

The ROUNDDEL

Vol. 4, No. 3
MARCH, 1952



ROYAL CANADIAN AIR FORCE



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

VOL. 4 No. 3

MARCH 1952

* * * **CONTENTS** * * *

EDITORIAL

	<i>page</i>
Sgt. Shatterproof Concur	1

ARTICLES

R.C.A.F. Sport Panorama: Football (Part 1: 1914-1938)	3
In the Beginning	14
Canada's Air Force Chiefs	26
A Cellular Concept of Air Strategy: Part I — Service Rôles	43
We Kept Our Heads!	50

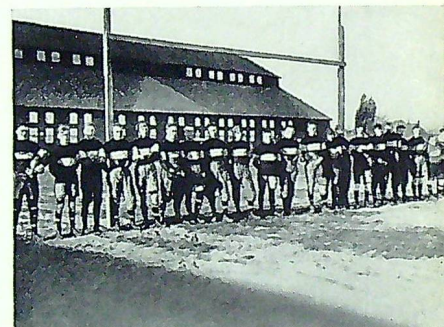
REGULAR FEATURES

Royal Canadian Air Cadets	19
What's the Score?	24
R.C.A.F. Association	34
Personnel Movements	42

MISCELLANY

1000th Recruit	18
Battle Psychology	23
Rodeo Stars of the R.C.A.F.	33
Blood-Donor Clinic at Chatham, N.B.	48
The Suggestion Box	49
"The Old Men's Hockey Team"	58
Far Eastern Briefing	60
The R.A.F.A. Annual	60

This Month's Cover



The first R.C.A.F. football team of all time — the 1924 Camp Borden (Intermediate) Fliers. Left to right: Harding; A. Anderson; —?; Trim; Wait; —?; Edwards; —?; Elliott; Cameron; Breadner; Campbell; Carr-Harris; —?; Matthews; Searle; Kirkaldy; Collins; N. Anderson; —?; McCauley.
 (See "R.C.A.F. Sport Panorama.")

EDITORIAL OFFICES:
 R.C.A.F., Victoria Island;
 Ottawa, Ont.

Sgt. Shatterproof Concurs

Sir:

Nothing is so stimulating on a winter's morning as a brisk exchange between two strong men across a Conduct Sheet. The thrust of accusation, the deft riposte with a sub-paragraph of Q.R. (Air), the clash of intellectual steel on steel — these are the things that make our Service what it is. Purged in spirit, both the Brass and the boys in the field emerge from such encounters finer and cleaner servants of Her Majesty. Punctilio has been satisfied. As the poet remarks: "God's in His heaven — All's right with the world!"

But, Sir, if these battles of wits are to retain their medicinal virtue, there must be no foul blows struck. Never must the rapier of honourable duello be exchanged for the assassin's dagger. In brief, no matter how great the temptation may be, the Brass must eschew those tactics which it has sought to employ in the December and January issues of "The Roundel." But for the vigilance of two members of the Air Force, God might still be in His heaven but all would certainly not be right with the Service world.

On page 22 of the December issue a gallant airman sits astride a Merlin engine at Resolute Bay. He is one of that devoted band who have offered up their youth and beauty at the shrine of our country's arctic defence. His name, we are informed in the caption, is "LAC Turner."

Now, it is quite possible that there *is* an LAC Turner at Resolute Bay, but the man on the Merlin is not he. The man on the Merlin is LAC Hunter. And, but for the keen eye of Sgt. J. H. Bélanger who drew the error to my attention, he might even now be wandering off across the ice-floes, careless of his doom, careless of his loved ones, careless of everything save the overwhelming fact that his sacrifice had been in vain, that — after years of loyal service — he was merely a wrong name in "The Roundel." While such a victory might perhaps serve to encourage the Brass, I cannot believe that the R.C.A.F., as a whole, would profit greatly thereby. Nor would

the thought of our frozen North littered with the bodies of broken-hearted airmen do very much to help recruiting.

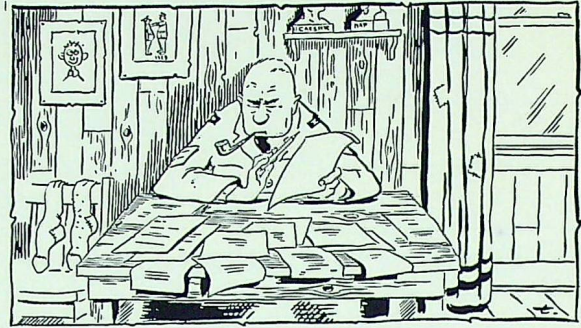
The other attack to which I have referred, namely that levelled in the January issue upon No. 439 Squadron, might have been even more serious in its effect, had it succeeded. Fortunately, though, it did not escape the notice of Sqn. Ldr. Bricker, the squadron's C.O., and I am able to report that the thrust has been parried in time. Thus, we shall be spared the spectacle of a whole formation of Sabres screaming headlong to self-destruction in protest against the insult to the Squadron Honour. The aeroplane shown on the cover of the January issue belongs, not to No. 438 Squadron, but to No. 439. Since No. 438 Squadron flies Vampires, no airman's legs could possibly protrude from the intake of one of its Sabres. Any effort to determine his identity, therefore, could only lead to schizophrenia in its most shocking form, both in the reader and in the owner of the legs. Though forced to admire the ingenuity of the Brass, I must (with due respect) once more request it to limit itself to the manly give-and-take prescribed by Q.R. (Air).



To turn now to a gentler theme, I have before me the results of the "Name-Our-Airwomen" competition. They are not such as to create a furor among the *avant-garde* of twentieth-century philologists, but I did not anticipate that they would be. As I remarked some months ago, it is hard to fan the creative flame in minds that have been exposed to three gruelling years of "The Roundel." I received only seven entries, several of which failed to bear in mind that the purpose of the competition was to provide a simple and "catchy" name for the women of the R.C.A.F., irrespective of their various ranks or trades. The name must avoid any implication that the girls form a separate component of the Service, and it must contain some sort of Air Force connotation. I quote below from the seven letters above referred to.

1. Mrs. L. J. Corbeil, who is the wife of Flt. Lt. Corbeil of Air Defence Command H.Q., feels that "AIRETTES" might answer the purpose.
2. LAC R. A. Davies, of A.F.H.Q., sends in two "entries that will, of course, be quoted with unrestrained hysteria throughout the Air Force." The first is "G.W.A.N.M.A.T.R.S." (Girls Who Are Not Merely Auxiliary To the Regular Service); the second is "C.A.T.S." (Canada's Answer To Stalin).
3. Air Vice-Marshal Alan Ferrier writes from I.C.A.O. Headquarters in Montreal: "There have been numerous translations and interpretations of the motto of the Air Force... A liberal interpretation, and one which might claim some originality, is: 'Through with the roughnecks and on with the lovelies'. From this it may easily be deduced that the women of the Air Force should be named 'ASTRAS'. They shine, they scintillate, they beguile — and, as any navigator will tell you, they give a lead (whether like a kindly light or down the garden path, matters not)."
4. From Mr. E. M. Jones (R.C.A.F.A.), of Ottawa, we have "WREGS" (Women Regulars: any rank), "WREGOS" (Women Regulars: Officers), and "WREGORS" (Women Regulars: Other Ranks). "The above," he adds, "seem quite suitable for conversational purposes and (this will please the Brass) for official abbreviations. I am confident that you, my old and trusted comrade, will, with your discerning mind, readily appreciate the remarkable every-which-way coverage."
5. "Having picked up 'The Roundel' after a sound breakfast of bacon and eggs" (a wise precaution!), W.O.1 P. MacKenzie, of R.C.A.F. Station Sea Island, suggests "W.R.'s" (Women Regulars).
6. Mr. George Richardson (R.C.A.F.), of Saint John, N.B., advises me that a gilt frame awaits my portrait should his entry win the prize — "W.R.C.A.F." (Women's Royal Canadian Air Force).
7. LAC G. F. Thomas, of R.C.A.F. Station Gimli, asks: "Would it not be possible to call our feminine counterparts simply 'AIRWOMEN'? Surely we of our sex are 'Airmen'?"

Upon receipt of the foregoing entries, I retired to my room and spread out the letters on the table,

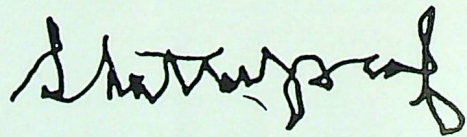


in full view of the busts of Caesar and Napoleon which look down from my walls. It is, as you know, my custom to seek inspiration from them whenever great decisions must be made. This time, however, they failed me. While their approach to the subject of the Sex was comprehensive and interesting, it would be inappropriate if applied to the ladies of the R.C.A.F. I then asked myself: "What would you have thought about it in those far-off days when you were known as 'Candy-Man Shatterproof, the Pride of Camp Borden'?" The answer, which came to me in a flash, solved nothing. Thus baffled, I forwarded the letters to Sqn. Ldr. Sylvia Evans at A.F.H.Q. She, I felt, would be able to view the whole problem rather more dispassionately than Caesar, Napoleon, or myself.

Last week I received her reply:

"Of the suggestions submitted by you to this office, we in Personnel consider No. 7 to be the most apt. This does not mean, of course, that the public or the press of Canada will not exert their democratic right to find a name of their own for our girls."

I concur with the verdict, Sir, and would request that a portrait of myself be forwarded to me for autographing prior to its despatch to LAC G. F. Thomas at R.C.A.F. Station Gimli.



R.C.A.F. Sport Panorama

Football (Part One: 1914-1938)

By Flt. Lt. A. P. Heathcote

INTRODUCTION

UNDOUBTEDLY THOUSANDS of R.C.A.F. and ex-R.C.A.F. personnel have for years followed the progress of sport and its leading exponents through the media of newspapers, magazines, radio, and (of late) television. But how many of these enthusiasts realize that a large percentage of their favourite athletes have, at one time or another, been members of this branch of the Services?

In the present series of articles an attempt will be made to enlighten our readers on the activities of various outstanding R.C.A.F. athletes and marksmen of the half-century. We shall deal with their athletic careers both in Service and civilian life.

In attempting to cover such a wide span of years, it is almost impossible to assemble information on *all* prominent Service athletes and teams in each major sport. Furthermore, space limitations may preclude the mention of many good athletes and teams. The line has to be drawn somewhere. Therefore, the series cannot hope to be a completely exhaustive treatise. If, however, any glaring omissions are made, the author will be glad to hear of them and make mention of them in later issues of "The Roundel."

FOOTBALL (PART ONE: 1914-1938)

*"No game was ever yet worth a rap
For a rational man to play,
Into which no accident, no mishap,
Could possibly find its way."*

(A. L. Gordon: "Ye Weary Wayfarer.")

No sport features quite as much violent body contact and fierce competitive spirit as does "King Football." It is the opinion of many that this game contributes more than any other to physical and character development. While its conditioning value is obvious, active participation in football also develops quick thinking, a co-operative spirit, and a faculty for cool deliberation under pressure. These are qualities necessary for the leader in any field of endeavour — and especially, perhaps, in the military.

General Dwight Eisenhower is only one of many military leaders who have played the game extensively. Among high-ranking R.C.A.F. officers who have worn out more than one set of cleats are Air Vice-Marshal A. L. James, O.B.E., and Air Vice-Marshal Frank S. McGill, C.B., (ret. res.)

First World War and Early Post-War Years

The first R.C.A.F. athlete known to have been prominent in football was Frank McGill, captain

*Panorama of
Camp Borden Team
1926*



Neale Edwards MacCaul Chevrier

and quarterback of the 1919 Montreal Winged Wheelers, who had been voted that city's best all-round athlete of 1914.

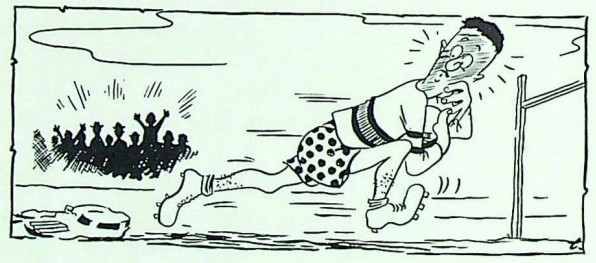
Although his experiences on the field in those days must have been many and varied, one particular incident stands out in his mind. It occurred during the 1919 Eastern final against the Hamilton Tigers, captained by Bob Isbister Sr¹. Early in the second quarter, the Wheeler quarterback, suspecting that the Tigers were catching on to his signals, dug into his strategy book and came up with an answer. He nonchalantly began to call signals in French. Thereafter the Tigers, obviously not up on their language studies, were frustrated by the bilingual Montrealers, who went on to win the Eastern championship.

The following year the Winged Wheelers fell to the Toronto Argonauts, led by Lionel Conacher² and Harry Batstone³. After a further four seasons McGill saw fit to retire as an active player, but kept in close touch with the game by officiating in intercollegiate matches. (But his athletic adventures were far from over, as will be discovered in a later article.)

A glance at the Grey Cup record will reveal that Queen's University was successful in 1922, 1923, and 1924. One of the Gaels largely responsible for

the victory of '22 was a sophomore named Dave Harding⁴. Already a veteran of the game, Harding had begun playing eight years before with the Petrolia intermediates. The following year saw him with the 149th Lambton Battalion team, O.R.F.U. intermediate titlists. Later, while overseas, he interspersed rugger with his flying duties, first in England, then in Egypt and Palestine.

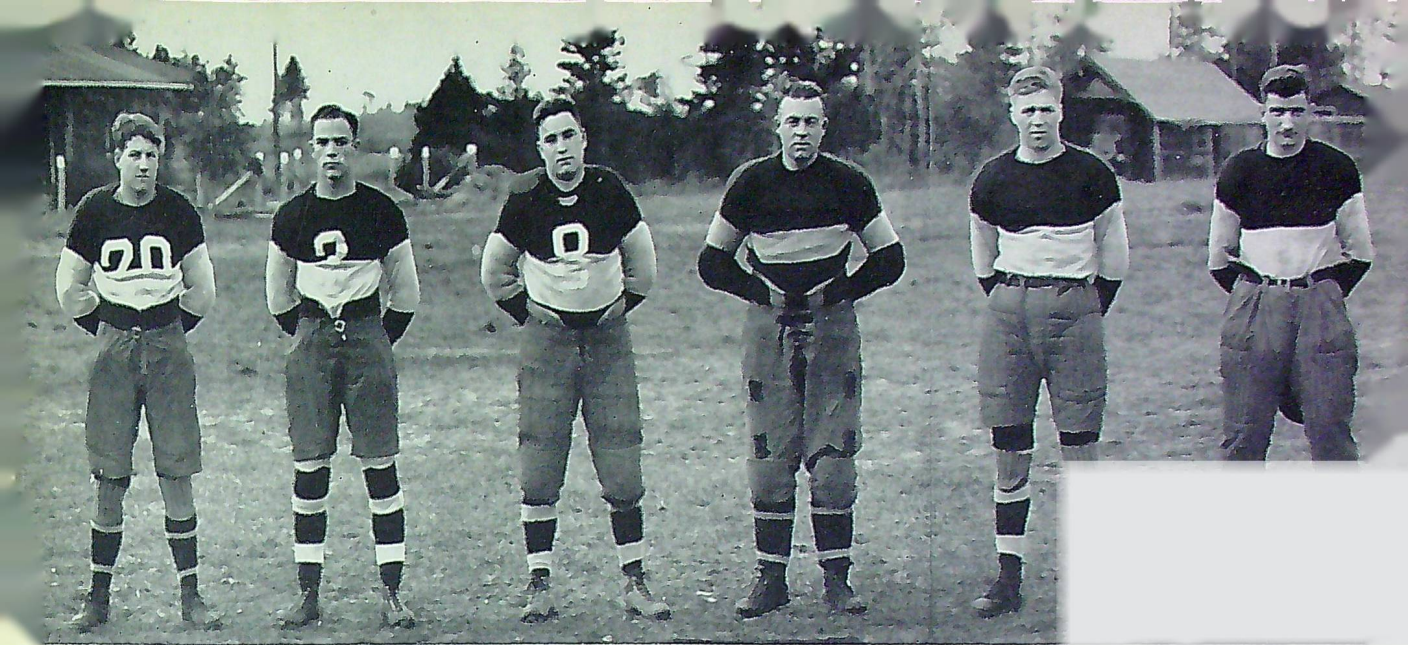
Harding still has vivid recollections of scoring a touchdown for a New Zealand team against an Australian team at Ismailia in 1916. He can



remember this particular try because of an embarrassing incident connected with it. While ploughing goalwards with the ball through the desert sands, he felt something snap in the vicinity of his waist. He never thought he'd make it across the

^{1,2,3} Non-R.C.A.F.

⁴ Group Capt. D. A. Harding, O.B.E., A.F.C., (ret.)



Coombes

Anton

McKell

Ashe

Workman

Raney

goal-line without losing a part of his rigger regalia which he most highly prized.

Home again in 1919, he played with the Sarnia Imperials for two seasons, before enrolling at Queen's in 1921. There, teamed with Harry Batstone and "Pep" Leadley⁵, he was the third man in one of the most potent threesomes in Canadian football. The Queen's team of '22 reached its peak in defeating Conacher and the Argonauts, 12-11, and then downing Edmonton, 13-1, for the Dominion title. Dave's defensive play had never been more effective than in the Argo game, wherein he personally attended to the matter of stopping "the Big Train."

Camp Borden of the '20's

After a season with Ottawa in the Big Four, with gridders like Brian Timmis⁶ and Joe Tubman⁷ for teammates, the airman in Harding reasserted itself and he joined the R.C.A.F. It was no mere coincidence that the football bug and he hit Camp Borden simultaneously. Shortly after he was posted there, three things happened: with the co-operation of his Commanding Officer, Wing Commander L. S. Breadner⁸, and Flight Lieutenant C. M. McEwen⁹, Flying Officer Harding set

about building a contender for O.R.F.U. intermediate honours; Camp Borden officially entered a team in the above league; and the Air Force was in football for the first time.

The Camp Borden Fliers, as the team was known, got off on the right foot by defeating United Colleges of Toronto in its opening game, 7-6. This match saw the first touchdown ever scored by an R.C.A.F. team, and the honour went to opportunist "Soup" Campbell¹⁰. Borden's starting lineup was as follows:

- Flying wing: Harding (coach)
- Halfbacks: Edwards, Carr-Harris¹¹, White
- Quarterback: Gordon
- Snap: Burke
- Insidies: Campbell, Collins¹²
- Middles: Robillard, A. Anderson¹³
- Outsides: Wait¹⁴, Cameron
- Subs: Breadner, N. Anderson¹⁵, Elliott, McKinstry, Trim, Kirkaldy, Matthews¹⁶, McCauley.

The rookie Fliers proceeded to dumbfound the experts by going all the way to the finals against Sarnia. In that game, after leading for fully fifty-three minutes, they were finally defeated, 13-5. It may have been guessed by now that the

^{5,6,7} Non-R.C.A.F.

⁸ Air Chief Marshal L. S. Breadner, C.B., D.S.C., (ret.)

⁹ Air Vice Marshal C. M. McEwen, C.B., M.C., (ret.)

¹⁰ Group Capt. A. P. Campbell (ret.)

¹¹ Wing Cdr. B. G. Carr-Harris (deceased)

¹² Flt. Lt. J. A. Collins (deceased)

¹³ Flt. Sgt. A. Anderson (deceased)

¹⁴ Air Vice-Marshal F. G. Wait, C.B.E., Air Member for Personnel.

¹⁵ Air Vice-Marshal N. R. Anderson C.B. (deceased)

¹⁶ Pilot Officer T. G. C. Matthews (deceased)



Red Anderson

Brown

Harding

Halkett

Awrey

N. Anderson

outstanding man on the field that afternoon was Borden's playing coach, who on this occasion played for sixty minutes. As usual, his skill on the field was matched only by his enthusiasm for the game. Commenting on his zealous play in the sports section of a 1924 newspaper, a reporter wrote:

"Harding, when not feeling too well, carries the ball only on every second Borden play. On the others he makes interference and then takes over the punting chores. Defensively he plays on the second line (secondary defence) until the other team kicks; then he runs back to accept the catch. At half-time he makes a speech . . ."

Bordenites of '24 had reason to be proud of their team, which had made a creditable showing in its first football venture. Whatever the players lacked in skill, experience, and weight was offset by their enthusiasm and "college try." The spirit was willing, which is, after all, the main thing in sport.

Having liked its first taste of football, Borden pulled out the stops the following year and entered a team in the senior O.R.F.U. Coached by George Awrey, who had masterminded Queen's to those three consecutive Grey Cups, the upstart Fliers had a highly successful season, winning the league championship on their first attempt. Considering the high calibre of the opposition, this was a

remarkable showing. The Balmy Beach entry, for instance, was very strong, with Alex Ponton¹⁷ at the quarterback position and Ted Reeve¹⁸ and "Yip" Foster¹⁹ on the halfline.

But the Borden team had its stars too. Flying Officers Harding and Carr-Harris were fast becoming one of the league's most feared backfield combinations. Their open field lateral passing plays were particularly effective. At quarterback there was Flying Officer "Wib" Van Vliet²⁰, a rugged, versatile athlete who later played for Ottawa and Winnipeg. When he tired, in went Pilot Officer Terry Matthews or "Andy" Anderson, both up from the '24 team. A.C.I "Pat" Gibb²¹, an unusually powerful young man for his 160 lbs., was a hard-running halfback, while Cpl. "Jock" Cameron²², physical training and boxing expert, tested his theories at flying wing. Corporal Dave MacKell²³, a solid snapback with Ottawa the previous year, anchored the centre of the line, flanked by LAC "Rip" Collins (a smashing line-plunger when called upon) and A.C.I George Elliott²⁴ at inside. The middles were Pilot Officer "Babe" Brown²⁵ and Flying Officer George

^{17,18,19} Non-R.C.A.F.

²⁰ Group Capt. W. D. Van Vliet (deceased)

²¹ Group Capt. R. F. Gibb, A.F.C., (ret.)

²² Cpl. D. Cameron (released)

²³ Air Cdre. D. E. MacKell, C.B.E., (ret.)

²⁴ Wing Cdr. G. T. Elliott (ret.)

²⁵ Air Cdre. W. W. Brown, Chief Staff Officer, Training Command.



Aaronson

Coghill

Kirkaldy

Luke

Collins

Moar

Trim²⁶, aided and abetted by Pilot Officer Ted Luke²⁷ and A.C.1 "Split-pin" Workman²⁸. One of the outside wings was Pilot Officer "Scotty" MacCaul²⁹, who, like MacKell, could also play the inside position. Then too, Van Vliet and MacKell sometimes did double duty as outsides. Versatility, therefore, seems to have been one of the team's secret weapons.

One contributing factor in the success of Borden's early teams was the support given the players by their fellow-officers and airmen. This was shown in many ways. In 1924, for example, the Commanding Officer, Wing Cdr. L. S. Breadner, and Sqn. Ldr. N. R. Anderson both allowed themselves to be inveigled into suits, although neither had played before. It might be added that this interest on the part of senior officers endured through the years, even when their function in football became more of an executive one.

An even stronger indication of this enthusiasm was the voluntary donation of transport by non-playing personnel. Whenever there was need of transportation, private motor-cars handled the emergency at the owner's expense. On "game afternoons," the Station was practically deserted,

with all its personnel in Toronto rooting for the Air Force. Sergeant-Major John Leonard Dyte saw to that!

A big sacrifice was made by the players themselves. Not content with taking their lumps on the field, most of them bought their own equipment. (In those days, the Station fund was the sole financial backing for Borden teams.)

Came the fall of 1926, and high hopes were held for the Fliers. In the matter of regulars the league champions were largely intact (a notable absentee was Flying Officer Van Vliet, who had been posted) and several newcomers were added to the roster. Among the new arrivals were Pilot Officer Arthur James³⁰, A.C.1 "Jerry" Ault³¹, and LAC "Rosie" Miscampbell³². With two seasons' experience at outside wing with Ottawa, undefeated 1925 Grey Cup champions, Pilot Officer James reverted to quarter and halfback with the Fliers. Alternating with him at quarterback was the clever Ault, formerly with Toronto Argos and Ottawa. Miscampbell could play equally well on the line or in the backfield.

The '26 edition of the Fliers failed by the narrowest of margins to win a championship; but it

²⁶ Flt. Lt. George Trim (ret.)

²⁷ Group Capt. E. C. Luke, O.B.E., now with S.H.A.P.E.

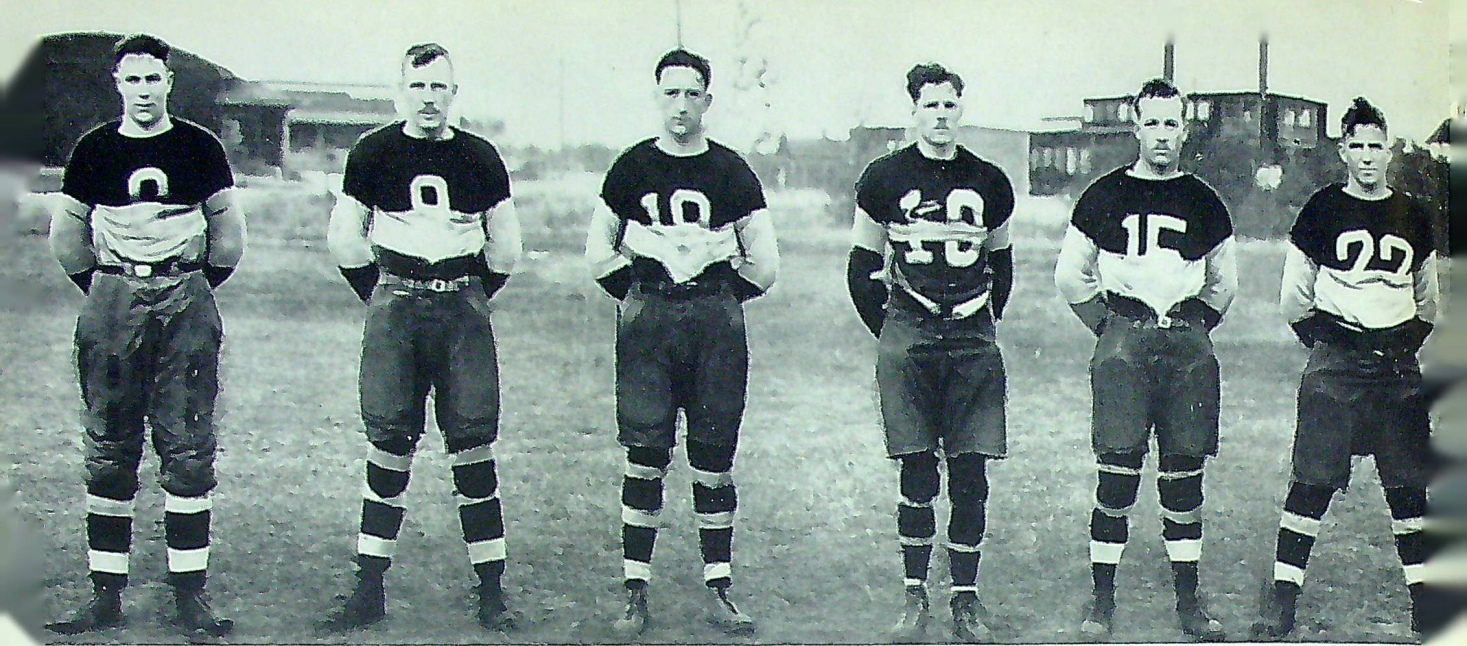
²⁸ Flt. Lt. W. H. Workman (ret.)

²⁹ Group Capt. D. H. MacCaul, Commanding Officer, No. 6 R.D., Trenton.

³⁰ Air Vice-Marshal A. L. James, C.B.E., Air Officer Commanding, Air Defence Command.

³¹ Corporal J. G. Ault (deceased).

³² Sqn. Ldr. G. V. Miscampbell (deceased).



Miscampbell

Trim

Gibb

Holland

James

Ault

did have its moments. One of these was a 6-3 exhibition win over Queen's at Kingston, the first home loss suffered by the Gaels since 1922. Trailing 3-0 in the dying moments of the game, the Fliers at this stage looked like a poor bet to win — until Harding caught a punt on the dead run and ran all the way for a dramatic touchdown. It was in truth a tremendous win for Borden.

But, according to Air Cdre. Brown (a crack Borden middle from 1925 to 1932), the big victory over Queen's did the team more harm than good. Later, in a struggle with Balmy Beach for the league championship, they were obviously not "up" for the game as they should have been. The teams fought to a draw in regulation time, but Reeve, Foster, and company prevailed in overtime.

Despite the loss, the team stamped itself as one of the best ever to represent Borden. Air Vice-Marshall James, Air Cdre. Brown, and Air Cdre. MacKell all agree that if the '26 Fliers could have remained intact for another season, the Grey Cup might well have adorned the Camp Borden mess in 1927. But postings took their annual toll. For instance, soon after the 1926 gridiron campaign had wound up, the team lost one of its most experienced footballers when Pilot Officer James proceeded on a tour of northern duty. He returned to the football wars with Ottawa again in 1928.

It is a matter of interest that Ted Reeve,

(mentioned earlier as a top-notch halfback with Balmy Beach and now a leading sports writer and football authority) included two Fliers on his all-star team of the twenties. He considered Dave Harding the most consistent secondary defence man of his day and one of the best all-round performers of all time; and he claimed that the best quarterback he had ever opposed was Jerry Ault.

Although championships eluded them during the three years that followed, the Fliers nevertheless scored notable wins over first-class teams. In 1927, just to show how dangerous they could be, they handed Balmy Beach its lone defeat of the season, thereby partially avenging the overtime defeat of the previous year. In view of the Beach's ultimate march to the Grey Cup that fall, it was a win which ranked even above the victory over Queen's in '26.

To recapitulate the interesting part of that game, with the score tied 4-4 in the final quarter, Ponton of the Beaches picked up a loose ball to run for a major, which was converted by Foster. Then, with Harding as the moving spirit, a Borden onslaught shoved the Beaches from one end of the field to the other. The drive was climaxed by Gibb's race for a touchdown off a fumble by Foster. A later fumble by the same player led to the Fliers' winning touchdown on a 55-yard dash



Carr-Harris

Cameron

MacEwen

by a substitute, A.C.2 Allison. The final score?—Camp Borden 15, Balmy Beach 11. The Fliers outplayed the Beach by a good margin, and, despite the latter's fumbles, fully deserved their win. The Fliers' starting line-up for that game was as follows:

Flying wing: Johnson³³
 Halfbacks: Doyle, Harding, Gibb
 Quarterback: Ault
 Snap: Jamieson
 Insides: Campbell, McGuire
 Middles: Elliott, Miscampbell
 Outsides: Coombs, Wilson
 Subs: Usher, Wheeler, Burns, Reddy, Allison, Raynor, Stroud, Sawyer, Hodard.

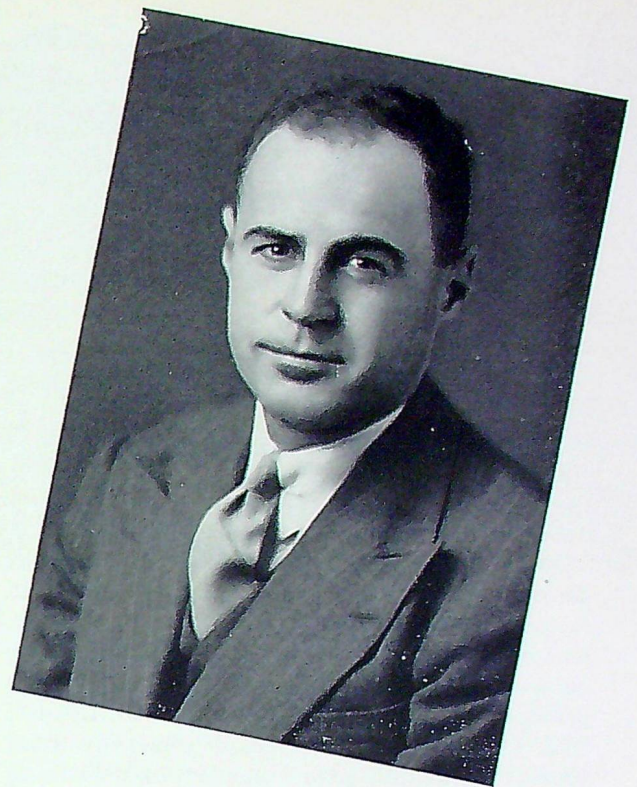
Noteworthy victories of later years included an exhibition win over Toronto's Argonauts, and Frank Turville³⁴.

The Pre-War '30's

The senior O.R.F.U. Fliers disbanded after the 1930 season, but were entered in the intermediate series in 1931. Their Borden brethren of the Royal Canadian Corps of Signals also entered a team. This precipitated an annual battle royal between the two to decide who would represent the district in the playoffs. (The winner was never too proud

³³ Air Cdre. B. F. Johnson, O.B.E. (ret.).

³⁴ Non-R.C.A.F.



Warren Stevens.

Group Capt. F. S. McGill.



to spirit away a few of the loser's select players to strengthen its ranks for the impending playoff struggle.)

Perhaps the most unlikely-looking footballer ever to play football anywhere was a well-muscled bundle of corporal named "Newsy" Lalonde³⁵, who "did" but mostly "died" for dear old Borden in the late 'twenties and early 'thirties. So short that he could almost run between a tall opponent's legs, he wriggled and squirmed for many a long gain. He couldn't get hurt; he didn't have far enough to fall.

Into the football picture of 1930 came A.C.2 Stan Cable³⁶. Both he and Lalonde were reformed lacrosse players of no mean ability, while Cable was also a fast track man who put his speed to good use on the gridiron. Impressed by the rookie's gridiron potentialities, 5 ft. 3 in., 143 lb. Lalonde took 6 ft. 2 in., 190 lb. Cable under his wing (a neat trick) and gave him pointers on how to play the backfield. Stan proved himself an apt pupil, and the long and short of it developed into a useful offensive combination. The two formed quite a startling contrast when in action together.

What was perhaps the longest run ever made by an Air Force footballer was contributed by Cable in a game between the Camp Borden Signals and Toronto Westsides, in 1932. On the first play of the game he carried the ball 110 yards for a touchdown.

Meanwhile, let us return to the grid fortunes of nomad Harding. After a season or two out of senior football, he bobbed up with Ottawa in 1930 and again in 1931. The following year saw him shuttling between there and Montreal on Air Force duties, playing for both teams between trips. Rumour had it that he made an agreement with the Wheelers and Rough Riders not to divulge information on the secret plays of one to the other.

In one game between Montreal and Ottawa that year the evergreen athlete, enjoying his sixteenth active playing-season, proved that he was still a force on the football field. A Montreal punt was

caught by an Ottawa half, Master³⁷, ten yards behind his own goal-line. He handed off to another back, Carlsen³⁸, who carried to the Ottawa thirty before lateralling to Harding. The veteran outran the field for a touchdown. This combined runback of 120 yards has been approached but never equalled in senior Canadian football.

After another season with Montreal, a western posting sent him on his way again. It just happened that Winnipeg had a football team; it naturally followed that Flt. Lt. Harding was on it. The Blue Bombers of that city were eliminated in 1934 by the Edmonton Eskimos, but most football fanatics of that era are aware of what happened in the '35 final. The Bombers beat Hamilton in the mud and the Canadian championship went to the West for the first time. The spark of the Winnipeg team was halfback Fritz Hanson³⁹, whose performance Group Captain Harding still considers the best he has ever seen. Other Bomber standouts were outside wing Jeff Nicklin⁴⁰, halfbacks Greg Kabat⁴¹ and Russ Rebholz⁴², and another Fritz named Bob, who became an officer in the R.C.A.F.'s physical training branch seven years later. Harding played for only a few minutes, spending most of the afternoon assisting coach Fritz in the strategy department.

This was his second taste of Grey Cup victory, after a 13-year famine. It came at an appropriate time, for the next two years, during which he played for Camp Borden, Balmy Beach, and Ottawa, were to wind up his gridiron activities. In 1937, after a career of twenty-three seasons in rugger and football, he retired from active competition.

Turning back for a moment to 1931, we notice football fortune smiling on the Montreal Winged Wheelers. Quarterbacking the Wheelers that year was an "import" named Warren Stevens. An all-round athlete at Syracuse University from 1927 to 1930, Stevens had established a local record by winning twelve letters in three major sports. After graduation he came to Montreal to assume backfield coaching duties at McGill

³⁵ Sgt. E. A. Lalonde (released).

³⁶ W.O.2 S. G. Cable, R.C.A.F. Station Trenton.

^{37,38} Non-R.C.A.F.

³⁹ Canadian Army Officer in Second World War.

⁴⁰ Major Jeff A. Nicklin. Killed in action in the Second World War.

^{41,42} Non-R.C.A.F.



1925 Camp Borden team.

University, and eventually turned up in a playing capacity with that city's Big Four representative. It is a matter of history that as soon as Stevens began to carry the ball and throw passes in that first season of the forward pass in Canada, the Wheelers began to win football games. They kept winning games, a total of 14 in fact, completing the season undefeated and untied — a record unparalleled in Canadian football annals. Thus after a 15-year lapse the Grey Cup returned to Montreal, largely because of Stevens, who, with his forward-passing, had taken the "two bucks and a kick" out of Canadian football.

On the strength of his unique athletic record, Stevens became the Director of Athletics at the University of Toronto in 1932. This time it was the Varsity team which proceeded to win more than its share of games. Coached by Stevens, the Blues were intercollegiate champions in '32, '33, and '36, and lost by a hairsbreadth to Queen's in '34, '35, and '37.

An R.C.A.F. flight lieutenant in 1943, Stevens was attached to the Directorate of Medical Services at A.F.H.Q. as liaison officer with the physical training branch, where he was forever involved in such sadistic horrors as the "step test" and certain other contrived agonies.

When Stevens arrived at U. of T. nearly twenty years ago, he was accompanied by a former campus sidekick named Lew Hayman. The latter

was also something of an athlete, having distinguished himself in three major sports, including football. As coach of the university's intermediate team, he put his pigskin know-how to such good use that he found himself at the helm of the good ship "Argonaut" of '33.

It was then that his imagined troubles began. It mattered not how many triple-threat backfielders and all-star linemen happened to be in the Argo fold, Hayman invariably saw only the dismal side of things: hence the label of "Lachrymose Lew". But in his first season as Argo coach this psychology of pessimism paid him the dividend of a Dominion championship, as it did again in 1937 and 1938. As an R.C.A.F. officer, four years later he was to coach his fourth Canadian champion.

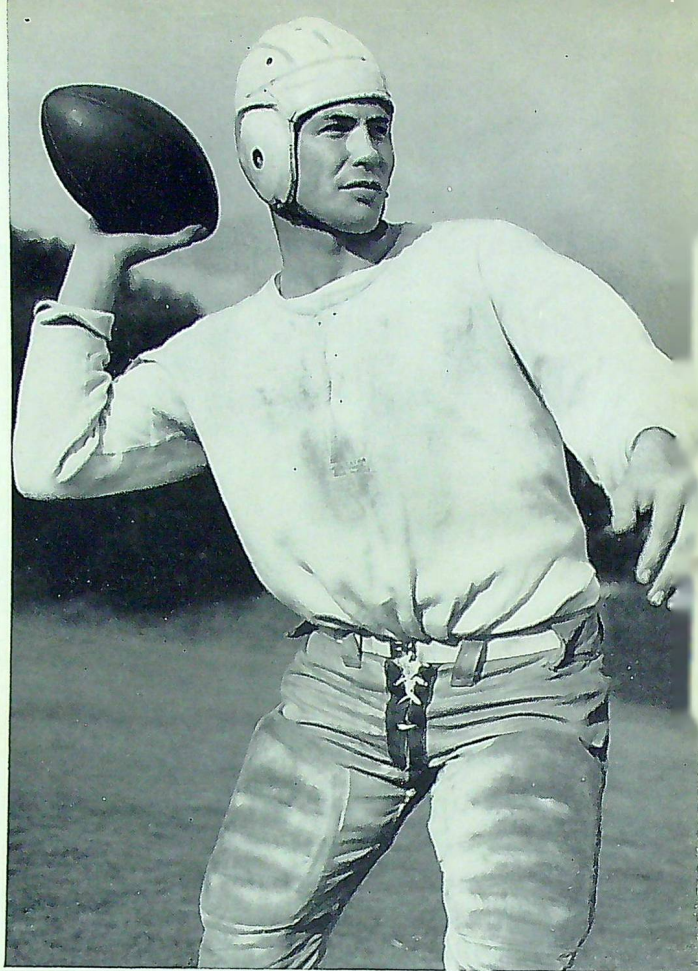
Whatever worries Hayman may have had, the quarterback spot was not one of them. Two of his most consistent performers of 1936 — Bill Stukus and Bobby Coulter — were also two of the best quarterbacks the Argos ever had. Few Canadian teams have been blessed with as clever a pair to alternate at the pivot position.

The former, in his first season in senior company, lost little time in proving himself a resourceful field general and an accurate passer. The Argo pass attack was eventually built around Stukus, who became noted for his coolness under fire and

his ability to catch the opposing defence flatfooted with his throws.

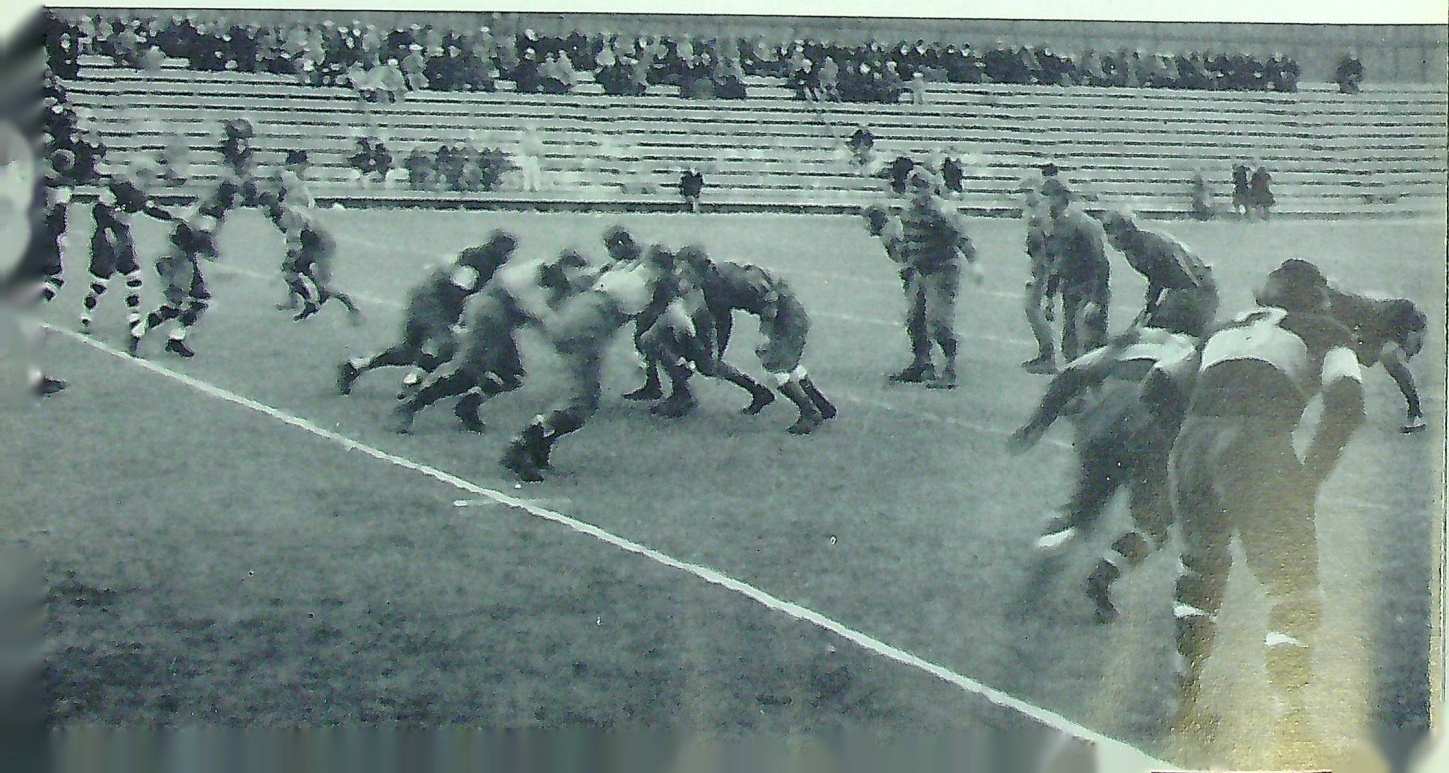
Coulter, an established star with Toronto Varsity, lacked the Stukus passing finesse but probably surpassed him as a broken field runner. One of the "good little men" of the sport, he made up for his lack of heft with speed, a tricky shift, and a cross-step, which often made his would-be tacklers, especially the big ones, look ridiculous. To make fuller use of his running ability, the coach sometimes played him at halfback on offence; on defence his sure catching hands made him an ever-reliable safety man. He retired temporarily after the '36 season, returning in 1939 to share quarterbacking duties with Stukus again. Later still the two were to compare their talents as opposing quarterbacks on R.C.A.F. teams.

In their drive to two consecutive Dominion championships in 1937 and 1938, the Argonauts' chief offensive weapons were the forward pass and the end run. Whereas the passer on pass-plays and the anchor-man on end-runs was often Stukus, the man who completed many of these plays was Art "Whippet" West. Possessing speed, size, and a wealth of natural ability, the Whippet was the Argo "pay-off" back time and again. In those



Art West.

Camp Borden v. Balmy Beach, Toronto, 1927.



championship years he and "Red Storey"⁴³ gave the Scullers what many thought to be the best one-two punch in the country. Unfortunately a recurring knee injury slowed West down somewhat in later years; but he was still poison to the opposition in the broken field.

One of those unsung fellows who, amid all the milling and thrashing on the line, managed to block, tackle, and make the necessary holes for the more publicized halfbacks, was middle wing Art Evans. A consistently good Argo lineman from the mid-thirties until 1939, when he retired temporarily, he rejoined ex-teammates Stukus and West on the R.C.A.F. Hurricanes of 1942.

The football faithful will recall that in the 1938 final the Argonauts were on the long end of a 30-7 score against the Winnipeg Blue Bombers. But the score the previous year was much closer (Argos 4, Blue Bombers 3). The best Bomber in that snowy struggle was the same Bob Fritz who had played on the 1935 team. Varsity Stadium reverberated all afternoon with the sound of the big fellow smashing again and again at the Argo line; but most of the time the holes weren't there, and it was a battered Fritz that walked slowly off the field at game's end. In semi-retirement thereafter, he was to reappear five years later with the Winnipeg R.C.A.F. Bombers in the Canadian final. Another Blue Bomber of the late thirties who was to wear Air Force blue was outside wing Ches McCance.

Also playing in the Western Conference at the time were halfbacks Fred Ray⁴⁴ and Harry Guest of the Regina Roughriders, both of whom became R.C.A.F. flying instructors.

Much to the fore at that time in the East's Big Four were Ottawa's Carl "Soggy" Norton and Tony McCarthy; Montreal's Gordon Noseworthy,

⁴³ Non-R.C.A.F.

⁴⁴ Sgt. F. B. Ray (deceased)

Joey Richman, and "Pop" Poplowsky; and Hamilton's Mike Ozarko. All chose the R.C.A.F. when entering the Service.

Turning to the scene of learning, many future airmen played in the Intercollegiate loop during the middle and late thirties. Among the standouts in college ranks were Toronto Varsity's Doug Turner and Charlie Prince, Queen's University's George Sprague, Doug Annan, and Art Stollery, and Western's Brian Casey⁴⁵, George Oliphant⁴⁶, and Charlie Box.

If, at this point, anyone is wondering what was the matter with old McGill, it contributed Herbie Westman, regarded by many as the best wetball kicker of his day. Wet or dry as the pigskin may have been, when Herbie hoofed it you could almost hear it squeal. His kicking was a prime factor in McGill's march to Intercollegiate supremacy in 1938.

In the O.R.F.U. of the thirties were Bobby Porter, Eddie Thompson⁴⁷, Paul McGarry, George Shields, and "Pooch" Taylor of Balmy Beach; Eddie Burton⁴⁸ and Ray Mullins of Montreal; Don Crowe of Peterborough; and Jimmy Shanks⁴⁹, "Ike" Norris, and "Hi" Living of the Sarnia Imperials.

A power in Canadian football at the time, the Imps lost a great flying wing with the death of Ormond Beach⁵⁰ in 1938. To plug the gap at this position, coach Art Massucci⁵¹ had to find a potentially first-class plunger and secondary defence man. He decided on a rookie fresh from highschool football named Golab⁵². This decision signalled the beginning of a long and successful gridiron career.

(To be continued)

⁴⁵ Sqn. Ldr. B. B. A. Casey (deceased)

⁴⁶ Flying Officer G. S. Oliphant (deceased)

⁴⁷ Flt. Lt. Edward Thompson (deceased)

⁴⁸ Flt. Sgt. E. G. Burton (deceased)

⁴⁹ Pilot Officer J. R. Shanks (deceased)

^{50,51} Non-R.C.A.F.

⁵² Sqn. Ldr. A. C. Golab, A.F.H.Q.

"In the Beginning . . ."

The First Chapter in the History of the R.C.A.F.'s Oldest Station

By Wing Commander F. H. Hitchins, Air Historian

IN THE BEGINNING R.C.A.F. Station Camp Borden was nothing but a snow-covered waste of sand, rimmed with trees and studded with stumps. The small group of Army and Royal Flying Corps officers who surveyed this bleak scene one frosty day in January 1917 must have been gifted with remarkable prophetic vision if they foresaw that from this desert of sand and snow there would arise in the next few months "the finest flying camp in North America."

There may appear to be no direct connection between the muddy desolation of the Somme and

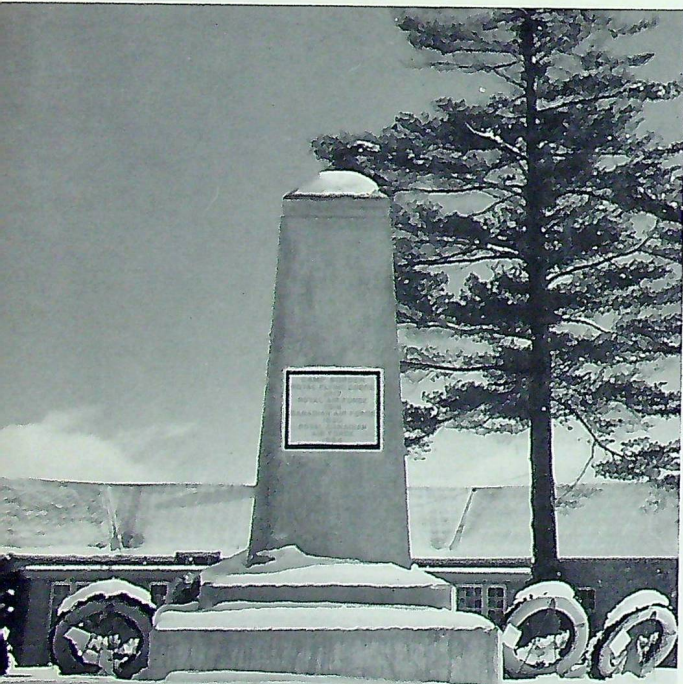
the snowy expanse of Borden; yet it was the "blood bath" of the Battle of the Somme in the summer and autumn of 1916 that was largely responsible for the presence of the group of officers that winter day in January.

* * *

In April 1916 the Imperial Munitions Board had put forward a suggestion that an aeroplane factory and flying school might be established in Canada. The Air Board of the United Kingdom, the Admiralty and the War Office, were all interested in the proposal, and they considered it at length. The Royal Naval Air Service was concerned only "in principle"; it was the smaller of the two air forces, and home facilities, both for aircraft production and pilot training, were adequate for its requirements. But the Royal Flying Corps was already expanding as fast as possible in the United Kingdom, and this expansion was not sufficient to meet its needs. So it was the R.F.C. that was the chief proponent of the plan to set up in Canada a flying school capable of training 200 pilots a year.

Discussions (chiefly concerned with the financing of the proposed factory and school) continued for weeks, but by October the details had been developed to a point where the Colonial Office was requested to secure the views of the Canadian government. Ottawa replied with an Order-in-Council offering to provide a maximum of \$1,000,000 for the erection of a Dominion government aircraft factory, on condition that the British government order sufficient aircraft to keep it going; as to the other part of the proposal—

The Borden Memorial, unveiled on 11 Nov. 1951.



the flying school — Ottawa believed that it should be established by, and at the cost of, the British government.

By this time, however, an entirely new situation had arisen. While these discussions had been pursuing their slow course, the Battle of the Somme had been raging in France. In June 1916, on the eve of the Battle, Sir Douglas Haig, the Commander-in-Chief in France, had asked that the number of R.F.C. fighting squadrons in the field be increased to 56 by the spring of 1917. At the time, the War Office decided to approve provisionally one-half of the expansion Haig desired and to reconsider the whole matter in October. Then the battle began along the Somme, and, in the protracted heavy fighting that followed, the R.F.C. was hard pressed by the German air service which, equipped with new fighter aircraft, displayed a much more aggressive spirit. The R.F.C. went into the battle 27 squadrons strong; in the next few months it was reinforced by eight new units, including one R.N.A.S. squadron, but it suffered heavy casualties as a result of the resurgence of enemy air power.

By the end of September, Major-Gen. H. M. Trenchard, the General Officer Commanding the R.F.C. in France, was becoming very anxious about the situation, and at his suggestion Haig again wrote the Army Council asking that it give immediate consideration to the "urgent necessity" of an increase in the R.F.C.'s fighting strength. In reply to his representations, Haig was informed that the whole of his June programme was now approved. But this 56-squadron programme was no longer adequate to meet the new situation, and Haig and Trenchard immediately put forward, on 16 November 1916, a request for 20 more fighting squadrons, in addition to those that Haig had previously estimated would be necessary for the early spring of 1917.

To effect this major expansion in the R.F.C. in France, it would be necessary to form 35 new reserve (or training) squadrons at home. Time was pressing. If the urgently needed fighting units were to be available for the spring offensives in 1917, training must be started at once. (As it turned out, the months of March and April 1917

were the blackest period in the history of the R.F.C., when it suffered its heaviest losses.) Confronted with this situation of impelling urgency, Brig.-Gen. W. S. Brancker, the Director of Air Organization, suggested that 20 of the new 35 reserve squadrons be raised in Canada. The limit of expansion of training facilities in the United Kingdom was rapidly being reached; the supply of manpower (for pilots and mechanics) was being drained; land for aerodrome development was scarce. But a training establishment in Canada would be able to tap new reservoirs of aircrew and groundcrew. There was also the additional advantage that the necessary aircraft and engines could be obtained on the spot, thereby economizing in sea transport. Originally it had been hoped that the small 200-pupil flying school would be jointly supported by Britain and Canada, but, in view of Ottawa's attitude that it should be an imperial institution entirely financed by Britain, it was now deemed advisable to have the new greatly expanded scheme wholly under imperial control. On 12 December 1916, the Army Council gave its approval to the programme of 106 service squadrons (76 for France and 30 for other theatres) and 95 reserve squadrons — an increase of 20 fighting and 35 training units over the June programme. A few days later all the details were worked out for establishing 20 training squadrons in Canada at an estimated cost of £600,000 for buildings, £1,500,000 for initial equipment, and £2,340,000 for annual maintenance. The Canadian government agreed to provide food, clothing, gasoline, oil, medical services, and other such requirements on a repayment basis.

To set up the training establishment, a small advance party of 14 officers and 77 other ranks, under the command of Lt.-Col. (later Brig.-Gen.) C. G. Hoare, was quickly detailed, and it sailed from Britain on 10 January 1917, reaching Saint John, N.B., nine days later. It had already been decided to locate the headquarters of the Royal Flying Corps (Canada) in Toronto, and around it Hoare proposed to organize his brigade in four wings of five squadrons each. In the light of later experience it is interesting to note that it was decided to concentrate the training in the Toronto

area because of the belief that "generally speaking, Ontario is the only Province in Canada suitable for military aerodromes." En route to Toronto, Hoare paid a brief visit to Ottawa before continuing to the provincial capital, where he arrived on 25 January, three days after his advance party. Headquarters accommodation was quickly secured, and Hoare then turned to the much more difficult problem of selecting sites for his wings.

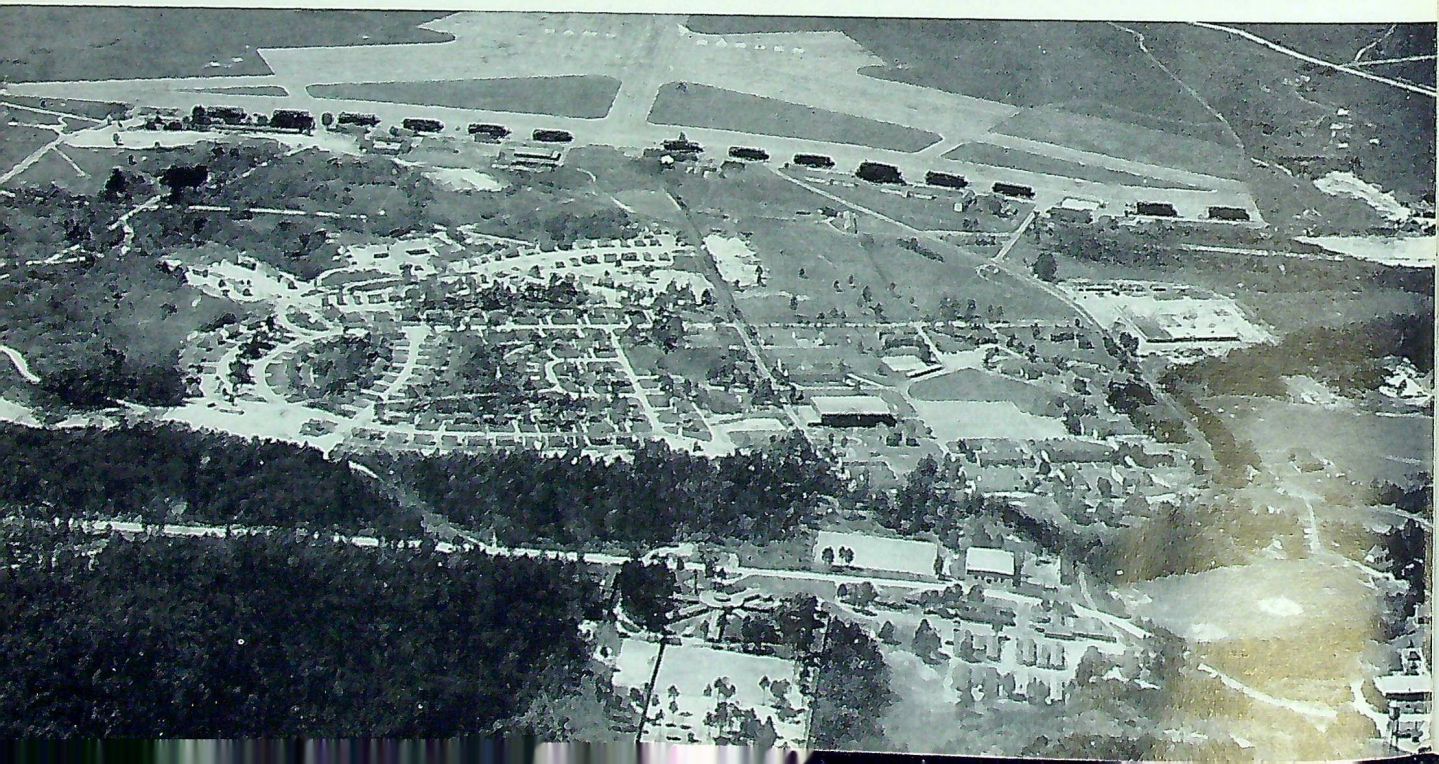
* * *

It certainly was not the best time of the year for such a task. The thermometer hovered around 22° below zero and snow covered the ground; "the country was not likely to be visible until the end of March." Nevertheless, "in spite of the grave risks attending the selection of an aerodrome many feet under ice and snow," Hoare believed it was essential to take the chance of choosing at least one, so that training could start as soon as possible. From information available to him, "the only possible locality appeared to be Camp Borden," a flat, sandy site of almost unlimited area, about 70 miles north of Toronto. There were two major attractions: the land was the property of the Canadian government (which offered it

rent-free to the R.F.C.), and it already had some facilities available — the power plant, water supply, and sanitation system which had been installed for the 32,000 troops of the Canadian Expeditionary Force who had been camped there in 1916.

Wasting no time, Lt.-Col. Hoare on 26 January went up to inspect the site, accompanied by Major-Gen. W. A. Logie, the District Officer Commanding M.D.2, and several other officers. The branch rail line from Angus to Borden had been closed for the winter, making it necessary for the inspecting party to break a trail by sleigh in from the railroad. Nearly two hours were required to cover the five miles. After looking over the 1,000-acre tract "so far as possible" under winter conditions, Hoare agreed that the ceremonial parade section of the camp was undoubtedly good. The remainder appeared to be flat, but was covered with stumps, and the whole district, he heard, had a "very bad reputation for sand storms." On the "sound advice" of Gen. Logie, however, Hoare decided to accept the area, and the very next day contracts to clear the land and erect the necessary buildings were signed with Bate, McMahon and Company, of Ottawa.

R.C.A.F. Station Camp Borden to-day.



The speed with which the work was carried out amazed Lt.-Col. Hoare. By 4 February — just eight days after the contracts were signed — the railroad line into Borden had been reopened and 400 men were at work, in sub-zero weather, clearing the stumps and preparing the way for construction. Soon a force that averaged 1800 men with 100 teams of horses was busy on the site, and night shifts, working under powerful arc lamps, were employed to accelerate the work. Within six weeks after Hoare had inspected the area, the majority of the 15 hangars had been completed and sufficient other accommodation was ready to permit the first squadron to form and begin erection of its aircraft. Sleighs continued in use on the construction work until nearly the end of March, by mid-April the snows had cleared away, and on 2 June the initial project for the camp was fully completed. In that period of four months, 850 acres had been stumped, levelled, and sown with grass seed; 57 buildings had been erected; 1.3 miles of railroad siding, 4.3 miles of water mains, 4.75 miles of asphalt macadam roads, and 4900 feet of sewers laid; and an electrical system had been installed together with special telephone communications linking the camp with Toronto and neighbouring towns. In the work at Borden a standard type of building was developed for use on all subsequent airfields.

The remarkable speed of this achievement, which must recall to many readers similar stories of B.C.A.T.P. days, was attributed by Lt.-Col. Hoare to “the really astonishing business capacity” of Mr. (later Sir) F. W. Baillie, Director of Aviation in the Imperial Munitions Board, ably assisted by Mr. G. A. Morrow, who arranged the contracts; to the Department of Militia and Defence — particularly Military District No. 2, which gave every possible assistance in furthering the work; and, above all, to the skill and energy of Col. R. S. Low, of Bate, McMahan and Company, who had already demonstrated his great ability in building the Connaught Ranges, Valcartier, and other military camps.

Although Lt.-Col. Hoare did not formally take over Camp Borden for the Royal Flying Corps until 2 May 1917, training had already been in

progress for some weeks. On 13 March the first wing headquarters of the R.F.C. in Canada was formed at Toronto, and moved up to the camp three days later. Before the month ended, the first five nucleus squadrons (Nos. 78 to 82), consisting of 30 airmen each, had arrived from Britain. The first Canadian cadets reported for training on 28 March, and two days later, the first flights were made on the Curtiss JN-4 aircraft which had been erected at Camp Borden. One wonders if there is any connection between this significant date and the fact that a repair section was formed at the camp on the following day.

To avoid misunderstanding, it should be mentioned that, before training began at Borden in the last days of March 1917, ground training had already been started in Toronto, and some flying training at Long Branch on the site of the old Curtiss Aviation School. But Camp Borden was the first “structural activity” of the Royal Flying Corps in Canada, it was the first wing to begin operations on full scale, it was the largest of the R.F.C. fields in Canada*, and, as the Imperial Munitions Board proudly reported, it was “generally regarded by competent experts, both military and civilian, to be one of the finest aviation centres in the world.”

There is another and more unfortunate, first to record for Camp Borden. It was the scene of the first fatal flying accident in the history of Canadian aviation, when Cadet J. H. Talbot was killed on 8 April 1917.

At first only preliminary flying training was given, but, as soon as the other wings got going, the 42nd Wing at Camp Borden specialized in the higher training of cadets who had received their elementary instruction at North Toronto and Deseronto. No. 80 Squadron gave training in aerial gunnery, No. 78 in wireless telegraphy, and Nos. 79, 81, and 82 taught cross-country, formation, and photography. This programme continued until October 1917, when the brigade was reorganized to make each of the wings a composite training school, three of the squadrons giving

*The other wings at North Toronto and Deseronto were divided into two fields — Leaside and Armour Heights, Rathbun and Mohawk.

elementary training while the other two provided advanced instruction. Each of the advanced squadrons was divided into three flights, one for cross-country and photography, one for W/T, and one for bombing.

The first course of 40 cadets completed its training at Camp Borden in June 1917, and by the end of October the 42nd Wing had graduated 1081 R.F.C. pilots (June — 40; July — 120; August — 168; September — 292; October — 461). In addition, the Wing had trained 51 pilots for the U.S. Army and 21 for the U.S. Navy as part of a reciprocal agreement which Hoare had arranged with the Americans.

At the end of October 1917, the 42nd Wing moved from Camp Borden to Texas to continue training through the winter. Part of the Cadet Wing, formerly at Long Branch, was then accommodated at Camp Borden until the flying squadrons returned from Texas early in April 1918. The units of the Royal Air Force Training Brigade were then rearranged, and the 44th Wing, previously at North Toronto (Leaside and Armour Heights), moved into Camp Borden. Flying training was resumed on 14 April, and in the next seven months 731 cadets completed their courses (April — 38; May — 92; June — 123; July — 118; August — 110; September — 96; October — 108; November — 46). In all, 1884 pilots were trained at Camp Borden during the war — 1812 for the R.F.C. and R.A.F. and 72 for the U.S.A.*

Traditionally, Camp Borden has been the home of sports as well as aviation. This athletic tradi-

tion originated with the flying one. While the R.F.C. was based there, a large concrete swimming pool, 100 feet by 40 feet, was built, a cement tennis court and an excellent nine-hole golf course were laid out, and many other sports were promoted. "It was impossible to find within the boundaries of the Corps a more complete programme of physical relaxation."

At the end of the war Camp Borden had accommodation for 122 officers, 500 cadets, and 1020 non-commissioned officers and airmen. After the armistice was signed on 11 November 1918, the work of the Royal Air Force Training Brigade in Canada was quickly terminated. On 19 December the six squadrons at Camp Borden (Nos. 80, 86, 87, 88, 92 and 93 Canadian Training Squadrons) were demobilized. Three weeks later, on 7 January 1919, 44th Wing Headquarters moved to Toronto, the camp's equipment was turned over to the Imperial Munitions Board for disposal — and the first chapter in the air history of Camp Borden was closed.

* * *

For those who trained there during the First World War (or in later years) Camp Borden has a charm which time cannot efface. An officer who served there in 1917-18 has written: "To those who visited Borden when the air was full of machines, there has always been something peculiarly fascinating in the wide, clear skies and the unquestionable atmosphere of space and height which is noticeable." To-day, alas, the air is no longer filled with machines, but to the ear of memory the murmur of the wind through the pines still brings echoes of the stuttering roar of OX-5's and other engines now long silent.

*The total number trained by the R.A.F. in Canada in 1917-18 (excluding Americans) was 3135 pilots and 137 observers, of whom 2539 pilots and 85 observers went overseas before the armistice.



1000th Recruit

Air Vice-Marshal A. Raymond, C.B.E., (ret. res.), shakes hands with the thousandth ground-crew recruit enlisted at the R.C.A.F. Recruiting Unit in Montreal.

The ROYAL CANADIAN AIR CADETS



By Arthur Macdonald, Air Cadet League of Canada

No. 521 SQUADRON

During the past month we have received an unusually large number of news items, progress reports, and interesting notes from squadrons in all parts of the country. We wish that space would permit us to publish all the material submitted by squadrons, but, since this is impossible, we will have to concentrate on the more interesting and unusual items and leave the "general interest" material for later issues.

One of the most encouraging yarns to reach us in several months was penned by Mr. E. G. Symonds, committee chairman of No. 521 Squadron, Mission City, B.C. Mr. Symonds writes as follows:

"It will be two years ago this March that a former R.C.A.F. Command Cadet Officer got the surprise of his life when, in response to continuous needling by a former R.C.A.F. Wireless Air Gunner officer, he assumed the responsibilities of promoting the formation of a squadron of Air Cadets in Mission City. It was a surprise because the lads in the surrounding area not only apparently wanted it, but, in a district which everyone agreed was organized to capacity, there was no lack of the finest kind of adult help freely and gladly given.

"In these two years a lot of ground has been covered. In the first year of operation the Commanding Officer and his instructional staff qualified three lads for Flying Training Scholarships by the very simple method of giving unsparingly of

their own time to provide three years' knowledge in six weeks.

"The same kind of enthusiasm moved a building of 2200 square feet area a distance of 8 miles at no cost, except that of personal time and effort, and provided the squadron with permanent quarters.

"Backed by the Ladies' Auxiliary with an enthusiasm that matches that of the males, the lads enjoy a variety of recreational activities to help along the more serious matters of training, including a canteen on parade nights, while special occasions like the Squadron Birthday, Christmas, and so on, are marked by a party or a dance.

Volunteers from the Mission City Kinsmen Club dismantle a building which will later be re-erected in Mission City as a training headquarters for No. 521 Squadron.





Cadet LAC Len Stewart, a guitarist of considerable skill, entertains at No. 521 (Mission City) Squadron's first birthday party.

These affairs, as well as the all-important matter of raising funds, are burdens cheerfully assumed by the Auxiliary.

"Despite the long distances involved and the lack of transportation, parade attendance is consistently excellent, while the results of the first Annual Inspection were very gratifying.

"No. 521 Squadron faces the future with confidence and enthusiasm, assured by continual demonstration of the support of all branches of the community in which it operates, and the above-mentioned C.C.O. has ceased to be surprised. He is very humbly proud."

SNAKE-HUNTER

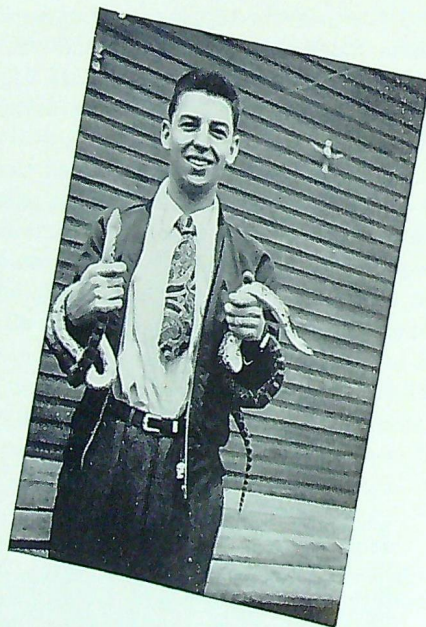
Undoubtedly the most unusual cadet story to come our way in the past year is one that concerns Cadet Buckley Ratcliffe, of No. 15 Medicine Hat

Squadron. Buckley received a flying scholarship last year and made an excellent showing on the course. But flying isn't his only hobby. Believe it or not, he actually enjoys hunting snakes.

Buckley's mother tells us that he began his unique pastime as a two-year-old, playing with garter snakes and rattlesnakes, and making pets of them. At three he was familiar with rattlers, and he has handled them ever since — in the field, at home, and in a few shows.

His searches have taken him from the Montana border, around Medicine Hat, and north to Empress and vicinity. This area is the home of the prairie rattler, bull snake, hognose snake, and two varieties of grass snakes.

Cadet Buckley Ratcliffe.



Several shows in Canada buy these snakes alive for exhibition and educational purposes. Those which aren't sold are transformed by Buckley into belts, wallets, and other souvenirs for the tourist trade around Medicine Hat.

Just in case you're interested, the snake season ranges from about April to September, depending on the weather. According to Buckley's mother, snake-collecting is "a dangerous trade requiring many long and tiresome trips in the rugged badlands and river-brakes."

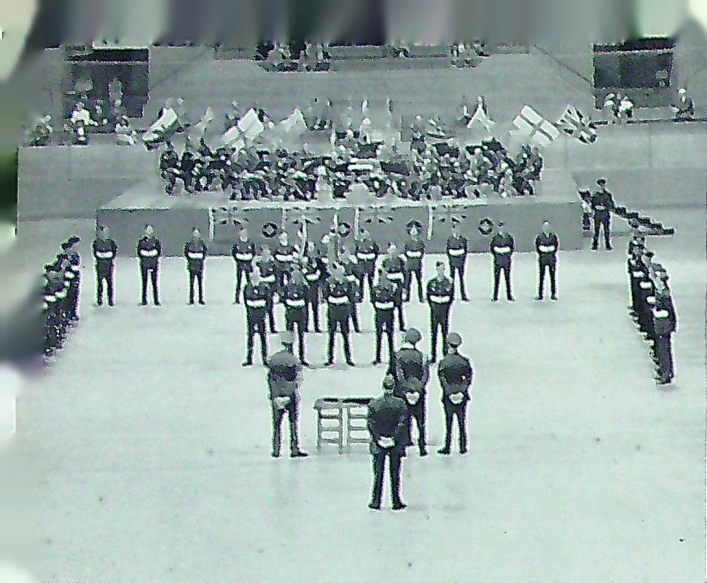
No. 13 SQUADRON

No. 13 Windsor Squadron, which conducts an excellent cadet training programme, has written to tell us of a number of "extra" activities which have helped to keep squadron enthusiasm at a high level.

The squadron held its annual "open house" a few months ago and attracted over one hundred visitors. All of the newly-enlisted cadets were sworn in during the "open house," and their duties

Members of the Halifax Lions Club with members of No. 250 Squadron. Left to right: D. F. Heffler, F. Johnson, LAC G. Glazebrook, Cpl. B. Wade, Cpl. K. Proctor, W.O.1 D. Heenan, W. H. Bennett (President of Lions Club). ("Halifax Herald" photo.)





Combined wings parade and R.C.A.F. band concert sponsored by No. 89 (Victoria) Squadron at the Victoria War Memorial Arena.

and responsibilities made clear to them. A highlight of the evening was the presentation of flying badges to Flt. Sgt. Ron Pull and Cpl. Yvon Boivin by Wing Commander W. J. Michalski, of R.C.A.F. Station Centralia.

Like most squadrons in Canada, the Windsor group took part in the annual Armistice Day parade for memorial services and the laying of wreaths. Later in the year, the cadets got together and put on a Christmas party featuring humorous skits, entertainment, and the usual refreshments. As we write, the squadron is laying plans for the annual combined inspection of Sea Cadets, Air Cadets, and a group of Civil Air Patrol cadets from Detroit.

No. 250 SQUADRON

From Mr. Hugh A. Soulis, of the Halifax Lions Club, we have an interesting item about a change in the sponsorship of No. 250 Squadron:

"When the Air Force Ex-Officers Association of Halifax was forced to disband due to the lack of messing facilities in September of last year, the information indirectly seeped into the inner sanctum of the Halifax Lions Club. A brief outline was presented to the Club as to the meaning of Air Cadets and what it was doing for the youth across Canada. The interest immediately developed into reality, and a Sponsoring Committee

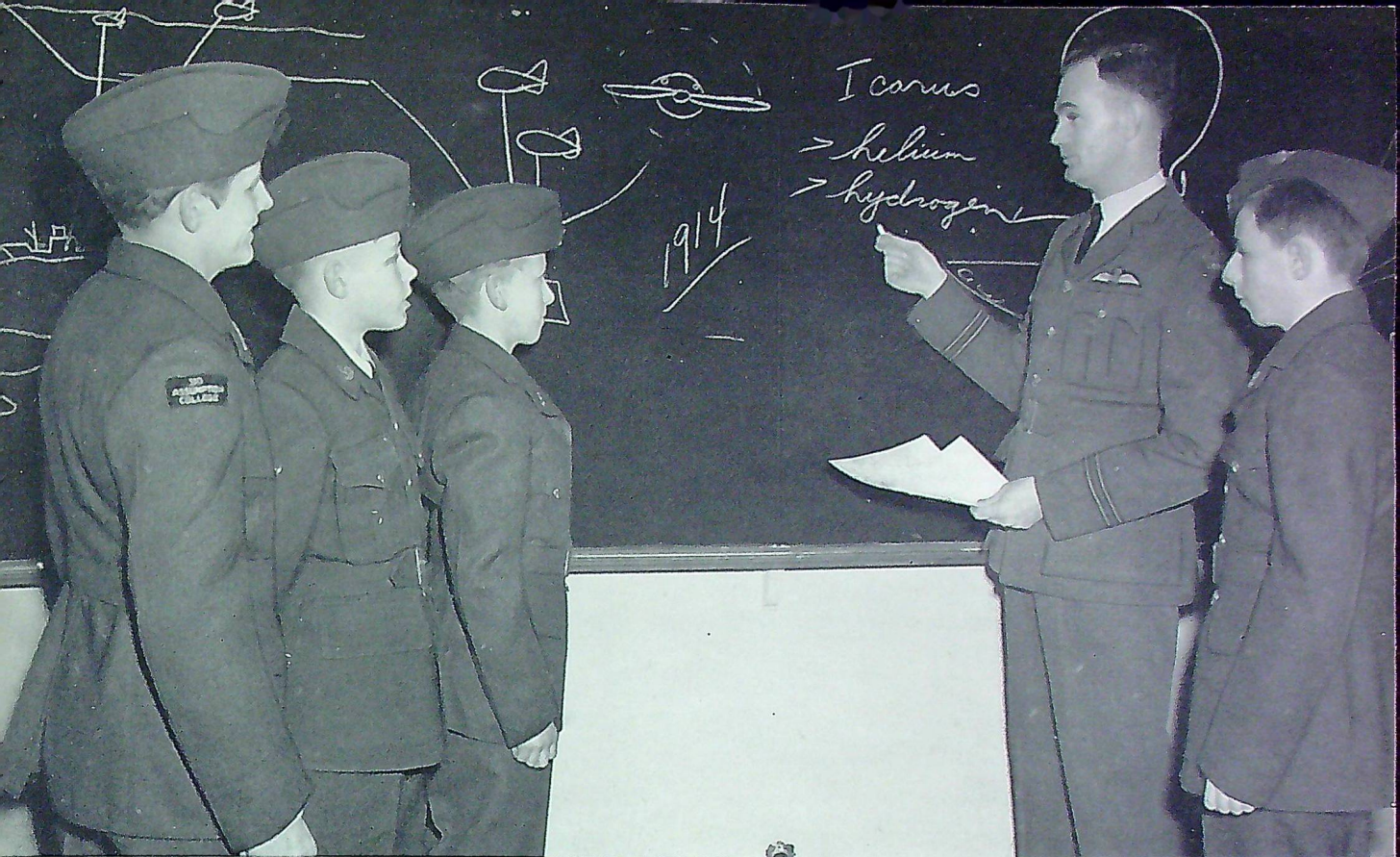
commenced to delve into the internal operation of this fast-growing movement and what it has been doing to make them Grade A future citizens of Canada.

"No. 250 Royal Canadian Air Cadet Squadron was organized in 1942 as the Queen Elizabeth High School Squadron, and is the oldest in Halifax and one of the oldest in Nova Scotia. At present the Squadron and committee members are staging a vigorous recruiting campaign and it is sincerely believed that, besides being one of the oldest in Nova Scotia, we are striving to make it one of the most active.

"Shortly after taking over No. 250 Squadron, we invited two of the older cadets to attend one of

Viscount Alexander pins flying badges on Cadet Sgts. J. Dolph (left) and C. Spence, of No. 398 Squadron. Also shown in photograph are Mr. P. A. Ketchum, Headmaster of Trinity College School, and the C.O. of No. 398, Sqn. Ldr. S. J. Batt. ("Globe and Mail" photo.)





Flt. Lt. A. Mountrose and some of the cadets of No. 310 (Assumption College) Squadron.

our luncheons as guest speakers. Both of these cadets presented most interesting and intelligent talks about their experiences. One had received the honour of being presented to the King while on a flying tour to England and the other had been on the Canadian Drill Team at the Toronto Exhibition. Both of these boys were ample proof to the Halifax Lions Club of their appreciation of the responsibilities of good citizenship. It was not

difficult to see that they had developed a fine sense of respect and self-discipline.

“The Lions Club lost no time in finding and selecting Officers for their Squadron, and we feel that those chosen are well equipped to see that the boys will receive the best opportunity to equip themselves for whatever vocation they may be desirous of following in the future.”

Battle Psychology

If you know the enemy and know yourself, you need not fear the result of a hundred battles. If you know yourself but not the enemy, for every victory gained you will also suffer a defeat. If you know neither the enemy nor yourself, you will succumb in every battle.— Sun-Tzu.
 (“Indian Air Force Quarterly”)

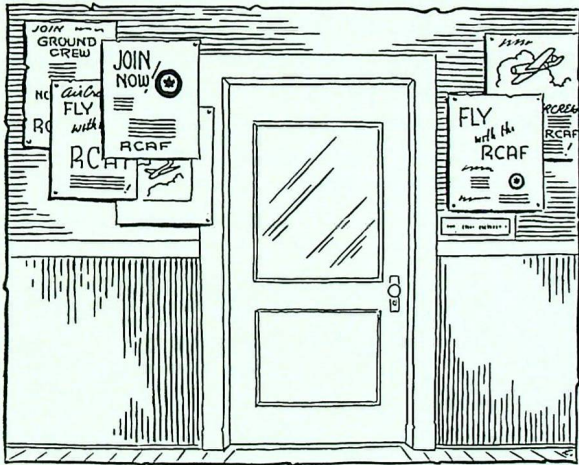
★ What's the Score?

This is our second questionnaire on Service knowledge. The members of the Editorial Committee averaged a score of 16. Sgt. Shatterproof, on being apprised of the fact, merely signalled back: "I withhold my thunder. Luck can't be *that* good!" Correct answers appear on page 60.

1. The contents of a letter to which no security category has been allotted:
 - (a) May be repeated around the Station.
 - (b) Should be treated as confidential.
 - (c) May be relayed to the press.
 - (d) Must be discussed with the Security Officer before being answered by anyone of lower rank than a Flight Lieutenant.
2. A C.O. can award a maximum punishment of:
 - (a) 90 days' detention.
 - (b) 28 days' confinement to barracks.
 - (c) Imprisonment for two years less one day.
 - (d) Death by hanging.
3. The word "RADAR" is a contraction of:
 - (a) RADio Direction And Range.
 - (b) Range And Depth Aerial (Receiver).
 - (c) Return And Departure Alternating Radio.
 - (d) RADio Detection And Ranging.
4. Oxygen equipment should be used:
 - (a) When the flight is above 12,000 feet, or is above 10,000 for periods of two hours or more.
 - (b) When the flight is above 8,000 feet over land, or 9,000 feet over sea.
 - (c) When the pilot begins to feel "woozy."
 - (d) When the pilot faints.
5. A "free fall" refers (in the R.C.A.F.) to:
 - (a) The sensation experienced when an aircraft hits a downdraft.
 - (b) Delayed opening of parachute after bale-out.
 - (c) Bale-out without a parachute.
 - (d) Use of parachute-tower at jumping-schools.
6. An M.T.U. is used for:
 - (a) Maintaining transmitters under water.
 - (b) Monitoring enemy radio transmissions.
 - (c) Training Service personnel on a particular type of aircraft.
 - (d) Servicing M.T. vehicles in the field.
7. Before receiving his Group 2 at a basic trade school, a Group 1 airman or airwoman must:
 - (a) Have passed his junior matriculation examinations.
 - (b) Have acquired practical experience.
 - (c) Have graduated cum laude from a Trade Advancement course.
 - (d) Have been reclassified to LAC or LAW.
8. The classic remark, everywhere quoted by Armament personnel, that "Without Armament there is no need for an Air Force," was first uttered by:
 - (a) Mr. Winston Churchill.
 - (b) Sir Basil Embry.
 - (c) Sir Basil Zaharoff.
 - (d) Lord Trenchard.
9. When the Sergeant yells for an energizer, he is in:
 - (a) Hospital, having a relapse.
 - (b) The Mess, ordering a drink.
 - (c) A Flight, starting a cold jet.
 - (d) A gymnasium, in charge of a P.T. class.



10. The highest altitude (approximate) yet reached by a guided missile is:
- 10 miles.
 - 200 miles.
 - 5 miles.
 - 125 miles.
11. The title to property of an R.C.A.F. mess or institute is vested in:
- The mess or institute committee.
 - The C.A.S.
 - The C.O.
 - The Minister of National Defence.
12. A pay assignment may be made to:
- A bank, trust, or mortgage corporation.
 - A friend from whom the assignor has borrowed.
 - The assignor's landlord, for payment of rent.
 - A stock-broker, to cover instalment purchases of securities.
13. The senior officer at A.F.H.Q. who is directly concerned with recruiting is the Director of:
- Postings & Careers.
 - Personnel Manning.
 - Personnel Administration.
 - Personnel Recruiting.



14. Instructions for the submission of a unit's monthly flying returns are contained in:
- D.R.O.'s
 - K.R. (Air)
 - A.F.R.O.'s
 - A.F.A.O.'s
15. A Flight Simulator is:
- A psychiatric treatment for nervous pilots.
 - A target for air-to-air firing practice.
 - A model aircraft used in aerodynamic research.
 - A ground trainer to enable pilots to become familiar with a particular type of aircraft.



16. Split Cameras are:
- Cameras mounted in an aircraft in such a way as to increase lateral photographic coverage.
 - Cameras provided with two lenses, each of which records on one half of a single roll of film (for stereoscopic purposes).
 - Twin cameras mounted together (for stereoscopic purposes).
 - Cameras that can be separated into halves in order to facilitate carrying.
17. Tactical, as opposed to strategic, Intelligence is:
- Used for long-term planning.
 - Of immediate use for operations in the field.
 - Used as the basis for compiling national studies.
 - Used in the preparation of maps and charts.
18. Briefly defined, counter-Intelligence is:
- Information gleaned by handsome attachés from shop-assistants.
 - The processing of information into Intelligence.
 - The machinery used to deny accurate information to an enemy or potential enemy.
 - A complete lack of any Intelligence whatsoever.
19. Air Intelligence does *not* normally include among its functions:
- Operational planning.
 - The provision of Intelligence for operational formations.
 - The ensuring of the prevention of any strategic, tactical or technological surprise from any source.
 - The collection of statistics regarding the aircraft of friendly nations.
20. A member of the R.C.A.F. is entitled to a military funeral when:
- He retires on pension.
 - It is approved by the Minister.
 - He has served a minimum of one year.
 - He dies in honourable circumstances.

Canada's Air Force Chiefs

(The photographs and brief biographical notes that appear on this and the following pages will give our readers some idea of the sort of men who have guided the destiny of the R.C.A.F. from its birth as the C.A.F., on 18 February 1920, to its present position among the world's Air Forces of 1952.—EDITOR)

DIRECTORS, CANADIAN AIR FORCE

Air Commodore A. K. Tylee, O.B.E.: 17 May 1920 to 21 March 1921.

Born at Lennoxville, Quebec, in April 1887, he was gazetted as a 2nd Lieutenant in the Canadian Militia in 1915. He received some flying training at the Curtiss Flying School in Toronto, as a candidate for the Royal Flying Corps, before going overseas at the end of 1915. He became a flying instructor in November 1916, and returned to Canada in February 1917 with the R.F.C. Training Brigade. For some months he commanded No. 81 Canadian Training Squadron at Camp Borden, then took command of the Wing

there in September 1917. From April to June 1918 he was in command of the 42nd Wing at Deseronto and was then appointed Inspector of R.A.F. training camps in Canada, with promotion to the rank of Lieutenant-Colonel. Demobilized as a Lieutenant-Colonel in May 1919, he was appointed to the command of the C.A.F. with the rank of Air Commodore.

Wing Commander R. F. Redpath: 22 March 1921 to 12 July 1921.

Born in July 1888, he enrolled in the Curtiss Flying School and received some instruction before being commissioned in the Royal Naval Air Service in December 1915. He served with naval

Air Cdre A. K. Tylee. (Ranks mentioned in this and ensuing photographs are those held when photos were taken.)

Sqn. Cdr. R. F. Redpath.



air units on the Western Front until late in 1917, and was awarded the Croix de Guerre. During the last year of the War he was engaged in instructional work in England, rising to the rank of Squadron Commander. He was granted a commission as a Squadron Leader in the C.A.F. on its formation.

Wing Commander J. S. Scott, M.C., A.F.C.:
13 July 1921 to 30 June 1922.

Born at Roberval, Quebec, in 1889, he went overseas with the Canadian Field Artillery. Seconded to the R.F.C. late in 1915, he served as a pilot in France from April to August 1916, during which time he was promoted to Captain and awarded the M.C. for distinguished service. Later, posted to Canada with the R.F.C. Training Brigade, he was, successively, Staff Officer in charge of training, Station Commander in Texas, and Commander of the 44th Wing at Camp Borden until the armistice. He was promoted to the rank of Lieutenant-Colonel and awarded the A.F.C. In May 1919 he relinquished his commission in the R.A.F. on return to Army duty, and five months later was appointed first Controller of Civil Aviation in Canada under the newly-formed Air Board, a position which he held from November 1919 to the end of June 1922. He was also a member of the Air Board from April 1920 to July 1922. Granted a commission as Wing Commander in the C.A.F. on its formation, he served a tour as Officer Commanding from 13 July 1921 to 30 June 1922. After some months in command of Camp Borden, he went overseas to take the R.A.F. Staff Course at Andover. Upon his return he again became head of the air service as Director of the R.C.A.F. from 19 May 1924 to 14 February 1928, and rose to the rank of Group Captain. Leaving the Service for some years, he returned in the Second World War and held, successively, the posts of C.O. of No. 1 Wireless School, No. 2 Manning Depot, and No. 13 S.F.T.S.; and served as Senior Air Staff Officer at Nos. 1 and 2 Training Commands. Upon his retirement in February 1945 he was promoted to Air Commodore.



Wing Cdr. J. S. Scott.

Wing Commander J. L. Gordon, D.F.C.:
1 July 1922 to 31 March 1924.

Born in Montreal in 1892. After training as a pilot at a civilian school in the U.S.A., he was commissioned in the R.N.A.S., and served with great distinction as a flying-boat pilot on patrols over the North Sea from Felixstowe Air Station. In addition to winning the D.F.C. for attacks on enemy submarines and aircraft, he received the Board of Trade Life-Saving Medal for the rescue of two airmen who had been afloat for five days. Released from the R.A.F. in July 1919, he was commissioned as a Squadron Leader in the C.A.F. on its formation and was also appointed as an Assistant Director of Flying Operations under Lt.-Col. Leckie in the Air Board. On 1 July 1922 he was named acting Director of the C.A.F., holding that post until the R.C.A.F. came into being on 1 April 1924. Eight years later (now a Group Captain) he again became head of the



Wing Cdr. J. L. Gordon.

Service, holding the position of Senior Air Officer, R.C.A.F., from 1 November 1932 until 31 May 1933. He was then appointed District Officer Commanding Military District 12, with the Army rank of temporary Brigadier. For the next six years he retained the unique distinction of being an R.C.A.F. officer in command of an Army District (first No. 12 and then No. 10). He was one of the first two R.C.A.F. officers to attain the rank of Air Vice-Marshal (in August 1938). Ill health forced him to retire from the Service at the end of January 1940, and he died a few weeks later, on 4 March 1940.

DIRECTORS, R.C.A.F.

**Wing Commander W. G. Barker, V.C., D.S.O.,
M.C.: 1 April 1924 to 18 May 1924.**

Born at Dauphin, Man., in November 1894, he enlisted as a private in the 1st Canadian Mounted Rifles in December 1914, arrived in France in September 1915, and within a few months was flying as an N.C.O. air gunner with the R.F.C. Commissioned in April 1916, he served first as an observer and then a pilot on the Western and Italian fronts. His fighting career, of unsurpassed distinction, won him one of the three V.C.'s awarded to Canadian airmen in the Great War. He retired from the R.A.F. in April 1919, and was

appointed a Lieutenant-Colonel in the Canadian Army with the C.A.F. overseas in May. Returning to Canada later that year, he retired to civilian life for a time and then rejoined the C.A.F. as a Wing Commander in 1922. In November of that year he succeeded Wing Cdr. Scott as Commanding Officer at Camp Borden and shortly after was named honorary Aide-de-Camp to the Governor General, an honour which he held until 1930. On 1 April 1924 he became acting Director of the R.C.A.F., relinquishing the post some weeks later when he went to England to take the R.A.F. Staff Course at Andover. Upon graduation in March 1926, he remained in England for a few months as Canadian Air Liaison Officer. He then returned to Canada and resigned his commission soon afterwards. Early in 1930 he became an official of the Fairchild Aviation Corporation of Canada, and was killed in a flying accident at Rockcliffe, on 12 March 1930, while demonstrating an aircraft.

Wing Cdr. W. G. Barker.



Group Captain J. S. Scott, M.C., A.F.C.:
19 May 1924 to 14 February 1928.

(See page 27 under "Directors, C.A.F.")

Wing Commander L. S. Breadner, D.S.C.:
15 February 1928 to 29 April 1932.

Born at Carleton Place, Ont., in 1894, he obtained his pilot's certificate at an American flying school and was then commissioned in the R.N.A.S. in December 1915. After serving as a fighter pilot on the Western Front, where he won the D.S.C., he succeeded a Canadian, Sqn. Cdr. R. H. Mulock, as C.O. of No. 3 Naval Squadron, one of the most famous naval fighting units, and was in turn succeeded by another Canadian, Ray Collishaw. Released from the R.A.F. as a Major in March 1919, he was commissioned as a Squadron Leader in the C.A.F. on its formation and at the same

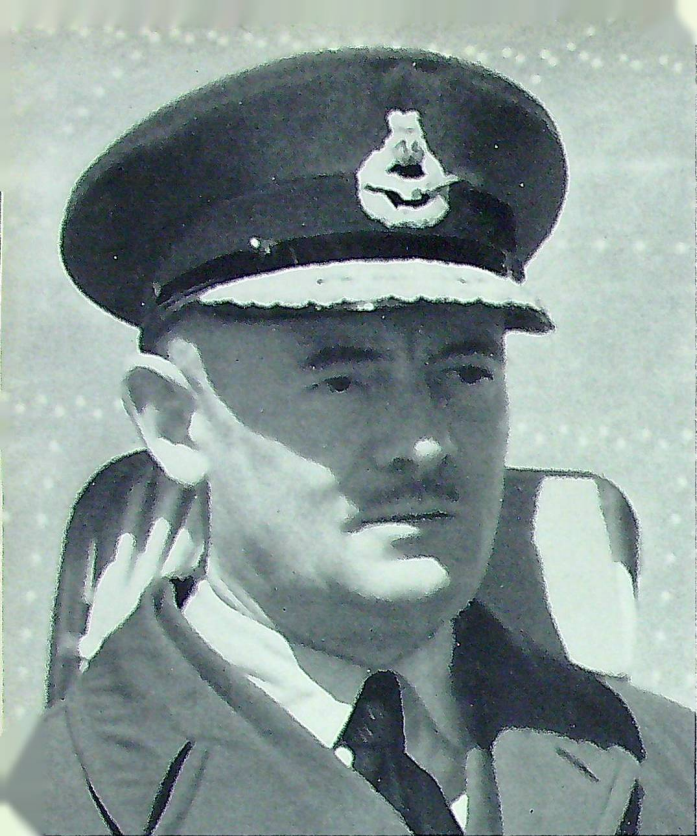
Air Marshal L. S. Breadner.



time was employed in the Air Board as a Certificate Examiner under Wing Cdr. Scott. In 1922 he succeeded Wing Cdr. Scott as Controller of Civil Aviation. After commanding the Station at Camp Borden from January 1924 to September 1925, he attended R.A.F. Staff College for two years, and upon his return became acting Director of the R.C.A.F. for four years, February 1928 to April 1932. After a tour in command of Trenton Station (1932-1935), he again went overseas to attend Imperial Defence College. On his return he became Air Staff Officer and subsequently Air Member for Air Staff at Air Force Headquarters. On 29 May 1940 he succeeded Air Vice-Marshal Croil as Chief of the Air Staff, relinquishing this post at the end of 1943 to become Air Officer Commanding-in-Chief, R.C.A.F. Overseas. He returned to Canada in the spring of 1945, and, after his retirement from the Service later that year, was promoted to Air Chief Marshal — the first Canadian to hold that rank. He then devoted himself to organizing the R.C.A.F. Association and, as its National President, guided it through the first year of its life.

Squadron Leader A. A. L. Cuffe: 30 April 1932 to 31 October 1932.

Born in 1895, he enlisted in the 6th Battalion, September 1914, and, after going overseas with the First Contingent, transferred to the Fort Garry Horse. He saw service in France for more than a year before being attached to the R.F.C. Cadet Wing for training. In May 1917 he was commissioned as a 2nd Lieutenant in the R.F.C., joined a fighter squadron in France in September 1917, and rose to the command of a flight. In the last months of the war he was engaged on training work in Britain. Released from the R.A.F. as a Captain in July 1919, he was commissioned as a Flight Lieutenant in the C.A.F. on its formation. For a short period in 1922 he commanded Station Camp Borden, and was acting Director, R.C.A.F., for six months in 1932. He then returned to Camp Borden as C.O. for the next four years. After a brief period as C.O. at Trenton, he took command



Air Vice-Marshal A. A. L. Cuffe.

of Air Training Command at Toronto, which, in January 1940, became No. 1 Training Command. In February 1940 he went overseas on an inspection trip and upon his return was appointed Air Member for Air Staff. A year later he was promoted to Air Vice-Marshal. In February 1942 he became A.O.C. Eastern Air Command, relinquishing this post in January 1943. He subsequently held the office of Deputy Inspector-General until 1 January 1944, and retired on 1 July of that year.

SENIOR AIR OFFICERS, R.C.A.F.

Group Captain J. L. Gordon D.F.C.:
1 November 1932 to 31 May 1933.

(See page 27 under "Directors, C.A.F.")

Wing Commander G. O. Johnson, M.C.:
1 June 1933 to 31 December 1933.

Born at Woodstock, Ont., in 1896, he was accepted for the R.N.A.S. in Canada, but transferred to the R.F.C. before going overseas in May 1917. Served as a fighter pilot on the Western

front from September 1917 to June 1918, and was awarded the M.C. After some months spent instructing in training squadrons, he was posted to No. 1 (Canadian) Squadron upon its formation overseas in November 1918. In July 1919 he returned to Canada and was commissioned as a Flight Lieutenant in the C.A.F. in 1920, and appointed as an Assistant Director of Flying Operations under Wing Cdr. Leckie in the Air Board. For some months in 1920 he commanded the Station at Camp Borden before taking a part in the first trans-Canada flight in October of that year. Later he commanded the Station at Winnipeg for two years, attended R.A.F. Staff College in England, and, upon his return to Canada at the end of 1928, became Assistant Director of Civil Government Air Operations. After six months as acting Senior Air Officer, R.C.A.F., he successively commanded Station Trenton for two years, at-

Air Marshal G. O. Johnson.



tended Imperial Defence College, and then in March 1938 became the first C.O. of Western Air Command. Later appointments were: Air Member for Organization and Training (October 1939), Deputy Chief of the Air Staff (November 1940), A.O.C. No. 1 Training Command (July 1942), and A.O.C. Eastern Air Command (January 1943). From this post he went overseas in April 1945 to succeed Air Marshal Breadner as Air Officer Commanding-in-Chief, R.C.A.F. Overseas, remaining there until July 1946. He retired as an Air Marshal in 1947.

Group Captain G. M. Croil, A.F.C.: 1 January 1934 to 14 December 1938

Born in Milwaukee, Wis., in 1893, he moved with his family to Montreal at the age of 11, and later to Scotland. After working as a civil engineer

Air Cdre. G. M. Croil.



in Scotland and as manager of a tea and rubber plantation in Ceylon, he returned to the United Kingdom to become a Captain in the Gordon Highlanders in 1915. A year later he was seconded to the R.F.C. and served on operations at Salonika and on training duties in Egypt. Released with the rank of Major in April 1919, he returned to Canada and was commissioned as a Squadron Leader in the C.A.F. upon its formation in 1920. For some time he was employed by the Air Board as Superintendent of the High River Air Station. Later he served a five-year term as C.O. at Camp Borden, and at the beginning of 1934 was appointed Senior Air Officer in the R.C.A.F. On 15 December 1938 he became the first Chief of the Air Staff. After 6½ years as head of the R.C.A.F., Air Vice-Marshal Croil was appointed as Inspector General in May 1940, which office he held until 1 January 1944. He retired as an Air Marshal on 2 July of that year.

CHIEFS OF THE AIR STAFF, R.C.A.F.

Air Vice-Marshal G. M. Croil A.F.C.:
15 December 1938 to 28 May 1940.

(See above under "Senior Air Officers, R.C.A.F.")

Air Marshal L. S. Breadner, C.B., D.S.C.:
29 May 1940 to 31 December 1943.

(See page 29 under "Directors, R.C.A.F.")

Air Marshal R. Leckie, C.B., D.S.O., D.S.C., D.F.C.: 1 January 1944 to 31 August 1947.

Born in Glasgow, Scotland, in April 1890, he came to Canada at the age of 16 to work in his uncle's firm in Toronto. Accepted as a candidate for the R.N.A.S., he received some training in the Curtiss School at Toronto before being commissioned in December 1915 and going overseas to complete his training. He served with great distinction as a flying-boat pilot on patrols over the North Sea, bombed submarines, fought enemy aircraft, and attacked several Zeppelins, two of which he destroyed. He was three times decorated for his war services, and after the armistice was appointed Lieutenant-Colonel in command of



Air Marshal R. Leckie.

No. 1 Canadian Wing in the C.A.F. overseas. Returning to Canada late in 1919, he was named Director of Flying Operations under the Air Board, and became a member of the Air Board upon its reconstitution in April 1920. He organized and led the first trans-Canada flight in October 1920. During this period as Director he was seconded from the R.A.F. for duty and was attached to the C.A.F. as a Wing Commander. When the Canadian air services were being reorganized in the spring of 1922, Wing Cdr. Leckie returned to the R.A.F., and in the next 17 years held many varied appointments in Britain and abroad. When the B.C.A.T.P. was being organized, he returned to Canada on attachment to the R.C.A.F. and in November 1940 became Air Member for Training. In April 1942 he was appointed Air Commodore in the R.C.A.F. and promoted to Air Vice-Marshal. On 1 January 1944 he succeeded Air Marshal Breadner as Chief of the Air Staff and retained this

office until his retirement at the end of August 1947. He has continued to place his great experience at Canada's service in the capacity of special consultant to the Air Cadet League.

**Air Marshal W. A. Curtis, C.B., C.B.E.,
D.S.C.: 1 September 1947 to —**

Born at Havelock, Ont., in 1893, he joined the 34th Infantry Battalion in 1915, and then became a candidate for the R.N.A.S. After receiving his pilot's certificate from the Curtiss School at Toronto, he was commissioned as a Flight Sub-Lieutenant in August 1916, and proceeded overseas. He served as a fighter pilot and flight commander in No. 10 (N) Squadron on the Western front from September 1917 to January 1918, winning the D.S.C. and Bar by his successes in air combat. Returning to Canada as a Captain in the R.A.F., he was given a commission as Flight

Air Marshal W. A. Curtis.



Lieutenant in the C.A.F. upon its creation in 1920. Returning then to civilian life, he was an officer for eight years in the Toronto Scottish Regiment. When the R.C.A.F. Auxiliary was organized in 1932, he played a leading part in the formation of No. 110 (City of Toronto) Squadron and became its commanding officer in 1935. He was also one of the founders of the Toronto Flying Club and became a vice-president of the Canadian Flying Clubs Association. His meritorious services to aviation were recognized by the award of the Association's first Gold Medal in February 1936. At the end of 1938, Wing Cdr. Curtis was appointed to command of No. 101 Auxiliary Wing

Headquarters and from this post was called up for full-time active service in September 1939. After a period spent in charge of a committee for the selection of aerodrome sites for the B.C.A.T.P., he served, first, as Director of Postings and Records at A.F.H.Q., and then as C.O. of No. 2 S.F.T.S. at Uplands. In November 1941 he went to Britain as Deputy Commander-in-Chief, R.C.A.F. Overseas, returning to Canada in 1944 to become Air Member for Air Staff. Two years later he was appointed as Air Member for Air Plans, in which position he remained until he succeeded Air Marshal Leckie as Chief of the Air Staff.

Rodeo Stars of the R.C.A.F.

R.C.A.F. drivers finished one-two-three in the Military Division of the 1951 Automotive Transport Association Rodeo competition at Toronto. It was the first time the Air Force had won first place since 1947, and the first time that either the Army or the Air Force had monopolized the top three positions.

The winner was LAC T. S. Zimmer, of No. 25 A.M.B., Calgary, who received the Military Championship trophy and \$300.00. Second place went to LAC D. J. Baldock, of R.C.A.F. Station Trenton, who received a trophy and \$200.00. In third place was Corporal J. A. R. Cardinal, of R.C.A.F. Station St. Hubert, recipient of a trophy and \$100.00. Shown in the accompanying photograph are (l. to r.) LAC Baldock; Air Commodore W. W. Brown, Chief Staff Officer, Training Command; LAC Zimmer; and Corporal Cardinal.



ROYAL CANADIAN AIR FORCE

Association



(All correspondence regarding this Section or Association members' changes of address should be addressed to the Secretary, R.C.A.F. Association Headquarters, 424 Metcalfe St., Ottawa, Ont. This does not, of course, apply to letters to the Editor.)

PERMUTATIONS AND COMBINATIONS

In the December issue, one of our members-at-large questioned whether the R.C.A.F. Association section should be continued in "The Roundel." John A. Hill, in a letter to the editor, noted that the Association had started a magazine of its own ("Wings At Home"), and he asked: "Why not drop the Association section from 'The Roundel', print more copies of the new magazine, and put a yearly subscription rate on it for all who want it and who ordinarily will not see it because there are no Wings in their own (as in my own) vicinity?"

If we were to permit a choice of magazines, some members would be getting "The Roundel" only, some "Wings At Home" and not "The Roundel," and some both magazines. We have enough difficulty trying to keep records straight for "The Roundel" alone, without complicating matters that much further. But even if "The Roundel" continued to be sent to all members minus the R.C.A.F.A. section, we would need to reach all members with some form of information bulletin.

We would like more, not less, contact with members-at-large, and "The Roundel" at present is our only way of reaching them. To send "Wings At Home" only to those who pay extra for it, and then have to send information bulletins to those not receiving "Wings," would further complicate records unless we regarded "Wings" as an information bulletin (which it is) and send it to all members in the first place. Manifestly, we can't

charge extra for "Wings" (for those who want it) and yet continue to send it free to those who are willing to pay for it.

If we were to provide "The Roundel" and "Wings" to all members, then we certainly would have to increase basic dues materially, perhaps to the point of discouraging membership.

Therefore, the situation would seem to boil down to this: if our section in "The Roundel" were to be discontinued, then we would have to substitute for it a magazine of our own to be sent to all members. While eventually this may be desirable, at present it would appear ill-timed — if for no other reasons than lack of staff and money. We are far from confident that additional money obtained from subscription fees (probably in the





The Donald C. Hill Trophy is presented by Mrs. Hill to Cadet W.O.2 Glenn Short in the presence of Mr. C. Parkin, vice-president of No. 420 (Oshawa) Wing, and Sqn. Ldr. Beal, C.O. of the Chadburn Squadron of the R.C.A.C. The trophy was given to the squadron by No. 420 Wing to be awarded annually to the outstanding cadet. The late Mr. Hill was an officer of the squadron and also one of No. 420's first members.

form of increased dues) and revenue from prospective advertising would be sufficient to meet expenses.

Independently of whether or not it would be economically feasible, establishing an acceptable magazine is a major effort. After all, "Wings At Home" hasn't yet grown out of the stencil-mimeograph stage. In the initial throes of developing a magazine, moreover, we would court a danger that staff attention would be given to making a success of the magazine rather than to

working for the Association itself in the difficult organizational period.

"Wings At Home" was started in order to:

- encourage Wings to submit regular and complete reports of their activities,
- persuade Wings to establish bulletins of their own,
- provide material for bulletins already established,
- pass on information concerning the R.C.A.F., R.C.A.F.A., and aviation in general, and
- establish a medium in which our domestic affairs could be discussed informally and frankly.

From the outset, we conceived "Wings At Home" as being primarily for the Wings and our section in "The Roundel" for all members of the R.C.A.F.A. as individuals. It was to be complementary to, not competitive with, "The Roundel." By encouraging regular and detailed reports, moreover, we were acquiring basic material for submission to "The Roundel" (for if regular and detailed reports are not required, in many cases none at all will be provided!). The magazine is

now beginning to achieve its objectives, particularly with reports, as we are now getting material regularly from some Wings which provided nothing at all previously.

This entails problems of its own. The more reports received, the more difficult to compress them into the limited space available in "The Roundel." The more detailed, the more difficult they are to summarize; and summaries somehow tend to lose in interest. To this must be added the

No. 402 (Sudbury) Wing's 1952 Executive. Back row (l. to r.): J. Ritch, J. McCullough, W. Urie, R. Bain, D. Mackenzie D. Thyne. Front row (l. to r.): M. Werbiski, R. O'Connor, M. Brownlee.



difficulty of getting news about, and presenting news of interest to, members-at-large. Basically our material is news of the Wings, even if salted with policy matters. Thus we find it progressively more difficult to strike a happy medium between factual, detailed, name-including news, and a general summary of fact, opinion, and policy.

With one of Mr. Hill's "wants," however, we are inclined to disagree. As an argument for eliminating the Association section, he contends that it would leave more room "where we ex-braves may reminisce about days gone by." Reminiscing about glories of by-gone days is far from being one of the *main* purposes of our organization. We are a young organization, representing a young Service, and we are interested in the present while keeping our eyes on the future. In espousing the cause of air power, we have many things to think about and do NOW. Even our domestic problems are almost entirely in the present. Therefore we make no apologies for seemingly underplaying the savouring of past glories.

One of our objections to a direct substitution of "Wings At Home" for "The Roundel" would be that the latter carries a variety of articles and news of the Service which provides better-balanced reading fare than is at present available to us in covering our own affairs.

No. 702 Wing members with some of the fruits of "Operation Pocket-Book," a drive to collect reading-material for R.C.A.F. personnel overseas.



Little Sylvia Lehman wins an aeroplane ride for her efforts in No. 702 (Lethbridge) Wing's "Operation Pocket-Book." To her left, Mr. D. Shackleford; right, Mr. A. W. Shackleford.

How we may provide reading material and activities to interest members-at-large like Mr. Hill is in itself a problem. We are now enlisting their co-operation in "Operation Recruiting" and shall have to lean heavily on their assistance in our efforts on behalf of the Ground Observer Corps. That will help on the activity side. How we can improve the information is another matter. We would like suggestions — and please keep them practical!

THIRD PUBLIC RELATIONS AWARD

The third public relations prize has been awarded to No. 250 Saint John Wing. The Saint John Wing is the largest and one of the most active (and the two descriptions are by no means always synonymous) in the Association. The Wing has always been public relations conscious, has taken an aggressive part in every concrete project of the Association, and has been active in many community endeavours on its own.

Recently the Saint John Wing proposed to hold farewell parties for R.C.A.F. personnel proceeding overseas.

The award has been given to No. 250 Wing for the good job it has been doing generally in public service in the interests of the Wing itself, the R.C.A.F. Association, and the R.C.A.F.



No. 253 (Moncton) Wing's Christmas Party. Left to right: G. Scott (Santa Claus), Mrs. Ruth Sabourin, J. Lutes (Richard West photo.)

WATCHING THE WINGS

Wing Cdr. H. J. Everard, D.F.C., Commanding Officer of No. 401 Auxiliary Squadron, spoke at a meeting of No. 306 Wing.

Wing Cdr. J. R. Frizzle, Officer Commanding the Central Experimental and Proving Establishment, spoke on the work of his unit to No. 426 (Brockville) Wing.

No. 250 (Saint John) Wing sent for Christmas a barrel of apples and oranges, etc., to the N.B. Orphanage, St. Patrick's Orphanage, Wiggins Male Orphans' Institute, the Children's Aid Society, Boys' Industrial Home, the Provincial Hospital, and the Salvation Army.

No. 700 (Edmonton) Wing is now holding regular meetings on the second Tuesday of each month.

Among Wings holding Christmas parties for children of members were Nos. 404 (Kitchener-Waterloo), 250 (Saint John), 253 (Moncton), and 420 (Oshawa). Special Christmas dances were staged by Nos. 410 (Ottawa), 416 (Kingston), and 501 (Lakehead). No. 500 (Winnipeg) Wing held a Christmas stag. Lethbridge (No. 702) helped entertain a number of Claresholm trainees.

New Brunswick executive directors of the Maritime Group held a successful convention in Fredericton.

No. 414 (North Star: New Liskeard) Wing has obtained use of free quarters for regular meetings, and purchased a Link trainer. The Wing is now sponsoring No. 536 North Star Air Cadet Squadron.

No. 251 (Madawaska: Edmundston) Wing has obtained quarters at 77 Francis Street, and invites all and sundry to visit them.

No. 421 (Newmarket) Wing now has a home of its own, which has been named "R.C.A.F.A. Hall." Regular meetings are held on every third Wednesday, as well as a Saturday meeting at R.C.A.F. Station Toronto. Recruiting meetings are also held on two evenings each week.

No. 600 (Regina) Wing has formed a Recruiting Counsellors' Committee.

No. 501 (Lakehead) has thought up a new way of money-raising — a contest, "So You Think You Know Hockey?"

No. 416 (Kingston) has erected a 10' x 6' illuminated sign over the clubrooms which advertises to all passers-by that recruiting information is available within.

No. 306 (Maple Leaf: Montreal) Wing made more than \$4,000 profit on its raffle of a combination television-radio-phonograph set.

No. 306 (Maple Leaf: Montreal) Wing. Group taken during party at No. 401 (F.) Sqn. (Aux.) Mess.



No. 401 (Kirkland Lake) Wing's past-president, J. Gibson (left), congratulates new president, D. Scanlan. In centre: Wing. Cdr. Gobeil, D.F.C., guest speaker at the Annual Meeting.

EXECUTIVE CHANGES

No. 401 (Air Force Association of Kirkland Lake)

President:	Douglas Scanlan
Vice-President:	O. Thompson
Secretary:	Jack Simpson
Treasurer:	Frank Tripp
Directors:	H. Wilson
	H. Pearce
	D. Nelson
	M. Gurevitch

No. 700 (Edmonton)

President:	Bob Wright
Vice-Presidents:	Chester Wallace
	Beth Rowand
Secretary:	Vic Fowler
Assistant Secretary:	Bea Cameron
Treasurer:	Bill Boyce
Committee Chairmen:	
Ways and Means:	Ross Gould
Programmes:	Ray McPhie
Entertainment:	Harry Marshall
Public Relations:	Harold MacNaughten
Welfare:	Bert Simpson
Membership:	Gordon Findlay
Recruiting:	George Burnett

No. 252 (Fredericton)

President:	Jack Estey
Vice-President:	R. M. Hickey
Treasurer:	Lloyd Newcombe
Secretary:	Harold Clowater



No. 411 (Chatham)

President: Gordon Marvell
Vice-Presidents: Frank Jordan
Glen Hudson
Treasurer: Lou Cowan
Assistant Treasurer: Max Dunlop
Sergeant-at-arms: Lyle Canniff
Secretary: C. W. Hockridge
Directors: Ray Norris
Leon Piper
Maurice Brown
Hugh Cummings
Craig Shaw

No. 502 (Brandon)

President: Terry Penton
Vice-Presidents: C. T. Rogers
E. C. Baker
G. E. Mitchell
Treasurer: H. Norminton
Directors: R. G. Johnson
W. B. Dinsdale
G. E. Dunkin

No. 101 (Atlantic)

President: Hazen B. Jewett
Vice-Presidents: Allen G. Edgar
Dean Naugler
Alan A. Tyler
Secretary: William A. Wiswell
Treasurer: William Garnett
Additional Members: Fred Sturmy
Welsford Phillips

No. 414 (North Star)

President: O. R. Craig
Vice-Presidents: Thomas Ridley
Homer Ross
Treasurer: Allan Wright
Secretary: William A. Waldram
Directors: T. C. Swartman
Ray Kosmack
John Brown
Padre: Rev. J. Knox

Mrs. Craig Groves, winner of No. 306's raffle for a \$1,500 radio-phonograph-television set, being congratulated by President A. Deeks, while Vice-President H. Feldman looks on.



Mr. G. R. McGregor, president of T.C.A., congratulates winner of return trip for two to New York and \$50.00 in U.S. currency. Left to right: Vice-President H. Feldman, President A. Deeks, Mr. McGregor, Sec'y G. Harrison.

No. 106 (Kentville)

President: Dave Sutton
 Vice-President: Cyril Hatfield
 Secretary: John D. Storrie
 Treasurer: Harry Dean
 Directors: George A. Runnells
 Lawrence Coldwell
 Sydney Trask
 Len Huffman
 Saxby Porter
 Rev. Hinston McLeod
 Don Robinson
 W. L. Chisholm

Treasurer: Vince Courtemanche
 Directors: Lance Connery
 John Burns
 Earl Valley
 Miss Margaret Carson
 Bruce Glover
 Earl Dagenais
 George Rich

No. 302 (City of Quebec)

President: W. N. LeGallais
 Vice-President: M. Manuel
 Secretary-Treasurer: P. J. Haberlin
 Directors: Mrs. Esmé Gagné
 Miss Aline Belanger
 A. Dorion
 P. A. Faguy
 A. Lavigueur
 P. Delaney
 René Lecours

No. 410 (Ottawa & District)

President: T. G. (Gil) Holley
 Vice-Presidents: Pat Frame
 Miss Val Barrow
 Secretary: Miss Lillian (Les) Smith
 Assistant Secretary: Isabel McNally

Personnel Movements

Officers: October

W/C J. L. Berven, A.F.C.— C.J.S. London to 14 T.G.H.Q., Winnipeg.

Officers: November

S/L G. B. Murray, D.F.C.— R.C.A.F. Stn. Trenton to 3 A.W.O.T.U., North Bay.

Officers: December

A/C M. M. Hendrick, O.B.E.— C.J.S. Washington to C.J.S. London.

S/L G. R. Denison — 421 (F.) Sqn., St. Hubert, to R.C.A.F. Stn. Chatham.

W/C J. F. Easton, D.F.C.— R.C.A.F. Stn. Sea Island to 12 A.D.G.H.Q., Vancouver.

S/L W. J. Grant—R.C.A.F. Stn. Chatham to C.J.S. London.

S/L K. C. Smith, D.F.C.— C.J.S. Washington to A.F.H.Q.

S/L G. W. Kusiak, D.F.C.— C.J.S. Washington to A.F.H.Q.

S/L C. A. Anderson — C.J.S. Washington to 3 A.W.O.T.U., North Bay.

W/C N. W. Timmerman — C.J.S. Washington to A.F.H.Q.

S/L P. V. Tripe, D.F.C.— A.D.C.H.Q., St. Hubert, to 1 A.C.W.U., St. Hubert.

S/L J. McElroy — 421 (F.) Sqn., St. Hubert, to 1 F.W.H.Q., U.K.

Officers: January

A/V/M H. B. Godwin, C.B.E.— A.F.H.Q. to A.M.C.H.Q., Ottawa.

A/C W. E. Kennedy, A.F.C.— A.M.C.H.Q., Ottawa, to A.F.H.Q.

S/L G. P. Bradley — T.C.H.Q., Trenton, to 1 T.T.S., Aylmer.

S/L T. D. McKee, M.B.E.—25 A.M.B., Calgary, to R.C.A.F. Stn. Saskatoon.

S/L S. H. Yearron — A.M.C.H.Q., Ottawa, to C.J.S. Washington.

S/L G. G. Agnew — 405 (M.R.) Sqn., Greenwood, to M.G.H.Q., Halifax.

S/L A. L. Ashton — 2 (M.) O.T.U., Greenwood, to T.C.H.Q., Trenton.

S/L C. D. Noble, M.B.E., D.F.C.— 2 P.S.U., London, to T.C.H.Q., Trenton.

S/L F. Watson — 1 F.I.S., Trenton, to C.J.S. Washington.

S/L A. N. Harris — A.M.C.H.Q., Ottawa, to C.J.S. Washington.

S/L R. F. Murray — M.G.H.Q., Halifax, to 1 F.I.S., Trenton.

S/L J. G. Easson, D.F.C.— A.F.H.Q. to C.J.S. London.

S/L E. G. Baxter — 1 R.C.S., Chatham, to T.C.H.Q., Trenton.

Warrant Officers: October

WO2 A. W. Hall — T.C.H.Q., Trenton, to R.C.A.F. Stn. Camp Borden.

Warrant Officers: December

WO2 H. J. Eagan — 1 S.D., Weston, to 11 S.D., Calgary,

WO2 R. F. Hodgson — 441 (F.) Sqn., St. Hubert, to A.D.C.H.Q., St. Hubert.

WO2 A. Heesom — R.C.A.F. Stn. Goose Bay to 1 S.D., Weston.

WO2 A. G. Swartz — 421 (F.) Sqn., St. Hubert, to 1 (F.) O.T.U., Chatham.

Warrant Officers: January

WO1 O. C. Lumb — R.C.A.F. Stn. Rockcliffe to A.M.C.H.Q., Ottawa.

WO2 K. D. Bateman — A.T.C.H.Q., Lachine, to R.C.A.F. Stn. Lachine.

WO2 F. G. Buckley — 6 R.D., Trenton, to R.C.A.F. Stn. North Bay.

WO2 W. J. Coles — 421 (F.) Sqn., St. Hubert, to R.C.A.F. Stn. Chatham.

WO2 F. G. Warner — A.M.C.H.Q., Ottawa, to A.F.H.Q.

WO2 B. Walters — 421 (F.) Sqn., St. Hubert, to R.C.A.F. Stn. North Bay.

WO2 G. Elver — R.C.A.F. Stn. Sea Island to 11 T.S.U., Weston.

WO2 W. H. Wright — R.C.A.F. Stn. Whitehorse to T.A.G.H.Q., Edmonton.

WO2 J. W. Meaden — A.F.H.Q. to C.J.S. Washington.

WO2 O. Carnahan — 421 (F.) Sqn., St. Hubert, to 1 (F.) O.T.U., Chatham.

WO2 T. Evans — A.F.H.Q. to 1 R.C.S., Clinton.

KEY TO ABBREVIATIONS

A.C.W.U. — Aircraft Control & Warning Unit
 A.D.C.H.Q. — Air Defence Command H.Q.
 A.D.G.H.Q. — Air Defence Group H.Q.
 A.M.B. — Air Materiel Base
 A.M.C.H.Q. — Air Materiel Command H.Q.
 A.T.C.H.Q. — Air Transport Command H.Q.
 A.W.O.T.U. — All-Weather Operational Training Unit
 C.J.S. — Canadian Joint Staff
 (F.) — Fighter
 F.I.S. — Flying Instructors' School
 F.W.H.Q. — Fighter Wing H.Q.
 M.G.H.Q. — Maritime Grp. H.Q.

(M.) — Maritime
 (M.R.) — Maritime Reconnaissance
 O.T.U. — Operational Training Unit
 P.S.U. — Personnel Selection Unit
 R.C.S. — Radar & Communication School
 R.D. — Repair Depot
 S.D. — Supply Depot
 T.A.G.H.Q. — Tactical Air Group H.Q.
 T.C.H.Q. — Training Command H.Q.
 T.G.H.Q. — Training Group H.Q.
 T.S.U. — Technical Services Unit
 T.T.S. — Technical Training School

A Cellular Concept of Air Strategy

PART I: SERVICE ROLES

By Wing Commander H. R. Footitt

(Before joining the R.C.A.F. in 1942, the author of this series of articles had had considerable experience in aircraft structural engineering with the Heston Aircraft Co. Ltd. and Fairey Aviation Ltd. in England, and with the Consolidated Vultee Corporation and the Ryan Aeronautical Co. in the United States. In the Air Force, he served first as officer commanding the maintenance squadron at No. 5 S.F.T.S., Brantford, and then in the Directorate of Aeronautical Engineering at A.F.H.Q. After the war, he returned to the Ryan Aeronautical Co. as chief structures engineer, rejoining the R.C.A.F. in 1946. Following a tour of duty as resident engineer officer attached to A. V. Roe (Canada) Ltd., he attended the 15th course at R.C.A.F. Staff College. He is now Director of Development "A" at A.F.H.Q. The opinions expressed by him in these articles are his own, and do not, of course, necessarily reflect the official views of the R.C.A.F.—EDITOR)

SITTING UNDER a flickering light in his wife's sedate drawing-room, the famous German strategist, Karl von Clausewitz, wrote: "War is an act of violence to compel our opponents to fulfil our will." General Clausewitz penned these words, along with other statements of straightforward military fundamentals, in the dawn of the 19th Century. Yet even in this day of tanks, super-bombers, and guided missiles, his statements are widely quoted.

The present popular revival in basic strategic thinking has been precipitated by such controversial books as "Victory through Air Power" and "Disaster through Air Power." Even in military circles, the basic art of warfare is still a hotly-debated subject, particularly around tri-Service conference tables. As the U.S. House Committee for the Armed Services expressed it in 1950, during the course of its investigations of inter-Service bickering:

"The basic reason for this continuing disagreement is a genuine inability on the part of the armed services to agree fundamentally and professionally on the art of warfare."

When the fundamentals of war are carefully sifted, a solid base for inter-Service agreement appears possible in a cellular concept of strategy. From this basic idea the rôles of the army, navy and air force stand out in a new light. Strategic thinking in terms of "cells" provides a common foundation for building powerful tri-Service forces with a war-winning strategy that should not crumble from internal stresses in a Third World War.

* * *

The basic building-block for to-morrow's strategy is nothing more than a cell composed of a land or sea surface area capped by a box of air. During the century before that day in 1903 when the Wright Brothers' flimsy biplane took off from the sands of Kitty Hawk, armies had begun to think in terms of contiguous land areas. Before that, British Redcoats and other colourful armies fought pitched battles, retreated, or advanced, as the commanding general manoeuvred his army like a solid block on an irregular floor.

But the seed of the idea that was to result in a continuous battle line, similar to that which stretched from the North Sea to Switzerland in the First and Second World Wars, was planted in the 1760's. At that time France's Marshal de Broglie and the Duke of Choiseul conceived and planned the idea of the army division. This was a larger but more flexible unit of army organization than had ever been used before. Modern armies have inherited it as the Infantry Division, the Armoured Division, and the Airborne Division. Napoleon was the first to use the division with stunning effectiveness, manoeuvring large armies through his control group, the army corps.

The armies of the Second World War also had divisions and corps, numbered armies and army groups. Each army unit had a land area under its control. Thus, behind the continuous battle line there was a checkerboard of assigned areas. Each division on the front had a Divisional Area, backed by a Corps Area, an Army Area, and others.

This type of area thinking, as a basis for tactics and strategy, is also prominent in naval minds. Naval officers ponder over naval strategy based on "zones of operations." These are merely sea areas over which their warships have been able to wrest control from enemy warships. The famous Pax Britannica, whereby Britain helped maintain the peace of the world prior to 1914, depended mainly upon the Royal Navy's domination of zones of operations which corresponded to the sea trade-lanes of the world.

Before the First World War, this area concept of land and sea strategy, with its roots in history, prevented many inter-Service squabbles. In the final analysis there was always a natural dividing line between the areas — where the sea washed the sands of the shore. Then came air power. Since the air ocean of the world is unbroken by natural barriers, air power recognized neither boundaries nor areas. Moreover, the early air strategist refused to think in terms of areas. His unfettered mind cast aside the land and sea forces as he contemplated such statements as that made by General Smuts to the War Cabinet in 1917:

"The day may not be far off when aerial operations, with their devastation of enemy lands and destruction of industrial and populous centres on a vast scale, may become the principle operations of war, to which the older forms of military and naval operations may become secondary and subordinate."

* * *

Although the early air strategist did not think in terms of land areas, he was inevitably anchored to the land. As Napoleon said, "manoeuvre is only possible around a fixed point." The vast ability of air armadas to manoeuvre in the unbounded ocean of the air is only possible around a fixed land-locked airfield, or the relatively fixed deck of an aircraft carrier. Beside the simple land-based aircraft and grass fields of the First World War, the modern aircraft, airfields, communication links, radar screens, G.C.I. and G.C.A., strike a keynote in complexity. In the last war, air power found out that it could not, by itself, build, supply, or completely protect its complex land harbours. The island-hopping in the Pacific war with Japan is only one example of tri-Service action in a struggle to seize and protect advanced land bases so that air power could carry the war to the heart of the enemy.

Regardless of the range of land-based aircraft, the air base can only be made secure and operational with the help of land power and sea power. When all military action is boiled down to its fundamentals, it can achieve only three things; (a) it can capture, (b) it can immobilize, and (c) it can destroy. All Services can do all these things to a degree. (For example, the R.A.F. Coastal Command might be credited with capturing the first Italian ship of the war, the S.S. "Marzocco," which it forced to turn back into a British port.) However, in the broad sense, the army is better equipped to capture, and the navy and air forces are better equipped to immobilize and destroy. The capture of potential air bases, then, is primarily an army function.

The army's ability to capture leads us to the consideration of military fundamentals. As the pages of history prove, the one sure way "to compel our opponents to fulfil our will" is to capture the opponents' land. Since the days before Waterloo, and on through the storming of Nazi Germany, the object of any all-out war is to



force one's will on the enemy by seizing his land. And the end of any such war is the final, decisive land battle.

Recent history only reiterates the fact that it may be either this decisive battle, or merely the threat of it, that brings peace in global wars. Hitler's generals, admirals, and air marshals warned him that their cause was lost after the establishment of the Normandy beach-head, since he could never then force his complete will on the Allies. But Hitler chose to fight on. Thus, the decisive battle of Germany was fought through the hedgerows of France and the plains of Poland right on into the city of Berlin. By 1945, Japan, on the other hand, was almost out of oil. Her warships were under camouflage nettings at the dockside and her aircraft were, for the most part, grounded. With 5,000,000 soldiers still under arms, Japan surrendered. The threat of the impending land battle, which would be fought over the beaches of the home islands, was powerful enough to force the surrender.

Air forces, with the myriad ground installations that all add up to air power, merely constitute another tool to be used in conjunction with land and sea power in order to hammer the enemy and to defeat him in the actual decisive land battle. We have no reason to suppose that tri-Service military action will ever be overborne by any one Service. The national effort allocated to each Service may, of course, change with the passing years from Britain's war-time 20% navy, 27% air force, 50% army, and 3% civil defence. But in the long run the changes will merely be adjustments to achieve a balanced force.

With air power anchored to land bases and tied in with land and sea power, the unbounded strategic concept of the air forces must be integrated with the area concept of the surface forces. Ever since the day that man ceased to use the stones at his feet as weapons, three areas on the surface of the earth became dominant in military minds. These areas might be called: (a) the strategic area, (b) the communications area, and (c) the tactical area. In order to funnel air force strategical thinking in with surface force strategical thinking, these areas must now be considered

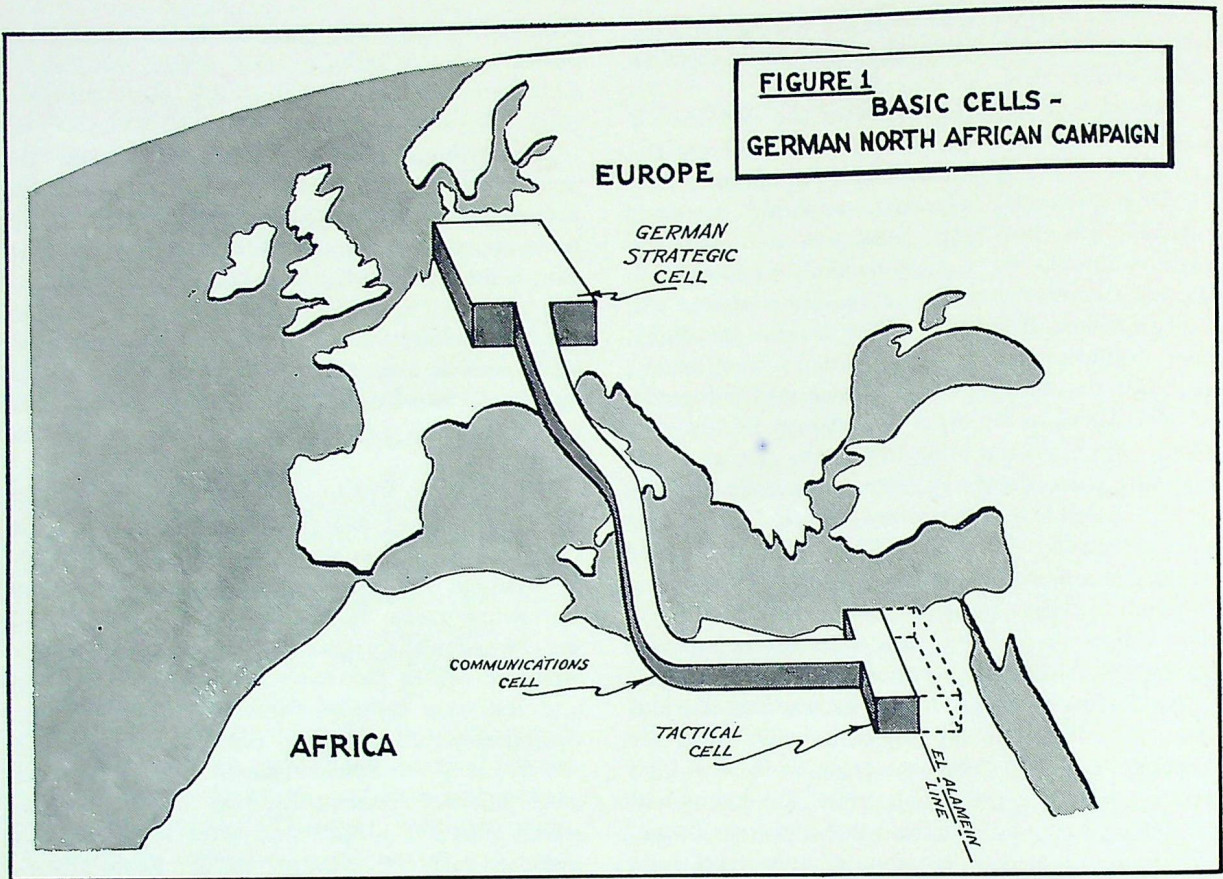
not merely as areas, but as three-dimensional "cells."

* * *

The strategic cell can be compared to what the geopoliticians call a "heartland." The latter is the industrial hive — the birthplace of steel, aluminum, guns, tanks, aircraft, and all the materiel that a modern air, land, or sea force requires for the waging of war. From the strategic cells flows the communications cell, or the pipe-line that feeds all materiel, natural or manufactured, to the fighting force. To the end of the communications cell is fixed the tactical cell, or the actual fighting front.

The German North African campaign, in which Rommel's famed Afrika Korps swept across the desert wastes to pin the British Army against the El Alamein line, may be broken down into these elementary cells. Rommel's war materiel, including the Luftwaffe's desert air force, was born in the strategic cell of Germany proper. By air, road, and rail, this materiel funnelled through a long communications cellule to the foot of Italy. On the shores of the Mediterranean this cellule linked with another communications cellule through which shuttled aircraft and ships to transfer the materiel to North African ports. From there a further communications cellule, filled with trucks and aircraft, hustled these war necessities to the German tactical cell which butted against the El Alamein battle line (see Figure 1).

Although the strategic, communications, and tactical cells are shown in their simplest form, a basic picture of the co-ordinated rôles of the Services may be sketched from this cellular concept. In all cells which have a foundation on the land (the land cells), the rôle of both the army and the air force is domination. In other words, land power and air power must control the cell — air power seizing air superiority in the air-space of the cell, and land power capturing the land floor. This must be a co-ordinated, co-operative task. Air power can help land power achieve its aim by bomb and rocket attacks on ground installations. Land power can help air power, in some cases, by anti-aircraft and missile fire.



Similarly, in all cells which have a marine floor (the sea cells), the rôle of both the navy and the air force is to dominate the cell. This requires co-ordinated sea and air attacks to achieve sea and air superiority over the enemy.

In global wars both belligerents have their strategic, communications, and tactical cells. These are shown in elementary form in Figure 2. The rôles of the Services are still to dominate all cells — always to dominate one's own cells, and always to seek to dominate those of the enemy. Although the relative importance of one's own cells may vary, control is essential, or ultimately the power to wage war will be lost. At the same time, the basic war strategy must be cast so that the Services are geared together to seize control

of all the enemy's cells. When this is done successfully, the enemy's war-making strength is sapped, since he is no longer master in his own house.

* * *

How was this fundamental concept in strategy carried out in the last war? In the Pacific theatre, written records show that the Japanese strategic concept, long before she unleashed her bombers over Pearl Harbour, was to reach out and seize land areas and islands from Japan to Malaya. On this land she planned to set up a solid wall of modern fortresses, against which she believed that eventually the U.S. would only succeed in blunting her weapons. In the end the Americans would become war-weary and would negotiate a peace,

leaving Japan with her East Asia Co-operative Sphere solidly under her control.

The outer wall of this Japanese concept was merely a chain of tactical cells. These cells were fed through communications cells from the strategic cell of the Japanese homeland. With such a basic concept, Japan built up her land, sea, and air forces with the idea of dominating *her own cells only*. She failed to realize that the fundamental rôle of the Services is to dominate all cells — one's own and the enemy's.

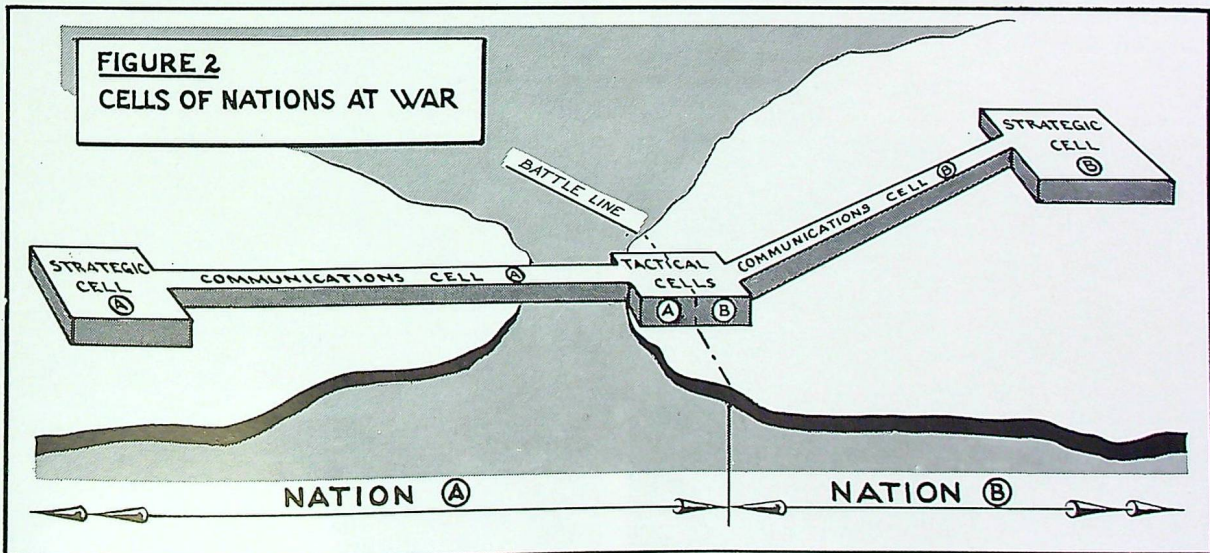
The U.S., on the other hand, released ground, sea, and air forces which sought to seize all cells. These forces did such a good job that, by 1945, the U.S. had successfully grasped all important tactical cells and all communications cells. By the time the Japanese sued for peace, American B-29's were roaming almost at will over the Japanese homeland, and the American ground forces were on the verge of an amphibious assault on this, the strategic cell.

Failure to recognize the basic cells, and the rôles of the Services in them, cost Japan the war. The Nazis had a better strategic conception. However, Hitler's German General Staff thought

mainly in terms of the domination of the land tactical cell. With this strategic concept, they forged a blitzkrieg army of mobile infantry and tanks, and a tactical air force of fighters, light bombers, and dive bombers. Keyed together, these forces opened the eyes of the world as they swept through Poland, Norway, Belgium, Holland, and finally France.

But in the long pull of global war the Germans failed to provide the naval and air forces required, even for the offensive against Britain before the U.S. entered the war. Their planning for the amphibious assault on the U.K. was elementary compared with the U.S. planning for the Japanese invasion. Records show that the German Admiral Raeder was quite aware of German deficiencies, and the German Naval Staff eventually convinced Hitler of the hopelessness of "Operation Sea Lion."

With the submarine the Nazis did attack the Allied communications cell which stretched across the Atlantic. But they failed to provide the co-ordinated naval and air power required to dominate this cell completely. When the final cards were played, the co-ordinated sea and air forces of the Allies completely controlled the



Atlantic pipe-line, and the U-boats were sent to the bottom. The strategic cell of the U.S. and Canada was entirely overlooked in German strategy.

* * *

The lesson of history is clear. Even when strong military nations, such as pre-war Germany and Japan, fail to form correct strategic concepts, they eventually stumble to defeat. Modern weapons

of war must flow from production lines which are buttressed with innumerable jigs, tools, and fixtures. Industrial retooling for new weapons is a painfully slow job, and it is imperative that the weapons be forged initially to fit a fundamentally correct war strategy. These fundamental concepts, such as the cellular concept, are stepping-stones to ensuring the proper build-up of the forces necessary for victory in a Third World War.

Blood Donor Clinic at Chatham, N.B.

Donor A.W.2 Shirley Anderson.

The third Red Cross blood donor clinic to be staged at R.C.A.F. Station Chatham was the most successful held there to date. Station personnel passed their objective of 250 donations by 104, and the total of 354 donations were sufficient to supply all the Province's hospitals for one week — although most of the blood was ear-marked for shipment, in the form of plasma, to Canadian troops in Korea.

Donor LAC W. H. MacKenzie.



The Suggestion Box

The Chief of the Air Staff has written letters of thanks to the undermentioned personnel for original suggestions which have been officially adopted by the R.C.A.F.

LAC G. W. Leaming, of No. 13 "X" Depot, discovered a much-needed method of cleaning the non-polishable type of buttons that are now in general use in the Service. They may be cleaned by using a clean cloth, soap and water, and then drying with a soft cloth.

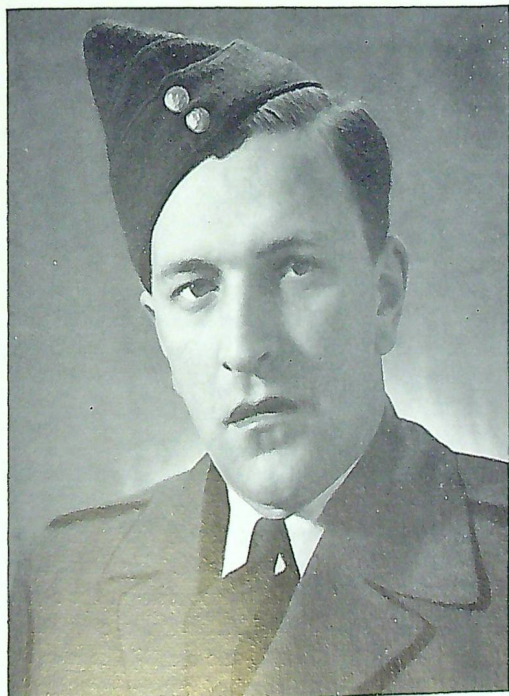
Flying Officer A. L. Perry, of R.C.A.F. Station Chatham, and Sgt. A. J. Botting, of No. 421 Sqn., Odiham, designed an adaptor which enables the G.S.A.P. camera to photograph simultaneously both the moving graticule and the target aircraft in the Vampire Mk. 4B G.G.S. installation.

Flt. Sgt. F. T. Rootes, of No. 2 T.T.S., designed a modification to the standard portable steel locker which renders it proof against forced entry. The modification can be carried out locally in thirty minutes.

Flying Officer A. L. Perry.



LAC G. W. Leaming.



Flt. Sgt. F. T. Rootes.



We Kept Our Heads!

A Salvage Adventure

By Sgt. G. R. Lawrie, No. 25 Air Materiel Base

ON JUNE 28TH, 1951, a Sikorski helicopter (No. 9604) belonging to the Canadian Army crashed while taking off from Mary Mountain, a plateau in the North-West Territories. Mary Mountain, which is some 6,000 ft. in height, is located about 80 miles west of Fort Simpson and a scant eight miles from the fabled Headless Valley, known alternatively as Deadmen's Valley, or the Valley of Lost Souls.

The aircraft, flown by Capt. P. W. Davis and carrying two passengers, Mr. H. A. West and Sgt. B. P. Gallant, was engaged in survey operations at the time of the accident. Fortunately, none of the three men was hurt, and they succeeded in making their way to a deserted cabin on the South Nahanni River, not far from the camp of a Standard Oil geological survey party. The next day they proceeded by canoe to Nahanni Butte, whence they were able to contact civilization by radio.

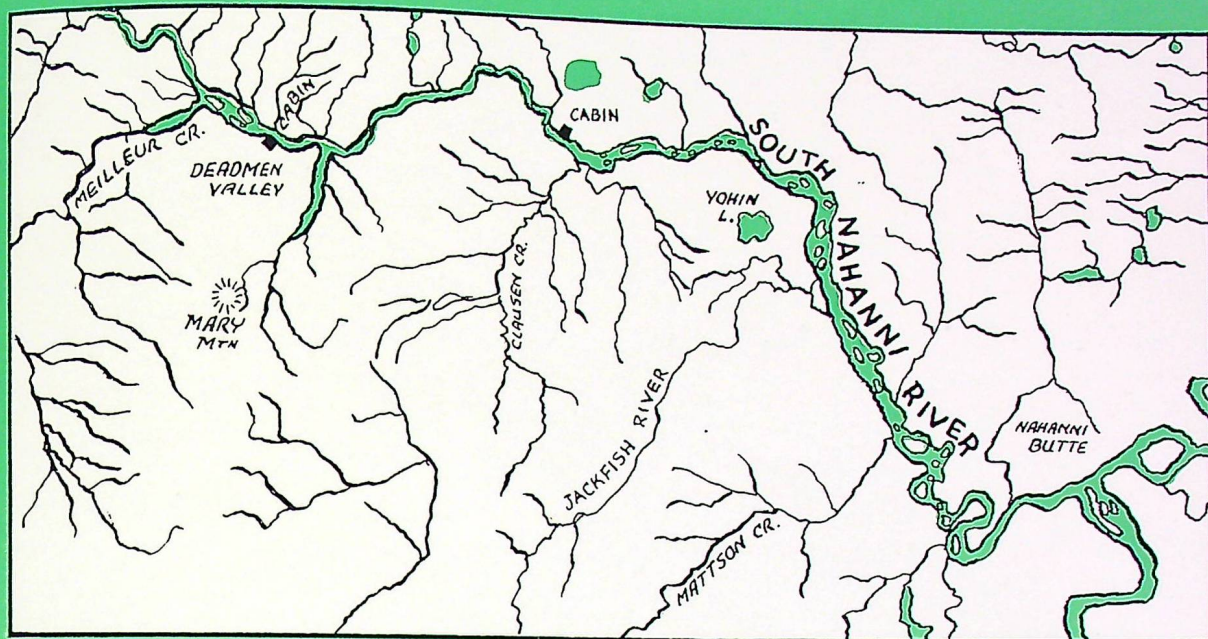
A few weeks later, instructions from A.F.H.Q. were received by Canadian Pacific Airlines (Repairs) at Calgary to organize a salvage party and to repair the damaged helicopter so that it could be flown out — or, failing that, to bring it out piecemeal. (Maintenance of Army helicopters is carried out by the R.C.A.F., and — as my Service readers are probably all aware — C.P.A. has now taken over the functions of the former No. 10 Repair Depot.) Mr. Archie Watt, who is in charge of salvage for C.P.A., immediately got busy and gathered together all the equipment necessary for the project. His task, it should be added, was made considerably easier by Capt. Davis' accurate assessment of the damage. Since it was my turn to

go out on a salvage job, I was lucky enough to be the senior N.C.O. selected to take charge of the operation.

By August 11th we had all our equipment, plus three new 25-ft. rotor blades, loaded on a Dakota, and we took off for Whitehorse, where we picked up a new rotor transmission and head. From there we went on to Fort Wrigley, the base of the Canadian Army geographical survey party, which we had intended to use as our own base for ferrying equipment, supplies, and personnel to the site of the crash. Shortly after our arrival there, the whooshing of rotor blades overhead announced the arrival of Capt. Davis in another Army helicopter (No. 9605), and we all adjourned to the mess tent for coffee and a preliminary discussion of our plan of action.

Since Fort Simpson offered greater facilities from the viewpoint of food, river transportation (if necessary), and general accessibility, we eventually decided to abandon the idea of establishing our base at Fort Wrigley. Accordingly, on August 12th we flew on to Simpson, where we unloaded our equipment. Here we stayed as guests of a detachment of the Canadian Army Signal Corps, until Capt. Davis was able to join us with his helicopter on the 14th. Then work began in earnest.

Mr. Watt and I took off with him at once for the plateau where No. 9604 had crashed. An hour later we landed at Nahanni Butte, to refuel at the cache there; and took off again. After flying over some of the flattest-looking bush-and-small-lake country I have ever seen, we reached the mountains —



ranges of rugged and barren peaks frowning ominously down on long dark valleys with small winding rivers and streams. Then, just as we came within sight of our plateau, the weather began to close in and we turned back to the Butte.

Nahanni Butte marks the junction of the Liard and Nahanni Rivers. Our landings were made on the property of Mr. Gus Kraus, a trapper and prospector well-known to many a bush pilot for his aid and hospitality. Gus, as I found out later, had left the security of Chicago in 1923 to try his luck in the north, preferring the wild life of this type of country to that of the big city. It is, he claims, more predictable! He now has one of the finest log homes in the north country, and walks with a stride that most men twenty years his junior might well envy.

The yarns he told us during our subsequent association were many and fascinating. Of special interest to us was the legend of Headless Valley. According to stories that have appeared at various

times in newspapers and magazines, the bodies of several trappers and prospectors have been found in it minus their heads. They were, according to some imaginative journalists, reduced to this sorry state by a tribe of giant Indians who resented any intrusion into their Valley. The Valley first made the headlines as far back as 1904, when the headless bodies of two prospectors were found there. Immediately many theories were offered, but the truth of the story turned out to be that the two prospectors had been murdered by a third partner who then made his way out and kept his secret until a search party was sent out to find the missing men. The most logical explanation concerning the absence of their heads is, perhaps, that it was due to the combined work of ravens and playful bears. During the years that followed, more prospectors and trappers were found dead, and on each occasion the old theories and legends were again revived in ever more garbled forms.



Headless Valley.

It is said, too, that a trapper's wife once committed suicide by leaping off a mountain top above the Valley; and another tale is told of two trappers found in a slightly charred condition in their burned-down cabin. Regardless of the fact that all the mishaps which have occurred in the Valley are susceptible of perfectly logical explanations, there are still a good many Indians who refuse to enter it. However, Gus has wandered in and out of it for some years, and his head still seems to be pretty solidly fixed between his shoulders — and, after witnessing his performance with his 30-30, I think it has a good chance of remaining there.

Since the weather refused to break, we flew back to Fort Simpson. Here, after discussion, we decided to hire a power boat and ship our equip-

ment up the South Nahanni River to a point 16 air miles from the scene of the crash. We therefore contacted an Indian who owned a suitable craft — and ran smack into the legend! He very definitely refused to go up the South Nahanni River.

On the following morning, the 15th, we attempted once more to fly to Mary Mountain. Again we ran into bad weather, and again we were forced to head back to the Butte. Gus was there to greet us. We inquired of him as to whether he knew of anybody with a large power boat. Fortunately he did, and he directed us to the cabin of a Mr. Turner, a trapper and trader situated seven miles up-river. A few minutes later we had landed there. We explained our needs to Mr. Turner, who readily agreed to take us where we wanted to go. We arranged to meet him at Fort Simpson

later, jumped into the helicopter, and took off.

Next day Mr. Turner arrived at Fort Simpson with his boat, a 39-ft. flat-bottomed craft powered by a 28 h.p. marine engine. Gus was with him. We loaded the boat with 45-gallon drums of gasoline and oil for the helicopter, and the boat left right away to cache the gas on the river bank above the Liard Rapids. He came back for us and the rest of the equipment on the following afternoon. By this time Mr. Russ MacCormack, the Pratt & Whitney representative from Montreal, had arrived at Fort Simpson to join us, and Capt. Davis returned to Fort Wrigley with the understanding that he would meet us again at our base camp on August 21st. We loaded up and started forth on our four-day trip — four days of travel up a treacherous and shallow river full of rocks and rendered even more hazardous by seventeen miles of rapids.

Well do I remember our first night on the river bank. While collecting fire-wood in the dark, I

brushed against a wasps' nest. In a few seconds all hell had broken loose. Men and wasps were dogfighting in all directions. Fortunately, I was wearing heavy clothing and so only got stung twice. Mr. Henry Hergert, C.P.A.'s aircraft technician, suffered a nice big bite under one eye. Otherwise, not much damage was done. Another evening, while we were sitting about our campfire, we began discussing bears and the possibility of meeting them. Henry seemed very interested: it appeared that he had a rooted dislike for old bruin. Gus soon eased his mind, however, by telling him that, though black and brown bears are pretty mean critters, he was not likely to run into any of them where we were going — "only grizzlies," he added. From that day on, I don't think I ever saw Henry without his rifle.

On the night of the fourth day (the 20th), as we rounded a bend in the river, we saw to our amazement a Norseman on floats. On the shore two men stood beside a fire, waving at us. The pilot proved

No. 9605, with spare rotor blade.



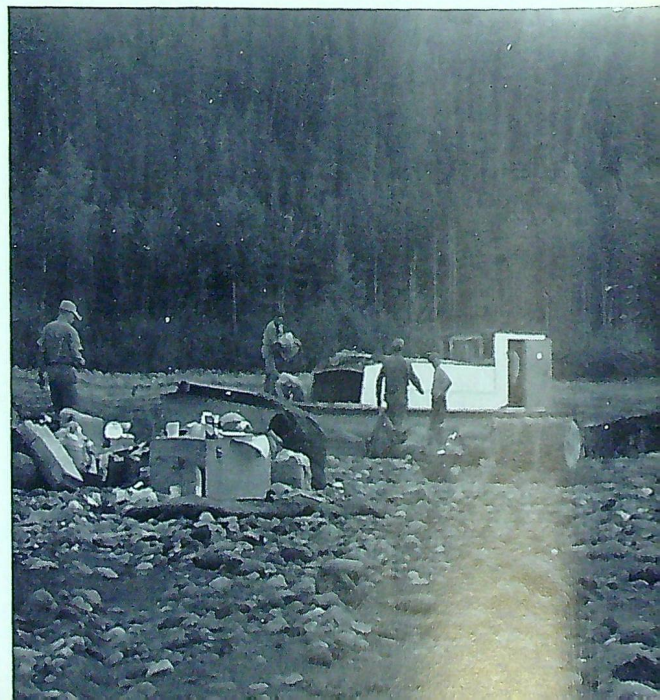


Hauling No. 9604 over on to her undercarriage.

Base camp.

to be Maurice Dane, of Associated Airways. He told us that he had taken off further up the river and that his engine had packed up just after he was airborne. He had managed to forced-land in the shallow water and to coast on to a sand bar without injury to himself or his passenger, a geophysicist employed by Imperial Oil Ltd. As it was fairly late, we set up camp, providing the pilot and his passenger with a tent, sleeping-bags, and food. The pilot then called Capt. Davis at Fort Wrigley on the Norseman's radio, informing him of our position and progress.

On the following morning we reached what was to be our riverside base camp. After the boat had been unloaded, Mr. Turner headed back for the remainder of our equipment. During the afternoon



Capt. Davis and two crewmen arrived with the helicopter. Our base camp had the luxury of a log cabin on it, one that Gus had built for his own use while travelling his trap-lines. We found it a little crowded for the seven of us, but it had a good cook-stove in it, and for the first time in four days we enjoyed a good meal with hot biscuits — mixed and baked by Archie. It was his first attempt, but none the less they were the best I had ever tasted.

Early in the morning Capt. Davis took off with Mr. MacCormack and myself, and after half an hour's hunting to find a spot level enough for a landing, he deposited us on our mountain fairly close to the crashed helicopter. The machine was lying on its side, its rotor blades splintered and twisted, and its broken windows lying around the cabin. It was a pretty grim-looking affair to have to repair on the top of a mountain. However, after we had finished inspecting it, we decided to repair it and fly it out. We then began to level a landing-strip for Capt. Davis. This we did by gathering all the flat rocks we could find and setting them out on the marshy ground. I would estimate that we moved about two tons of rock.

By nine-thirty that night all our equipment and personnel had been brought in and we had the damaged helicopter standing on its three wheels with a new rotor head on it. Our camp-site was not ideal: although there were plenty of pools of fresh water, fire-wood was completely lacking, since we were situated three or four miles from the timber-line far below us. Away in the distance, Headless Valley stretched its sinister length.

On the following day Capt. Davis managed to bring up two rotor blades before the weather closed in. These we assembled, Then the weather got really bad, starting with a heavy fall of cold rain, snow flurries, fog, and finally heavier snow-falls. On the 24th the temperature ranged anywhere from 10° F. to 30° F., and ice formed on all the pools of water. Our clothing, which had become damp from the rain, was stiff with cold, and we huddled miserably around our Coleman stove. Archie brightened us considerably by remarking on Henry Hergert's misfortune in not being with us. (He was down at the base camp, helping to



No. 9604 back on her feet.

load No. 9605.) "Poor old Henry, having to stay down in that dirty old cabin, with that dirty old stove throwing off lots of dirty old heat." On the 25th, however, the weather finally cleared and we completed the rigging of our aircraft. Capt. Davis arrived with Flight Lieutenant Woods, an R.C.A.F helicopter pilot. No. 9604 was tested and found to be satisfactory in every respect, and before long both it and we were all back at the base camp.

The first thing I did upon arrival was to grab some dry clothes and head for the sulphur hot-spring, about 300 yards from the cabin. The temperature of the spring is about 98° F.— just right for thawing out. I was joined very shortly by the rest of the crew, including Henry with his .303. He was taking no chances. A few days before, Gus had come face to face with a grizzly while travelling the same short trail. Being armed only with a hammer, he did not feel like disputing the right of way with the bear. He just turned and walked away. Fortunately, the grizzly did likewise.

On the following day Archie went up with Capt. Davis and brought back all our equipment. This done, both the helicopters were loaded up with passengers and headed for Fort Simpson. Henry and I stayed behind to wait for Gus and the

motor-boat in order to ship our heavy equipment down the river. He arrived that night, and we started down early in the morning. The day passed without incident, and at night we camped on a bank of the river, merely laying our sleeping bags out on the ground, since the weather was clear and warm. Just as we were preparing to retire, we heard a scuffle down on the beach. We could not see what it was on account of the darkness, but it seemed to be heading towards us, and, on reaching us, it veered off into the bush.

On awaking in the morning, Gus drew our attention to marks on the ground. A few feet from our sleeping bags there were fresh bear tracks. Our last night on the river, and Henry had been asleep at the helm!

Four hours after our departure, we reached the last of the rapids — the worst in the whole seventeen miles of them. This one is called the Beaver Dam. It has a six-foot drop and looks very much like a small boiling waterfall. Only two weeks before, two men had been drowned trying to take their boat through. However, with the help of a long rope tied from the bow to a point on the beach below the rapids, we made it successfully. We arrived at Fort Simpson the same evening, and shortly after noon on Sept. 1st we left the land of the midnight sun by aircraft for Calgary and home.

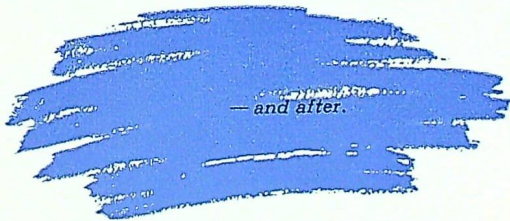
As for Headless Valley — well, whether it's haunted or not haunted, none of us are yet putting our heads on the table to comb our hair.

Repairs under way.





No. 9604: before —



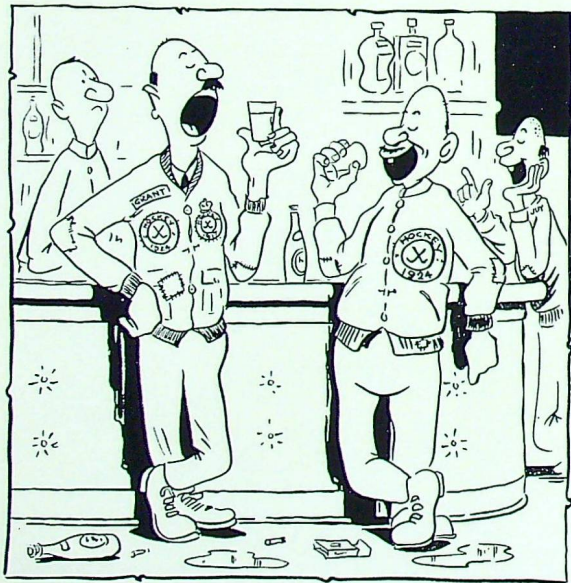
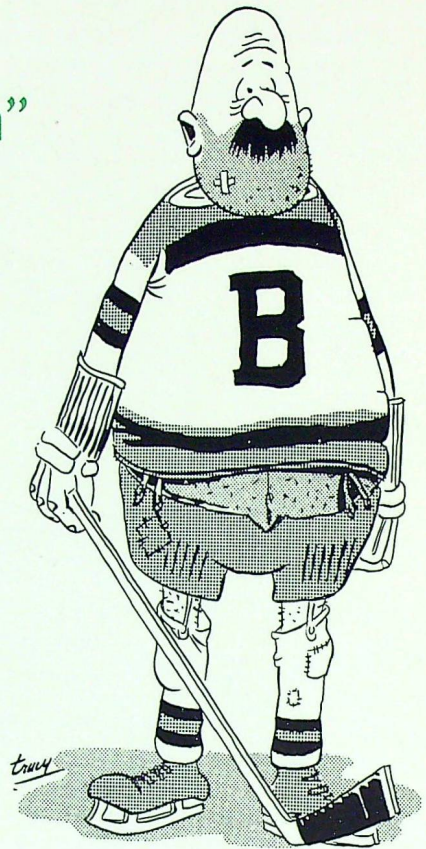
“The Old Men’s Hockey Team”

(Contributed by No. 6 R.D. Sergeants’ Mess)

IF YOU HAPPEN to visit the Sergeants’ Mess at No. 6 Repair Depot after 1700 hours on a Wednesday, you will, at first, find yourself lost in the dense smoke of many cigarettes. When your eyes and lungs have become accustomed to the atmosphere, you will probably discern, some ten feet to the south of the bar, a group of aged members drinking their supper, arguing, shouting, and waving their arms.

This group is known as the Mess Hockey Team, and it is now playing its second game of the day. The élite refer to such a session as a “Hockey Critique,” while the more profane call it the “Hasbeens’ -and- Neverweres’ Restoration Hour.”

The Sergeants’ Mess of No. 6 Repair Depot believes that its hockey team has an average age greater than that of any team in the R.C.A.F. playing in an organized league. The average age



of its members is 34 (in their stockinged feet), and their total service is 175 years. While the Toronto Maple Leafs worry about their players going to Pittsburgh, this young-old team worries about its players being pensioned off.

The team was born one evening when a few of the old-timers were assembled in the Mess, forcing refreshment upon each other. One of them, who was still under one hundred and eighty pounds, bravely stated that he had played a game called hockey about twenty-five years ago. One lie led to another, and it was not long before old hockey sweaters and crests became prominent in the supernumerary ranks on sports days.

Eventually, however, someone demanded proof of the athletic capabilities of these sweater-wearers. Thus put on their mettle, they began to look around for a team they might challenge — and, better still, might defeat. As the Old Folks’ Home had a full schedule, they turned to the



Back row (l. to r.): Flt. Sgts. J. Lafay, A. Paradis, W.O.2 K. Joy, Flt. Sgts. W. LeBlanc, R. Grant. Middle row (l. to r.): Sgts. H. Gascoyne, R. Chilton, W. Langley, G. Cook, G. Schadt, M. Evans, G. Fuller, W.O.1 L. Wentzloff (coach). Kneeling (l. to r.): Flt. Sgt. J. Cross, Sgt. A. Buckland. (Missing: Sgt. F. Fletcher.)

officers. The R.D. officers, always ready to defend their honour and their age, accepted. The rest is history. The N.C.O.'s triumphed by one goal. This was all they needed: an entry was made into the Depot League, and in the last four years they have made the play-offs every time. Besides playing a tough all-winter schedule, they manage to work in a few games with another aged body known as the Provincial Police.

Ten games ago, when Group Captain McCaul

dropped the opening puck, the team began a struggle with youth, and at present is tied for first place. This year, veteran W.O.1 Len Wentzloff hung up his skates (or lent them to a young up-and-coming Mess player who was only 35) and took over the coaching. No matter what ex-members of the team may say, it is considered that this year's team is the best yet. And, incidentally, it also boasts the smallest and the tallest players in the League.

The R.A.F.A. Annual

The 1952 edition of the Royal Air Force Association Annual is now available. It contains 96 pages of articles, stories, illustrations, and cartoons, and will certainly be of the greatest interest to all serving members and ex-members of the R.C.A.F. Many of our readers wrote away for it last year, and we hope that they will do so again this year.

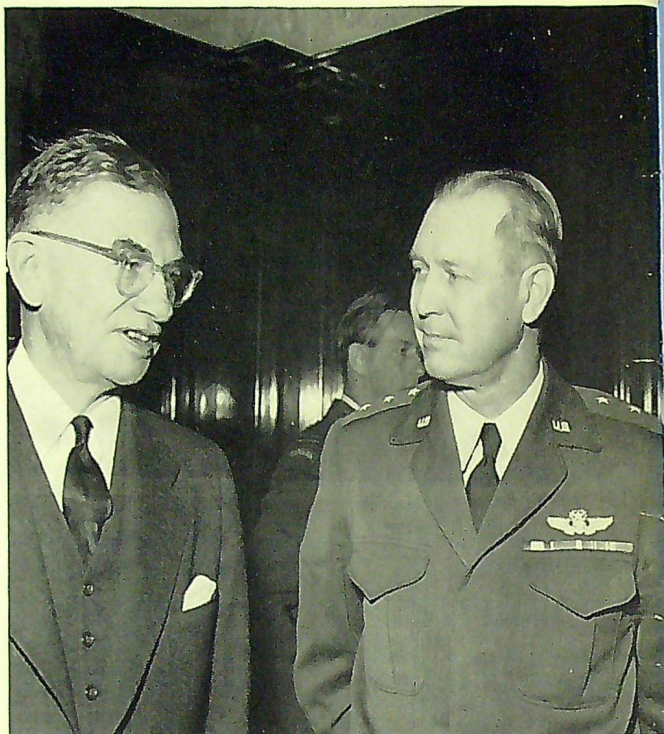


The R.A.F. Association is, of course, the British counterpart of our own R.C.A.F. Association.

The price of the 1952 R.A.F.A. Annual is 3s. 4d. (50c.) and it is obtainable from:

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

Far Eastern Briefing



The Minister of National Defence, the Hon. Brooke Claxton, with Lt.-Gen. O. P. Weyland, commander of Far East Air Forces, at a briefing on U.N. operations held in Tokyo. Group Capt. R. W. McNair is visible in the background. (U.S.A.F. photo.)

★

Answers to "What's the Score?"

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

Back Issues of "The Roundel"

A limited number of copies of "The Roundel" from April 1951 to March 1952 (inclusive) are now available to readers who wish to complete their files. Only individuals or units already on our distribution list are eligible to receive them. Requests for same should be addressed to the Editor, and they will be dealt with in order of receipt.

