deep-cut coulees and broken lands, now loomed in majestic outline. While exploring the vicinity, several of the men came upon the bodies of many dead Indians. All had been shot. One corpse bore sixteen bullet wounds. Near-by were small pits strewn with empty cartridge shells as though a defensive battle had been waged. It was learned later that the dead were a band of Crows from the Missouri country who, while on a horse-stealing foray, had been 'cleaned out' by Piegans.

Onward past the Three Buttes the surveyors pressed. And now the snow-capped peaks of the Rockies could be seen, a hundred miles away. The magnificent Chief Mountain showed distinctly, its gigantic sugar-loaf top a distinguishing land mark among its fellows. Buffalo, in prodigious numbers, roamed freely. Little exertion was necessary to kill one or more at any hour of the day; and carcasses, shorn of their skins, lay everywhere.

Beyond the last crossing of the Milk River the land gradually ascended to the foothills. A few miles further west the travellers came to the St. Mary's River, which presented the most fascinating and picturesque scene yet reached. Use was made of coal deposits found on its banks. Down stream, near the present site of Lethbridge, Nick Sheran, an Irish-American from New York, had set up a small coal-mine four years earlier, which was destined to develop into a great industry.

The boundary work became more difficult as the men ascended towards the huge, continental

backbone; and, for the first time since leaving Turtle Mountain, the axe-men were fully employed. Many bridges had to be built over the various streams; and wide detours were necessary to get the wagons and other equipment through.

Here was presented to many eastern eyes for the first time a magnificent panorama of snow-crowned mountains, timbered valleys, and splashing streams — a new land in every sense, and a hunter's paradise. Wild life abounded. Luscious trout teemed in the tumbling waters that flowed from the snow-fields among the clouds. An immense herd of elk (wapiti) was seen near Chief Mountain; monstrous moose and small deer were continually in evidence. Mountain sheep and goats stared curiously from their rocky ledges. On more than one occasion, fire-arms were used to provide sport and fresh meat. Grouse were in constant demand. Once, some of the men out ahead encountered a grizzly bear, and preparations were made to lay him low; but, upon the 'silver tip' showing fight, the hunt quickly subsided. Later a member of the U. S. Commission shot a mountain lion.

At last the persevering surveyors and their co-workers neared the end of their task at Kootenay River. The line crossed the river at right angles. Pack-horses were used to negotiate the short distance still to go.

About twenty miles remained. But it was twenty miles of hard work; heavy timber that had blown down during wind storms had become interlaced in a bewildering jungle which obstructed the route of travel. In this last span mounds were erected at only two points: the passage of the Belly River and the crossing of Lake Watertoh.

The boundary between British Columbia and the United States had already been surveyed from the Pacific coast to the Kootenay when the American Civil War intervened, and a monument had been placed at the eastern extremity. At that time, it had been intended to continue the survey eastward to the Lake of the Woods; but now, a decade later, the actual undertaking had been reversed.

At last the men lay down their tools. It was the end of the trail.

It was still early autumn, but the weather at night was cold. Many of the men had hoped to winter in the Rockies, and some equipment for that purpose had been transported from Dufferin. Orders, however, were given for the homeward march.

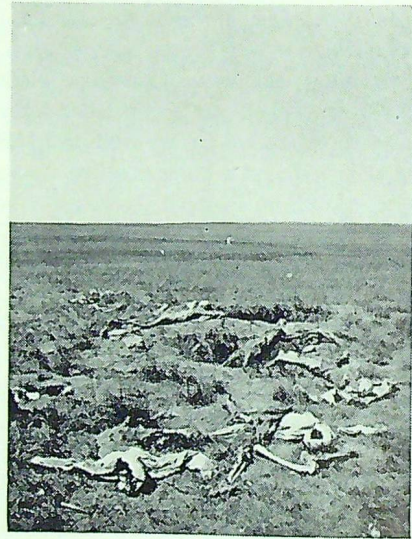
On the return trip, a rest camp was established by the commissioners at Fish Lake in the neighbourhood of Chief Mountain from where the men visited a Missouri trader's 'hang-out' in the vicinity. The least harmful purchases made were cans of brandied peaches. Ponies were also bought from some traders who claimed to be from Fort Whoop-Up on the St. Mary's River. Inquisitive stragglers from the whisky trading camps appeared on the scene, also a number of U. S. soldiers on a friendly visit from Fort Shaw in Montana.

Another stop was made at the Sweet Grass\* Hills. And here on a day in mid-September, the lean and weathered troopers of the North West Mounted Police, under Commissioner French and Assistant Commissioner Macleod, arrived. With fine *camaraderie* and jovial spirits, the two forces commingled for a brief spell. Charles Conrad, a prominent trader of Fort Benton, also turned up with a bull-train loaded with oats and other commodities for the police. At that time Fort Benton was a thriving and riotous centre on the Missouri River. It had been named after Col. Thomas H. Benton who had played an important part in Washington in fixing the boundary on the 49th parallel. Not least among those present was Jerry Potts, a Piegan half-breed who later became famous as a guide in the service of the N.W.M.P.

Long to be remembered was that stop at the Three Buttes! Thither, in curiosity, had come many Indians, among them a band of Unkapapa Sioux under the noted warrior, Long Dog, a fiery individual who was later to take a major part in the annihilation of Custer's command on the Little Big Horn, in June 1876, and who afterwards was to become a thorn in the flesh of the Mounted Police when the Sioux took refuge in the Wood

Mountain area. In the 7th U. S. Cavalry, accompanying the U. S. commissioner, was Major Marcus Reno who by reason of an order from Custer to attack the Sioux on a separate flank was to be one of the few surviving officers of that historic blood-bath. The city of Reno, Nev., famous for its divorces, perpetuates his name today.

The time passed pleasantly at the Sweet Grass until the inevitable farewells. Some of the men under the U. S. Commission who were released from duty left hurriedly for Fort Benton, which they hoped to reach before freeze-up. From there they could travel eastward towards their homes in Mackinaw boats. Navigation by river steamer on the Missouri had already terminated for the season.



*Small pits and human remains of Crow raiders killed by Piegans.*

Shortly after their departure, an immense cloud of dust was seen moving in a northerly direction toward the camp. One of the police scouts watched it with an experienced eye, then declared it to indicate a large herd of stampeding buffalo. Onward they came with Indian horsemen hovering

\*Sweet Grass was a term commonly used among the plainmen to designate good pasturage. In this locality it had no reference to the scented grass often used by the Indians in their sacred rituals or in basket-making. (Note by the Editor, "R.C.M.P. Quarterly")

on their flanks. Forty mounted men were sent out to turn the animals aside. A concentrated gun-fire split the herd, one division heading north-east, the other north-west. The shaggy beasts intercepted a train which had previously pulled out, and in no time they were thundering among the men and horses. One huge bull was shot as its horns became entangled in a wagon wheel. So great was the confusion they created that the surveyors lost twenty-four hours through sheer inability to move on.

Few incidents happened on the remaining homeward trek. Once, while passing a large camp of half-breeds, the party paused to watch the women making pemmican — dried and pounded buffalo meat mixed with fat and placed in buffalo-skin sacks. As the returning workmen progressed, they found that prairie fires had swept large tracts of country; and thereby deprived of pasturage and the indispensable buffalo chips, they carried wood and forage from one camp to another.

At Frenchman's Creek they came upon a naked half-breed tied to a tree. He was dead, and obviously had suffered terrible agony. To allow the sun full play, the tree's branches had been removed, and a near-by stream had added to the man's torment; for he had been left to die of starvation, thirst and exposure. The on-lookers were stunned at this display of fiendish cruelty by vengeful Indians.

Cameron and his followers experienced trouble with the natives only at Wood End, where one man, who had incurred the enmity of a band, was threatened. Immediately the threat blossomed to include the entire commission. The men formed a corral with carts and wagons, and each was given forty rounds of ammunition. At night skulking Indians were detected, and signal lights appeared on the adjacent hill-tops. Pickets were stationed around the camp, but, naught save a prowling wolf appeared and the expected attack failed to materialize. From then on, however, strict vigilance was maintained; and in due course Dufferin was reached without mishap.

\* \* \*

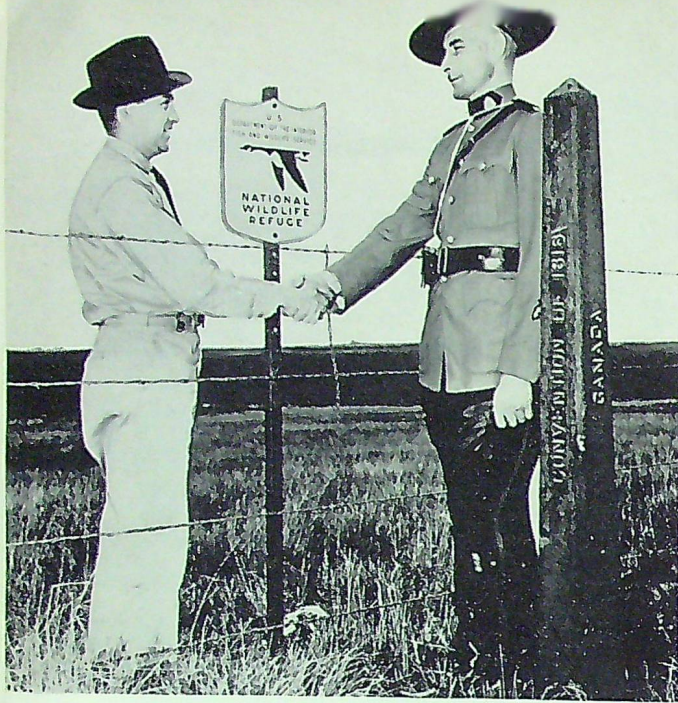
Part of the N.W.M.P. staff was occupying the buildings at Dufferin, awaiting spring when



*Major General Donald Roderick Cameron, C.M.G.,  
F.R.G.S.*

they would move to the headquarters barracks which were being erected at Swan River, far to the north-west. Later, two troops under Commissioner French, on their return from the Sweet Grass Hills, also spent the winter here, pending completion of the new buildings. Meanwhile, Assistant Commissioner Macleod with three troops had struck towards the foothills and, on reaching the Old Man's River, erected Fort Macleod — the first police outpost in the Far West. Part of another troop which had accompanied the commissioner eastward, took possession of the uncompleted barracks at Swan River.

The detachment of Royal Engineers, which had formed a large part of the survey party, had left Liverpool on Aug. 20, 1872. The expedition had commenced work at Dufferin on September 20, a month later. And now, after two years, it had



*The 49th to-day. Canada and the United States join hands. (Photo by U.S Dept. of Interior.).*

traversed more than two thousand miles of desolate region, a land tenanted by tribes who, in freedom from restraint, were second to none in stark and implacable savagery. The expedition had marked nearly nine hundred miles of boundary and accomplished a survey of over five thousand square miles of British territory. During the last year (1874), between May 20 and October 11, a period of 144 days, the two parties had moved back and forth over fifteen hundred miles in longitude, determined and marked 357 miles of the parallel of latitude, and surveyed in detail fifteen hundred square miles.

In addition to all this, they had to contend with many hindrances: the winding of the main trail; the essential wanderings of the surveying parties; the devious routes taken by those distributing supplies; the obstacles of the country itself; inclement weather; heavy transport. Yet the joint expedition accomplished an average of  $10\frac{1}{2}$  miles a day. Truly a remarkable feat. One that redounds to the credit of the men who executed it. For his services, Captain Cameron received the honour of Commander of Michael and George from Her Majesty, the Queen.

Thus, as 1874 drew to a close, an engrossing period of frontier history in North America had begun. And in the making of this land of freedom and opportunity, the North West Mounted Police were destined to play an important rôle.

The 49th was now an established boundary line between two great nations. The lure of the West was on the verge of being a tremendous thing.

\* \* \*

(AUTHOR'S NOTE: *With a single exception, all of the official, authentic photographs accompanying this article were generously supplied from the private collection of Mr. W. T. Cameron, son of the late Major General D. R. Cameron who was head of the Canadian Boundary Commission. We wish to express our warmest thanks for these invaluable pictures.*)

END

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## GETTING THE POINT

An airplane pilot coming in for a landing at Albama, Georgia, recently was forced to detour slightly to avoid two bird-dogs "frozen" on the runway with a perfect point on his plane.

("Contact": U.S.A.)

# Some Notes on — A Philosophy of Leadership

By Squadron Leader G. R. Truemner, A.F.C.

*(So much has been written on this subject that we are not publishing Sqn. Ldr. Truemner's excellent essay in its entirety. We have instead, taken the liberty of selecting excerpts from it which seem to us to summarize the problems of leadership in a terse and unusually vigorous manner. The author, who is at present attending Course No. 15 at the R.C.A.F. Staff College, has had several years' experience as a flying instructor in the R.C.A.F. and was formerly in command of the School of Service Management at Trenton. — EDITOR)*

**A**LMOST EVERYONE in a peace-time military organization can be viewed as a potential war-time leader. Each individual, therefore, owes to himself and his country an obligation to discover what talents are required to provide true leadership. One belief is that leaders are born and not made. Another theory has it that almost any person of normal intelligence can learn to become a leader. Both statements hold considerable truth. Some people do possess a greater natural capacity for leadership than others. The average person, however, can develop and increase his skill as a leader just as he improves his technique as a pilot, a chef, or a mathematician.

## DEFINITION

The term "leadership" is related to the field of human relationships where power is exercised over people. One person or group of persons directs; the others, within the particular leadership situation, comply or follow. In human affairs of this nature, a certain friction develops between the will of the one commanding and the responding will of the individuals in the subordinate position. Leadership is the ability to minimize the friction loss—to influence subordinates to follow instructions because they want to, rather than because they must.

## CONFIDENCE

The function of leadership cannot be developed properly without apportioning considerable thought to the characteristics which the director should possess. A careful study of prominent successful executives of past and present provides the proof that no real mould exists for a leader. Instead, a full range of spiritual, intellectual, and physical qualifications is revealed, providing contrasts rather than a uniform pattern. One feature, nevertheless, can be stated as being present in all leadership situations — confidence. No real leadership process can be established without an atmosphere of confidence, because:

- the subordinates must have confidence in their leader;
- those to whom the leader is subordinate must have confidence in him;
- and, above all, the leader must have confidence in himself.

Confidence can not be improvised. It is a condition which must be properly initiated and constantly maintained. Paramount among the factors which contribute to this basis of leadership are:

1. The leader's appreciation of the true meaning of discipline.
2. The leader's proficiency in his work.
3. The irrefragability of the leader's personal example.
4. The leader's understanding of his subordinates.

## 1. Discipline

Discipline is systematic training which can instil mutual confidence. Its real purpose is to bind together a number of vastly different individuals into an organized group which works as one unit, to one end, under one leader. Discipline is often confused with compulsion, the instrument to which established authority naturally turns to lend support to its commands; but the effects of compulsion last exactly as long as the club can be applied. Proper discipline is necessary, but there is a vast difference between the discipline that restricts and irritates and the discipline that stimulates confidence and team work.

Discipline, derived from the word "disciple," carries the implication of the attitude of the learner, the person who desires a contributing part in a movement, or philosophy, or religion. Discipline is not punishment or stern rule: it is systematic training which brings about control of mental, moral, and physical faculties.

## 2. Proficiency

The leader must be skilled in his profession. Such proficiency comes from an understanding of each detail, each task, each responsibility of his employment.

Rudyard Kipling once wrote:

*"I keep six honest serving men;  
They taught me all I knew.  
Their names are What and Why and When  
And How and Where and Who."*

The individual is master of his work when he knows: what is to be done, why it is to be done how it is to be done, when it is to be done, where it is to be done, and who is to do it. This mastery is the product of constant hard work. The leader must always strive to know more about his military profession than any man under him, because efficiency stimulates the atmosphere of confidence.

The leader must be able to explain or teach his knowledge to others. In fact, many claim that "leader" and "teacher" are synonymous terms. Whether the leader is employed in the office, shop,

hangar, or conference room, he will discover that each activity presents the responsibility of teaching someone to do something. The prerequisite to carrying out this function successfully is again that of knowing everything about one's assignment.

The good N.C.O. or officer is never satisfied with knowing only his own duties well. After mastering his own, he extends his understanding upwards, not to assume the tasks of another, but to integrate his own activities with those related to his. As his Service time lengthens and he becomes experienced, his usefulness expands in proportion to his preparation and development.

## 3. Personal Example

As Winston Churchill once said, "the truly great leader is one who, by his own high example, inspires his followers with such a degree of confidence that they carry out quickly, cheerfully, and thoroughly whatever duties they are called upon to perform." It follows that if a sergeant wants to command the best turned-out flight, or a commanding officer desires to have the finest-looking parade, he himself must be faultless in appearance. If the commander wants his men to "jump to it," he too must be a man of action. If he expects a loyal attitude toward himself, he must set the example by being loyal to his superiors and subordinates. Men will try to mould themselves according to the pattern established by the leader. Men expect their leader to act like a leader, and they unconsciously set a high standard for their superior to attain. The man who cannot handle himself well, will not direct others successfully.

## 4. Understanding Subordinates

If men are to place their confidence in an individual, they must receive something personal in return. That payment can usually be understood. Fundamental, in learning about a subordinate, is the discovery of how he differs from each of his fellows. At least the following five areas of difference should be studied:

**Locality.** The leader must consider from what locality a man comes. Town or country — east or west — dissimilar origins may explain dissimilarities in custom, culture, thought, speech, or even humour.

**Former Job.** Some personnel, accustomed to danger and hard manual labour, find it difficult to place their trust and confidence in another. The ex-clerk may be the opposite. His former employment may have dulled his initiative so that he depends on steady leadership. He, however, will possess habits of patience and endurance.

**Temperament.** In every group of men there will be the sulky, the good-humoured, the touchy, the lazy, the industrious, the amorous, the loyal, the shy, and so on *ad infinitum*. The N.C.O. or officer who endeavours to know each immediate subordinate as an individual will be able to get the best from him.

**Religion.** To a great number of personnel scattered through the Services, religion matters a great deal. Religious faith not only aids morale but also strengthens confidence.

**Upbringing.** The kind of upbringing a man has experienced—good home, bad home—influences his acceptance of direction.

The more a leader investigates all such differences, the better he will be able to direct his men. No leadership process exists unless “those who follow” are considered and understood.

## TO SUMMARIZE

True leadership is founded on confidence, and confidence is inspired by the commander’s understanding of discipline, his professional efficiency, his personal example, and his consideration for his subordinates.

Discipline will promote co-operation within the group.

Complete knowledge of his work will permit the leader to direct and instruct.

Personal example of the highest calibre will establish him in correct perspective with his men, and understanding of those men will place them in right perspective with him.

The individual who is vigilant about these factors is a worthy leader—that is, a leader who merits the confidence of his superiors, his subordinates, and himself.

## Pas de Deux

WHEN THE FAMOUS Sadlers Wells Ballet Company performed “Le Lac des Cygnes” in Ottawa last January, Group Capt. R. A. Cameron, C.O. of R.C.A.F. Station Rockcliffe, invited Miss Beryl Grey, one of the stars, to visit his Station. The vivacious young ballerina is shown here with Sgt. Murray Harkness in the hospital’s kitchen. The bouquet of roses was presented to her by the patients.



# No. 1 Radar and Communications Wing

by Flying Officer H. B. Ripstein, Adjutant, No. 1 R. & C. Wing

## INTRODUCTION

“THE MOST IMPORTANT single contribution to Canada’s defence since the end of the Second World War.”

Such were the words used by Air Marshal W. A. Curtis in January 1949 to describe the unit that was to become No. 1 R. & C. Wing.

Originally formed to “train telecommunications personnel and to maintain the ground radar and communications equipment” for Montreal’s two Reserve fighter squadrons, the unit’s trade structure and terms of reference have enlarged considerably. Recently raised from squadron to wing status, it now includes a headquarters, a radar and communications training school, and two metropolitan aircraft control and warning units in the city of Montreal; as well as outlying A.C.&W.U.’s, which combine operational and training functions, in several Quebec and Ontario centres. In November last, ten months after its formation, the functional and administrative control of the Wing passed from Training Command to Air Defence Group; and to-day its eight hundred-odd personnel are rapidly approaching the stage where, on short notice, they will be able to take over three-quarters of the Regular Force radar and communications net in Eastern Canada.

## HISTORY

We might say that the story of No. 1 R. & C. Wing began in the skies over Britain in 1940, continued through all the air battles of the Second World War, and was brought to a head when the ensuing peace once more became uneasy.

During the war it was proved most forcefully that aircraft, guns and pilots are not enough. Had the gallant “few” been without the complex electronic network that girdled their island, they would ultimately have been overwhelmed by the

Luftwaffe. As the war progressed, the function of electronics in air power became increasingly vital on every front and in every type of operation.

In the electronics field, as in others, Canada played her part. She provided a good share of the equipment and many of the personnel for the far-flung radar stations at home and abroad. The Radio School at Clinton (first R.A.F., then R.C.A.F.) trained over seven thousand technicians. Laboratories, universities and the radio industry made their contributions, while the story of the R.C.A.F. men who operated radars in every theatre of war is in itself a saga that has yet to be written.

Peace, however, brought its problems. Wholesale demobilization played hob with Air Force telecommunications. All radar personnel were returned to civilian life, and millions of dollars’ worth of equipment was hastily disposed of. The stage was even reached, for a short period during 1946 and 1947, when the few aircraft engaged in essential flying were sometimes grounded for lack of technicians to service their radios.

Gradually the post-war organization got under way and peace-time training was resumed. In the new force there was no provision for fighter squadrons or for a ground control and warning network on a full-time or co-ordinated basis. The first post-war fighter element was provided by the Auxiliary (now Reserve) squadrons, which had been reformed in 1946 and were converting to D.H. Vampires. Their pilots carried out radar exercises in conjunction with eight-vehicle radar convoys (the A.M.E.S. II), a type designed toward the war’s end for far-eastern service. This training, except for the Toronto-Hamilton-London and the two Montreal squadrons (which occasionally carried on joint exercises), was entirely local in character. The radar equipment and the squadron aircraft were maintained by war-trained personnel

*"Operation Metropolis": Air National Guard ops. room at White Plains, N.Y. Left to right: Wing Cdr. J. C. Hébert, D.F.C. (No. 438 Sqn.); Brig.-Gen. Clyde Mitchell, U.S.A.F.; Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C.; Wing Cdr. (now Group Capt.) K. R. Patrick, O.B.E.*



*Flt. Sgt. W. Burton watches his son's attestation by Flt. Lt. L. R. Gingras. Standing next to window is LAC T. W. Renwick.*



*Left to right: Sgt. J. L. Finley, Flying Officer L. J. Lomas, Flt. Lt. W. H. Brunini.*



*Personnel of No. 1 R. & C. Wing and No. 438 Fighter Squadron en route to "Operation Metropolis."*



of the Reserve and the Regular Force Support Units attached to each squadron. Thus, we had a part-time "force-in-being" of aging veterans, keeping up their skills on fairly modern aircraft and semi-obsolete radar. This force was decentralized throughout the country, each squadron being located near a large centre of population.

This would have sufficed had we been once more preparing for the type of war that began, far from our shores, in '39. But now, for the first time since 1812, we were confronted with the possibility of attack on our own soil. Following the lead of the U.S.A.F., the R.C.A.F. began in 1948 to build up the nucleus of an air defence establishment. Orders were placed for newer and faster jet-fighters, of both American and Canadian design; the intake of aircrew trainees was doubled; an operational training unit and several fighter squadrons were organized; and the jet-conversion of Reserve squadrons was accelerated. Construction was also started on the keystone of the air defence organization — secret radar sites incorporating the latest electronic devices for early warning and interception control.

Unlike Britain with her limited area, Canada cannot hope to cover her entire length and breadth without crippling the country's economy. The Canadian system is therefore being developed as a connecting link of the American chain, concentrating on early warning and "target-area" defence. Manned on a skeleton basis by the Regular Force, the system will have to be bolstered by Reserve personnel should hostilities break out. It has long been realized, however, that the number of trained technicians in Canada is insufficient to meet both Service and civilian requirements. Accordingly, in January 1949, after much discussion and preliminary study, it was decided to form No. 1 Radar and Communications Unit as an experiment in the Reserve training of the necessary personnel.

Montreal, centre of Canada's electronic industry, was the obvious location for the unit. Many trained engineers and technicians from every phase of the industry, including the Department of Transport and the airlines, joined the instructional and technical staffs. The majority of them

had seen active service with the Navy, Army, or R.C.A.F., while those without previous service performed essential war work. Veterans of aircrew and the non-flying and non-technical lists and trades also joined for employment in the operational and administrative sections, in many cases voluntarily reverting to lower ranks.

From the beginning the recruiting programme was actively supported by the English and French press and radio. In the first four months three hundred reservists were taken on strength, and at present the total complement is over eight hundred. As training gets into high gear, it is intended that staff members will be replaced by the men they have trained. With the exception of the courses in French given to North Atlantic Treaty aircrew, No. 1 R. & C. Wing is possibly the only R.C.A.F. unit that offers bilingual instruction. The complete accord in which members of the two language-groups work together might well be held up as an outstanding example to all Canadians.

For the first two years of its existence, the Wing directed its Montreal elements from an overcrowded corner in a building already allotted to one of the two local fighter squadrons, while its Operations Room and Signals Centre were located in the other squadron's quarters half-way across the city. Classroom and laboratory facilities were similarly scattered. Such decentralization naturally occasioned many administrative and other difficulties, which seriously hampered the Wing's progress. As this is written, in December 1950, the Wing is preparing to centralize its Montreal activities. Recently the D'Allaird Building on Laurier Avenue West has been acquired by the Service and made available to the Wing.

Despite its organizational difficulties, the Wing has been able to plan and execute many operational training exercises with other Air Force, Army and Navy units, and with the U.S.A.F. Chief among these was "Operation Metropolis" in October 1949. This exercise consisted of the movement of two complete radar convoys to the New York City area, their netting-in with U.S. radars, and the interception control of American and Canadian Reserve fighters defending the city

against "invaders" (B-26's of the N.Y. Air National Guard). Another was "Exercise Oka," on the shores of the Lake of Two Mountains west of Montreal, in May 1950. In co-operation with the Canadian Army Reserve and the R.C.N.(R), interception control was provided for "friendly" fighters which were covering the landing of troops from naval barges on the lake's shore. In addition, the communications facilities of one of the Wing's radar convoys were used for point-to-point work as a part of the Army signals network set up for the exercise.

## THE RADAR AND COMMUNICATIONS SCHOOL

The largest single component of the Wing is its R. & C. School, commanded by Flt. Lt. L. R. Gingras. This officer, who served as Adjutant and Administrative Officer with R.C.A.F. squadrons overseas, has charge of the training of all recruits until they are ready for operational employment within the Wing. The school's Chief Instructor, Flt. Lt. G. J. St. Aubin, a former lieutenant R.C.N.V.R., supervises the technical aspects of this vast programme. Students attend one or two lectures on week-day evenings, with week-ends devoted to practical exercises.

The school and the training sections of the outlying aircraft control and warning units train personnel in the following Service trades:

- Radar and communications technicians and operators.
- Operations operators.
- Mobile equipment drivers and driver-technicians.
- Telecommunications officers.
- Fighter control officers.
- Clerical, supply, etc., etc.

A pillar of strength is the school's Flt. Sgt. W. Burton. Responsible for the normal disciplinary duties connected with his job and the keeping of attendance records, Flt. Sgt. Burton also works closely with the Wing Entertainment and Welfare Officer, Flying Officer E. J. Stiles, in running a recreational programme for the airmen.

A part of the R. & C. School's training, but "physically" separated from it, is a special course for telecommunications officers at the Ecole Polytechnique of the University of Montreal.

There, engineering and science students, enlisted as airmen in the Wing, receive a series of lectures of a Service nature after class hours. Through the co-operation of the university authorities, full use is made of laboratories, etc., and many staff members, who may or may not be enrolled in the R.C.A.F. Reserve, act as instructors. Further R. & C. Training Flights (as such courses are called) are being organized at McGill University and Sir George Williams College in Montreal, at Laval University in Quebec, and at University of Ottawa and Carleton College in Canada's capital. (The training flights in Quebec and Ottawa come under the two aircraft control and warning units located in the respective cities.)

## AIRCRAFT CONTROL AND WARNING UNITS

Should an emergency arise to-morrow, the personnel of No. 1 R. & C.'s operational sections, the aircraft control and warning units, would be the first on the job of backing the Regular Force.

Each unit is equipped with a mobile A.M.E.S. II (Air Ministry Experimental Station) radar convoy of the type mentioned in an earlier paragraph. Designed as it was for tropical service, and having limited coverage, the A.M.E.S. II is nevertheless ideal for operational training and helps to supplement the Regular Force system. The units' technical staffs keep the convoys serviceable by preventive maintenance and minor repairs, while overhauls and majors are left to the Regular Force Support Unit staffs.

### St. Anne de Bellevue, Quebec

No. 2451 A.C.&W.U. at St. Anne de Bellevue, covering the western approaches to Canada's metropolis, was officially opened by Air Vice-Marshal Adelard Raymond, C.B.E., (ret'd. res.), in July 1949. Now numbering sixty-five, the unit recently moved from temporary headquarters at Macdonald College to its own building, the former Red Cross Lodge on the grounds of the D.V.A. Hospital. The Officer Commanding is Flt. Lt. M. Valeriote, a well-known Montreal electronic engineer.

## Sherbrooke, Quebec

No. 2450 A.C. & W.U. was brought into the system in September 1949 and now has a strength of ninety-seven. Unit headquarters are located in the Bryant Building in down-town Sherbrooke. The Officer Commanding, Sqn. Ldr. F. W. McCrea, served during the First World War as an observer with the R.F.C. and R.A.F., and in the Second World War he was Chief Recruiting Officer for the R.C.A.F. in the Montreal area. He is assisted by an enthusiastic group of officers and N.C.O.'s. Chief Technical Officer is Flt. Lt. "G.W." O'Boyle, who in civilian life is a radio engineer and a member of the executive committee of No. 303 (Sherbrooke) Wing of the R.C.A.F. Association.

## Quebec City, Quebec

No. 2452 A.C. & W.U., in the city of Quebec, was activated in April 1950. The present strength of one hundred and sixty is largely made up from students at Laval University. Through the help given by Dr. Adrien Pouliot, Dean of the University's Faculty of Science, accommodation on the campus, as well as training equipment, was made available to the unit. Another member of the University staff, Professor Gilles Sarault, serves with the unit as a technical officer, holding the rank of flight lieutenant. The Officer Commanding, Sqn. Ldr. Guy Plamondon, D.F.C., is also President of the Quebec City Flying Club, and an Honorary Aide-de-Camp to His Excellency the Governor-General.

## Montreal, Quebec

No. 2401 A.C. & W.U. was established in Montreal in September 1950, under the command of Flt. Lt. W. H. Brunini, a war-time Coastal Command pilot in the Middle East. Composed initially of fighter control officers who have completed their course of training, the unit is gradually acquiring a technical staff of R. & C. School graduates. As it occupies the same building as the Wing Headquarters and School, technical personnel are available on a pool basis from these units. Other services are also shared with the wing, leaving unit personnel free to concentrate on operations. A second Montreal A.C. & W.U., No. 2438, is now being organized.

## Ottawa, Ontario

Formation of the Ottawa Unit, No. 2416, was announced by the Hon. Brooke Claxton, Minister of National Defence, at its temporary headquarters in Beaver Barracks, Ottawa, on 7 November 1950. Although definite strength figures are not yet available, the response up to the present date indicates that there will be no difficulty in filling the unit's requirements. The Officer Commanding, Sqn. Ldr. F. J. MacNamara, is presently Professor of History at Glebe Collegiate Institute. A veteran of flying control posts in Britain and on the Continent during the war, he brings a wealth of experience to his new command. Sqn. Ldr. MacNamara also had the experience of being one of a handful of R.C.A.F. officers seconded to the British Second Army for civil affairs duties following the cessation of hostilities.

\* \* \*

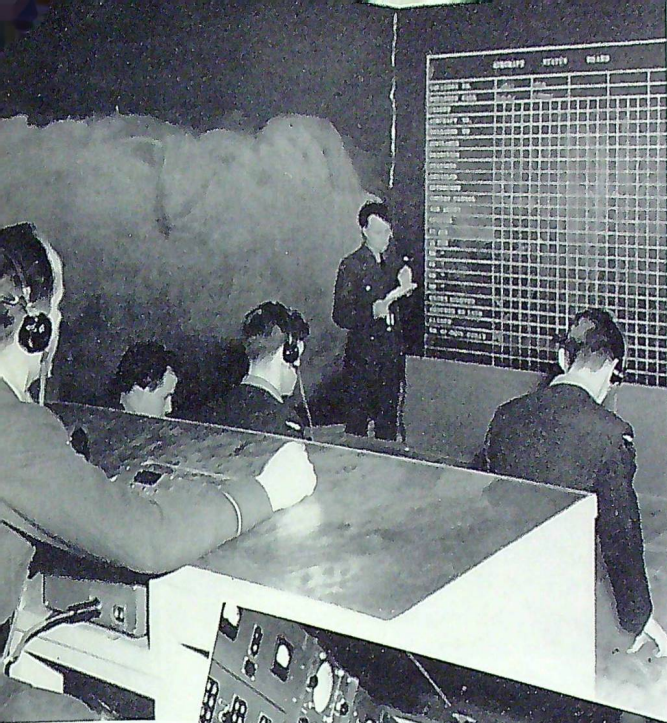
Further outlying A.C. & W.U.'s are planned for Shawinigan Falls and St. Johns, Quebec, and for Kingston, Ontario.

## WING HEADQUARTERS

The Commanding Officer of No. 1 R. & C. Wing is Group Capt. K. R. Patrick, O.B.E., head of the Engineering Products Division of the R.C.A. Victor Co. Ltd., and a noted electronic authority. Long an outspoken exponent of the need for radar in modern air defence, a war-time C.O. of the Radio School at Clinton, and endowed with the happy faculty of imbuing others with his own enthusiasm, he was the logical choice to head the Wing on its formation. His promotion to Group Captain in September 1950 was evidence of how well he has done his job. Group Capt. Patrick, who is the first active officer of the Reserve to attain that rank in peace-time, credits any success which the Wing has achieved to the efforts of all personnel.

The C.O. is fortunate in his choice of staff officers at Wing Headquarters. Heading operations, with responsibility for operational training and the provision of radar facilities for the Reserve flying units, is Sqn. Ldr. J. A. Pilon, a war-time wireless air gunner who is chief sound engineer





*Wing Temporary ops. room.*

for the International Civil Aviation Organization. Sqn. Ldr. Pilon, who graduated in science from the University of Ottawa before joining the Service in 1940, took post-war engineering courses at the University of Illinois. Sqn. Ldr. C. J. Konzuk, the Wing Training Officer, has the proud distinction of having been the youngest technical radar officer to be commissioned during the war: he was not quite nineteen. Following his graduation from McGill University after demobilization, he joined the R.C.A. Victor Co. Ltd., where he is a development engineer. The Wing Technical Officer, Flt. Lt. J. R. R. Desaulniers, is a comparative newcomer to the R.C.A.F., having joined the Reserve in the spring of 1949. During the war he was in



*Operations truck, A.M.E.S. II. Left to right: Sgt. H. B. Lidkea, LAC K. E. Delameter, Flt. Sgt. G. M. Hill.*

*The author, Flying Officer H. B. Ripstein*





*Wing H. Q. staff meeting. Left to right: Flt. Lt. R. J. Rocheleau, D.F.C.; Sqn. Ldrs. C. J. Konzuk, J. A. Pilon; Flt. Lt. G. J. St. Aubin; Sqn. Ldr. F. W. McCrea; Flying Officers L. F. Bennett, P. T. Valeriote.*



*Antenna installation of A.M.E.S. II.*

charge of the installation of secret equipment for the Defence Department, being associated at one point with his present Commanding Officer. In private life he is managing director of a local electronic firm.

#### **REGULAR FORCE SUPPORT**

As in the case of all Active Reserve Units of the three Services, members of the Regular Force are attached to No. 1 R. & C. Wing on a full-time basis. They preserve continuity of operation and fill certain staff positions. It is difficult to imagine

the Wing as having reached its present state of efficiency without the thirty-four career officers and airmen who make up the Regular Force Support Unit.

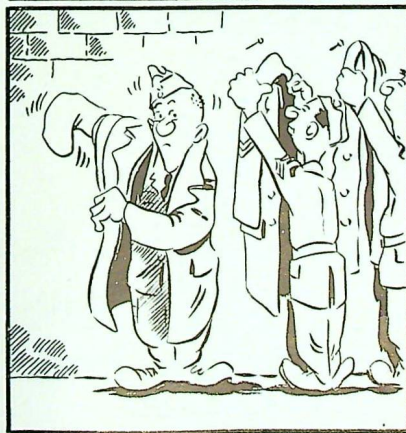
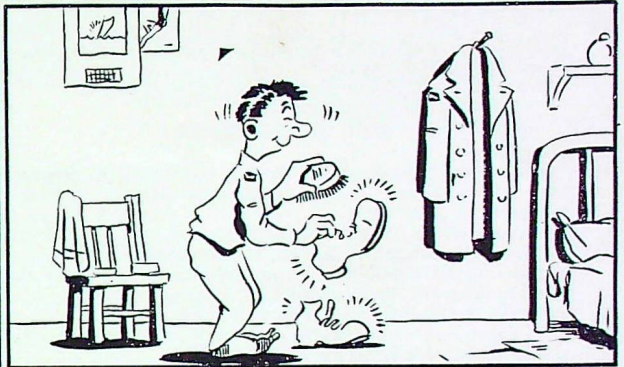
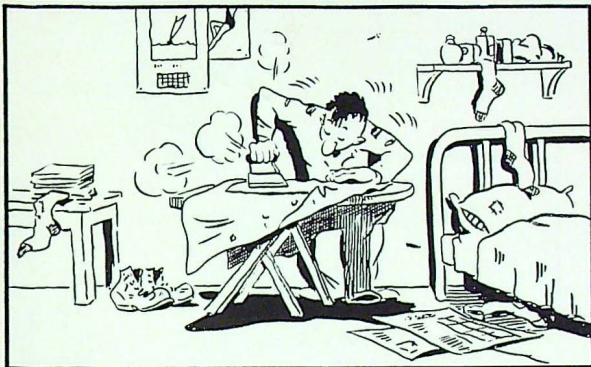
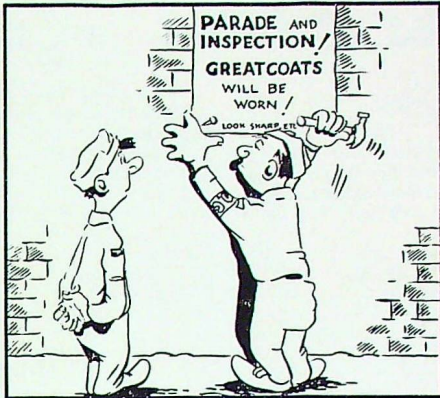
Officer Commanding the unit is Flt. Lt. R. J. Rocheleau, D.F.C., war-time Bomber Command navigator who has been an "admin. type" since 1944. His principal assistant, Flying Officer R. E. Patterson, joined the R.C.A.F. in 1937 and fills the dual position of Support Unit Adjutant and Wing Administrative Officer. The Wing orderly room is headed by Sgt. B. G. Newport. Flying Officer D. E. McCuaig, the Wing Supply Officer, assisted by Sgt. M. Hector, takes care of clothing, technical, and other stores. Telecommunications and all technical matters that need full-time attention, come under Flt. Lt. B. H. C. Spicer, Staff Officer to the Wing Technical Officer. Chief among his assistants are W.O. 2 E. J. De Beaupré and W.O. 2 A. A. Davis. Flying Officer L. J. Lomas fills the position of Staff Officer to the Wing Operations Officer. Responsible for the training of fighter control officers and operations operators, he is ably assisted in his work by Sgt. J. L. R. Finley.

#### **CONCLUSION**

The foregoing sketch is, admittedly, no more than just that — a mere sketch. The writer hopes, however, that it will at least serve to give the reader a fairly accurate general idea of the history, work, and organization of No. 1 R. & C. Wing of the R.C.A.F. Reserve, and that it will provide some indication of the eagerness with which many Canadians are giving up much of their leisure in order to help towards ensuring their country's security. Despite the Wing's achievements to date, the feeling among all its members is that they have only just started to fulfil effectively the purpose they have set before themselves. Many problems certainly lie ahead of them, but they will meet them with the same high morale that held them together through the difficult days in the past when they were short of everything from quarters to paper-clips. Perhaps, indeed, their most important asset is their universal realization of how far they — and all other Canadians — still have to go.

# The DIMMER VIEW

by Ray Tracy



# Letters to the Editor ★ ★ ★

## CHAOS IN VANCOUVER

Dear Sir:

After reading the preamble to "What's the Score?" in the January 1951 issue of "The Roundel," and having carefully marked my answers on a slip of paper and then checked them with the answers on page 48, I am of the opinion that Sgt. Shatterproof is right.

To Question 7, I answered (c) — knowing that it was the Canuck. Naturally I picked the name and slapped down the relative initial. To Question 10, I answered (d). It was a sheer guess on my part.

However, when I turned to page 48, I found the respective answers given as 7 (b) and 10 (c). I can readily determine the typographical error with regard to Question 7, but where I am perplexed is in regard to question 10. I cannot remember which (d) I guessed to be the answer. See my difficulty?

V. R. Clerihue (R.C.A.F.A.)

*(We do, Mr. Clerihue. Our mind is reeling and our face incarnadined.—Editor)*

## OUT OF THE VOID

Dear Sir:

I regret the belatedness of this letter confirming my address. Owing to confusion in my establishment last Fall, the confirmation slip was lost.

There is an emptiness in my life that I can only attribute to lack of "The Roundel." In fact, the latest issue I can find is the one for October 1950. I trust that this note will put me back in Sergeant Shatterproof's good graces and that he will intercede for me with the "Powers that Be."

My very best wishes to you all for the coming year and may the shine on your Brass never grow dull.

O. Henry Dell (R.C.A.F.A.)

*(Mr. Dell's name has been replaced on the mailing list. To him, as to many others, we express our regrets that last Fall's address-check was necessary. The attention of all our readers is drawn to the opposite page.—Editor)*

## EX-W.A.A.F. REMEMBERS

Dear Sir:

I have just finished reading the article on 421 Fighter Sqdn. in your January issue, and I can't begin to express my joy.

I served as a member of the W.A.A.F. in Radar and Signals with 127 Airfield at Kenley, Surrey, from 1942 until they moved to Tangmere, and to me 403 and 421 will always be tops. Seeing the pictures of those familiar faces brought back many happy memories.

Good luck to 421's new adventure.

Maxine Chatwin (formerly Cpl. Campbell)

## STALAG LUFT VII

Dear Sir:

I am an ex-P.O.W. of Stalag Luft VII (P.O.W. number: 1260). I would like to have the name of any P.O.W. from whom I can secure a copy of the crest designed in that camp. Best wishes to all former members of No. 433 Squadron.

J. J. Scott (R.C.A.F.A.)  
Athens, Ont.

### Answers to "What's the Score?"

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

## A SPORTING OFFER

If any "Flying Saucers" land in this country we shall be pleased to overhaul their instruments for them without charge.

*(E. D. Wynn, Managing Director, E. D. Wynn and Co., in "The Aeroplane": U.K.)*

## HISTORY NOTE FOR M.P.'S

Somebody . . . suggested that Guy Fawkes was the only person who had ever been to the House of Parliament with a clear idea of what he wanted to do.

*(John Longhurst, in "The Aeroplane": U.K.)*

## Back Issues of "The Roundel"

*A limited number of back issues of "The Roundel" (April 1950 to March 1951, inclusive) are now available for distribution to any addresses on our regular mailing lists. Requests for them should be sent to:*

**The Editor,  
"The Roundel"  
Room 2738,  
D.N.D. Building "A"  
OTTAWA, Ontario**

*Such requests will be dealt with in order of receipt until stocks are exhausted.*

*A few — a very few — copies prior to April 1950 may still be obtained by following the same procedure.*

