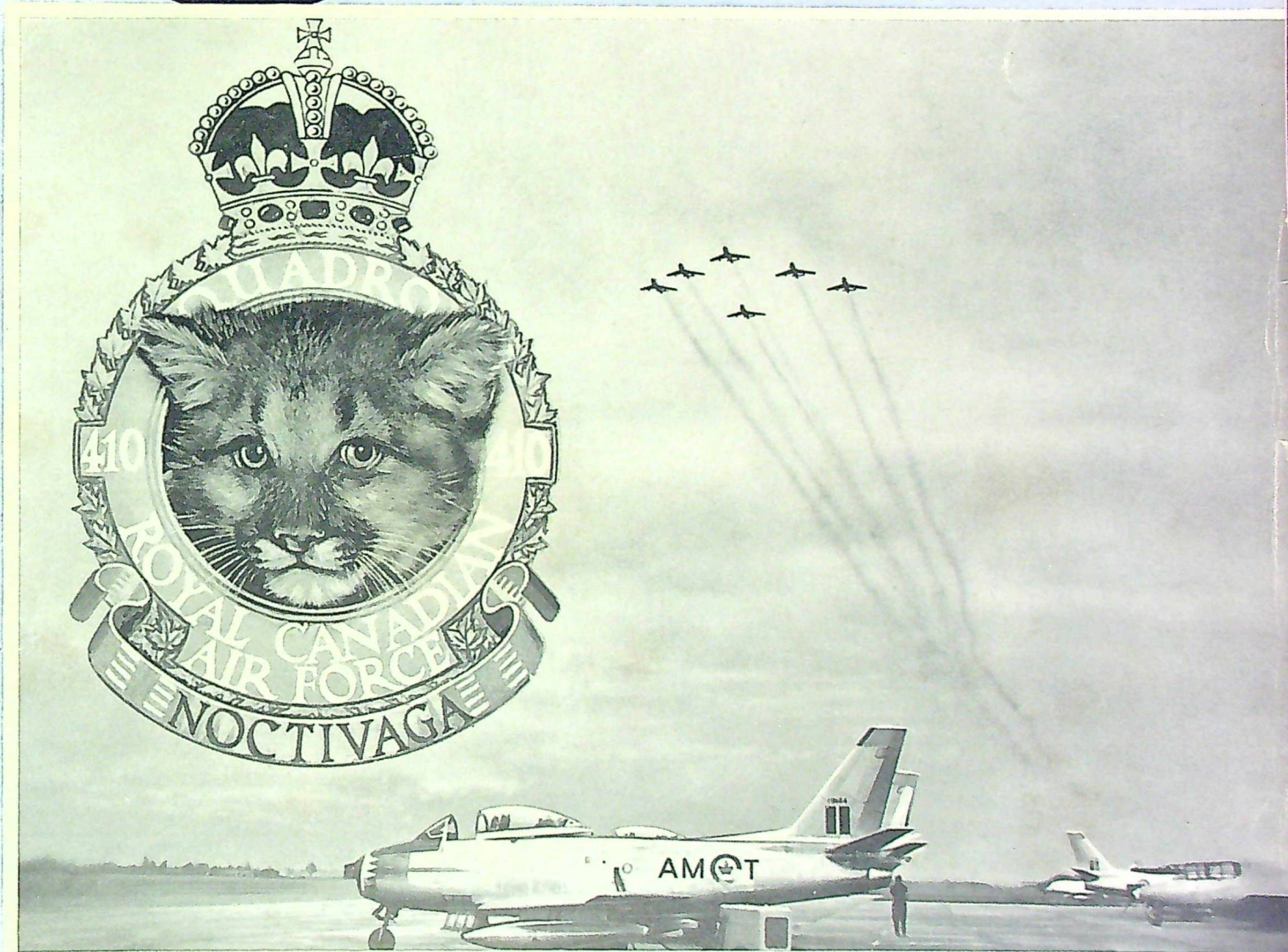


The **CROWNDDEL**

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ROYAL CANADIAN AIR FORCE



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This Month's Cover



The cougar kitten which has poked its head through the badge of No. 410 (Cougar) Squadron was the gift of the Mayor of Vancouver. It was flown across the Atlantic recently to join its squadron, now based in England.

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

SGT. SHATTERPROOF

Calls Out the Posse

Sir:

Somewhere in this Air Force of ours there lurks a Twisted Genius. He is a man who, divinely blessed with the gift of song, nevertheless uses that gift only to undermine our Service way of life. The time has come, Sir, for Wing Commander Atherton to ride forth with his posse and track this sinister Orpheus to his lair.

My attention was drawn to the matter only this morning, while I was on my way to W.O.1 Gallstone's office to debate his interpretation of a passage in Q.R.(Air). As I passed the C.O.'s door, I was arrested by the sound of laughter proceeding from the other side of it. I was able to distinguish the deep bass rumble of the C.O., the staccato bark of Squadron Leader Bostitch, the C.Ad.O., and the icy chuckling of our Station Adjutant, Flight Lieutenant Hornet.

Even as I stood there wondering, the door opened and out came Squadron Leader Bostitch. When he saw me, he hesitated for a moment, then handed me a sheet of paper on which some verses had been mimeographed.

"Here, Sergeant," he said, "read that. It may bring a smile even to your inflexible countenance. We seem to have an unsuspected genius in our midst."

Still barking gently, he walked away, leaving me to read what follows.

THE BALLAD OF THE HONEST L.A.C.

Give ear, my lad, and listen to a tale I have to tell
About an honest L.A.C. who managed pretty well.
— And is he in the Service now? Well, since you put it so,
The answer may be "yes," my lad, or else it may be "no."

His name is unimportant, and the colour of his eyes.
He was an honest airman — and you needn't feel surprise,
For ev'ry airman's honest under normal strain and stress,
Although he may say "no, sir" when he really should say
"yes."

Well, anyway, the subject of this rare poetic gem
Decided at an early age to be an A.V.M.
And if you think our hero had a rugged row to hoe,
I might say "yes," my merry lad, or else I might say "no."

His job I will not specify. The main thing is, by heck,
He quickly learned the manly art of holding in his neck.
— A beaker? That's a thought, my lad. And I must fain
confess
That though I might say "no," of course, I think I'll make
it "yes."

But let us not digress, my lad. This honest L.A.C.
(From negative and positive equivocally free)
Soon earned a reputation and became an N.C.O.,
Admired for his judicial "yes — and yet it may be, no."

It was not long (in Air Force time) before our hero reaped
The harvest of his labours, and he prematurely leaped
From Sergeant to commissioned rank, wherein a swift
success
Rewarded all the "no's" to which he juxtaposed a "yes."

So, rung by rung, he scaled the heights, until he came to be
As lusty an Air Commodore as you would wish to see.
His gait was slow, his pen was sure, his heavy hat hung low,
And Air Vice-Marshal held their breath to catch his "yes
— and no."

The Cabinet, in session full, debated by the hour:
Would "Operation Blatt" impose a strain beyond our
pow'r?

It was not idle chance, my lad, that shaped the final guess:
"The answer is a doubtful 'no' — or else a doubtful 'yes'."

Air Commodore to A.V.M. is but an easy step,
Particularly when a man's unusually hep;
But should you ask me, lad, if that's as far as he can go,
I'd tell you frankly "yes," my lad, and just as frankly "no."

I will not attempt, Sir, to describe my feelings when I came to the end of this atrocious document. Only a lifetime's self-discipline prevented me from calling the Chief of the Air Staff on the nearest telephone. Instead, I am sending the verses to you for immediate publication in "The Roundel".

Thus, if and when they are circulated through other Units, they will be instantly recognized for what they are — an attempt to unman the boys in the field by reducing them to a state of gibbering uncertainty.

As to the author — we can only hope that Wing Commander Atherton's bloodhounds will not fail to bring him to justice. I myself am baffled. Who, Sir, could wish to render our harassed airmen even more defenceless than they are now? Even the Brass —

But hold!

Though every instinct within this loyal breast cries "no," the memories of twenty-eight years of ceaseless struggle whisper "yes."

Shatterproof.



Final Tribute to Air Marshal H. Edwards



Flying Officer A. T. French, bearing the decorations of the dead Air Marshal, stands at the foot of the grave in Beechwood Cemetery, Ottawa. Air Marshal Edwards, who was one of the R.C.A.F.'s war-time leaders, died in late February at Phoenix, Arizona, where he had gone because of failing health.

R.C.A.F. Sport Panorama

Rifle-Shooting

By Flt. Lt. A. P. Heathcote

"In the middle of a great heath in the north-west corner of Surrey lies a small self-contained empire inhabited by a race so picturesque and individual, so fascinating in their behaviour, that it is a matter for surprise that anthropologists ever trouble to go abroad. As does not always obtain in remote territories, the people are very gentle and hospitable, and go out of their way to make their conversation intelligible to the stranger. This empire looks like a Victorian Western, sounds like the Battle of Waterloo, and is called Bisley. It is the realm of the National Rifle Association . . .

The whole business started not far from the old windmill on Wimbledon Common, in July, 1860, when Queen Victoria pulled a silk cord, and, to everyone's surprise, scored a bull at 400 yards. The idea of the N.R.A. sprang from the 'Tir Federal' of Switzerland, and its aim was to stimulate the volunteers. In fact it did, but pretty quickly rifle-shooting caught on as a sport. Wimbledon became a resort of fashion, . . . and drawn by the Queen's Prize, shooting men began to flock from all over the Empire. By 1890, the ranges were too small, and a move was made to Bisley." . . .

("Punch," July 13th, 1949).

Since that time, sixty-two years ago, Empire marksmen from rank beginner to experienced veteran have set their sights on the target with but one thought in mind — to make their country's Bisley Team. Every bullseye they score in qualifying competition brings them that much closer to participation in an event which is to rifle-shooting what the Stanley Cup finals are to hockey, or the World's Series to baseball.

"Bisley Men" of the R.C.A.F.

The first of nine R.C.A.F. riflemen who were to join the "flock" to Bisley was an airman. He was A.C.2 Phil Wilkinson¹, who made the 1929 Canadian team. His first victory of note was in the P.Q.R.A. (Prov. of Quebec Rifle Association) Prize Meeting of 1928, when, as Bombardier Wilkinson of the 5th Royal Artillery, Montreal, he won the first stage of the Lieutenant-Governor's Match. Scoring a "possible" (a perfect score at the particular range) at 200 yards, and

two "34's" at 500 and 600 yards, he shot for a total of 103 out of 105. Later that year he participated with the cream of Canada's rifle shots in the country's big annual shoot — the D.C.R.A. (Dominion of Canada Rifle Association) meet. He proceeded to win the Governor-General's Silver Medal by virtue of finishing second in the Grand Aggregate (a total score based on several individual matches at ranges from 100 to 1000 yards.) After shooting in the final stage of the Governor-General's match, he qualified for the Bisley team by placing 9th in the Bisley Aggregate.

At Bisley, as a member of an eight-man team,

Wing Cdr. P. Wilkinson, A.F.C.



¹Wing Cdr. P. Wilkinson, A.F.C., T.C.H.Q., Trenton.

A.C.2 Wilkinson brought honour to the R.C.A.F. by helping to win the Kolapore Cup for Canada. This cup, originally donated in 1871 by the Maharajah of Kolapore to the Commonwealth team with the highest aggregate score at 300, 500, and 600 yards, rates with the King's Prize as the most coveted award in rifle-shooting. The Canadian team won it by the convincing margin of 33 points.

After 1930, Phil didn't pull a trigger in competition for over 20 years. But last summer, overcome with nostalgic longing, he resurrected his shooting-gear to take another crack at the game.

Six years passed before another R.C.A.F. rifleman qualified for Bisley. In 1934, two N.C.O.'s made the trip — Cpls. B. W. Beaumont² and H. L. Taylor³. For the former it was no novelty, as he had thrice before earned a place on Canada's Bisley brigade. Eleven years before, then Pvt. Beaumont of the Canadian Scottish of Vancouver, he had won his first major match — the first stage of the Governor-General's match at the 1923 D.C.R.A. shoot. Placing high in the Bisley Aggregate that year, he made the "dream team" of 1924 as a "tyro"⁴, not a common occurrence in rifle-shooting. For his efforts in England that summer he won the N.R.A. Bronze Cross. He continued his excellent shooting throughout the next two years, making places on the Bisley teams of 1925 and '26.

At the 1926 Bisley meet, Sgt. Beaumont was doing well, very well indeed. In point of fact, he was making a strong bid for the King's Prize, before disaster struck. After giving unusually careful attention to the pre-firing essentials (wind, mirage, light, etc.), he took deliberate aim and let fly once more, scoring a bullseye — *on the wrong target!* Normally a bullseye means five precious points; but a bull on the wrong target means a handsome goose-egg, and, strictly speaking, a fine to the doer of the deed (unless the range officer has his back mercifully turned). Needless to say, his chances of winning vanished then and there.

²Sqn. Ldr. B. W. Beaumont (ret.)

³Wing Cdr. H. L. Taylor, C.J.S. Washington.

⁴A marksman who has yet to finish within the first 150 places in the D.C.R.A. Grand Aggregate.



Sqn. Ldr. B. W. Beaumont.

Wing Cdr. H. L. Taylor.



Sgt. Beaumont's Bisley dream had ended in nightmare.

The following year he again qualified for Bisley, but declined to make the trip to England. It could have been that he was still haunted by the memory of that fatal bullseye.

In 1934, Cpl. Beaumont, R.C.A.F., returned to Bisley action, having placed third in the Bisley Aggregate at the 1933 D.C.R.A. matches. Rarely, if ever, had he shot better in qualifying competition. The Canadian contingent did especially well in the team events at Bisley in '34, capturing both the Kolapore and the long-range MacKinnon Match. Beaumont, striving to atone for his costly boner of '26, shot with a vengeance. He was on both winning teams.

Cpl. Beaumont's team-mate of '34, Cpl. Bert Taylor, was the second R.C.A.F. man to accomplish the difficult task of making the Bisley as a tyro. He had qualified by taking 20th position in the '33 Bisley Aggregate — a creditable showing for a rookie rifleman. He scored possibles in the 300-yard Walker and in the qualifying stage of the 500-yard Governor-General's match, besides finishing well up in the final stage of the latter event. In the Grand Aggregate, tyro Taylor finished only two points behind veteran Beaumont.

In 1935, Sgt. Jim Keir⁵ began to make his mark in the rifle world. At the D.C.R.A. meeting that year he had a most successful shoot. Having tied with six others for first place in the MacDougall Challenge Match, scoring possibles at 200 and 500 yards, he took third place in the tie-breaking shoot-off. Competition was just as keen in the MacDonald "Brier," in which he tied for second with a total of 98 out of 100, including a possible at 300 yards. In the shoot-off which followed, he came fourth, winning the D.C.R.A. Silver Medal. He reserved what was perhaps his best effort for the most important of all D.C.R.A. matches — the Governor-General's Final — plugging possibles at 600 and 900 yards for a total of 173 out of 175, good enough for third place. His total of 701 also put him in third place in the Bisley Aggregate,

and he made the '36 Bisley Team with plenty to spare.

Sgt. Keir carried over his hot pace to the D.C.R.A. shoot of 1936, in which the competition was equally as stiff as the previous year's. First of all, he was a member of the British Columbia team which won the London Merchants' Cup. Then, in the MacDonald "Brier," he tied for second place with three others, scoring a possible and a "49" at 300 and 600 yards. After a shoot-off, however, he had to settle for fifth place. In the Governor-General's Final he duplicated his effort of the previous year with a "173," including possibles at 600 and 900 yards. His fine shooting in this match was bettered by only one man. Again finishing high (11th) in the Bisley Aggregate, he qualified for 1937 Bisley competition. In England he won selection to Canada's Kolapore eight, which took third honours.

The next R.C.A.F. sharpshooter to make the Bisley trek was A.C.1 Tommy Gregory⁶, who did so in 1938. But long before this he had established himself as something of a shooting "phenom." As early as 1931, when only a lad in his middle 'teens, he pulled the trigger 28 times to pop in 27 bulls plus an inner in one day's shooting. It was with this kind of sharpshooting that he won the Grand Aggregate at the New Brunswick Rifle Association meets from 1931-'36, with the exception of one year. Nor was he loafing when he won every match but two at the Provincial Meet in Sussex, N.B., the same year. In 1932 he actually qualified for the Bisley team, but was declared ineligible, as being under age. Shooting against veteran marksmen in 1933, the young cadet murdered the bullseye 22 times in succession to win the N.B. Grand Aggregate. As Signaller Gregory, of the 7th Battalion Canadian Machine Gun Corps of Saint John, he won the King's Medal in 1935, emblematic of the Canadian Army rifle championship. The type of match which he won is divided into four parts:

1. Ten rounds deliberate fire at 600 yards.
2. Ten rounds fire with movement. (With the firer at 600 yards, the target comes up for 45 seconds. The firer must run to the 500-yard firing point and fire two

⁵Sgt. J. Keir (released)

⁶Flying Officer T. W. Gregory, 5 S.D., Moncton.



Four members of the A.F.H.Q. Rifle Team of 1947. Left to right: Flt. Lt. G. G. Wright, A.F.C.; Sqn. Ldr. D. Reynolds; Warrant Officer T. Gregory; Flt. Lt. D. C. Bullock, D.F.C.

rounds. The target goes down for 15 seconds. Then the same procedure is repeated down to the 100-yard range).

3. Ten rounds rapid fire (in 40 seconds) at 300 yards.
4. Ten rounds snap-shooting at 300 yards. (Ten exposures of the target for three seconds each).

This little extra-curricular bit of exertion creates problems (especially if the firer is out of condition) which are normally absent in shooting, and adds a delightful athletic touch to the proceedings.

Marksmanship of this calibre couldn't long be denied, and it was no surprise that the youthful Gregory was selected for 1938 Bisley Competition.

In England, utterly undismayed by the distinguished company in which he found himself, A.C.1 Gregory blazed away in typically non-chalant fashion. When the smoke of battle had cleared, he had tied for runner-up in the King's Prize match, the principal individual event at Bisley. He had also led Canada's Kolapore team to its 16th victory (by the slim margin of five points), plugging in eight successive bullseyes when the chips were down. The experts attributed his success largely to his detached coolness and intense enthusiasm.

Gregory shot twice more for Canada in 1939 and '48; the 1938 shoot, however, was his most successful at Bisley. He qualified again for last

year's big event, but did not make the trip. At the '51 D.C.R.A. meeting, Flying Officer Gregory qualified for Bisley for the sixth time. In so doing, he swept the All-Comers' and the Grand Aggregate, and placed second in the Bisley Aggregate, for one of his best shoots ever in qualifying competition. If duties permit, he will represent Canada at Bisley this year.

It was some 27 years ago that a young member of the 48th Highlanders of Toronto, named Reynolds, first began to shoot a large-bore rifle. To partake in his favourite sport, he had to bike for 30 miles to the Long Branch ranges. In 1931, as A.C.1 Reynolds⁷ of the R.C.A.F., he took up rifle-shooting again, firing weekly at the Connaught Ranges in Ottawa. After three years of effort, he became aware of the fact that there was more to shooting than just aiming at the target and pulling the trigger. The problem was to get a rifle that would group within the bull and remain accurate throughout a match. On making enquiries, he found that the top shots were using specially adjusted rifles which had been bedded by gunsmiths in England. To discover what made a rifle

⁷Sqn. Ldr. D. Reynolds, A.M.C.H.Q., Ottawa

shoot accurately was an almost impossible undertaking without painstaking experimentation. Very few people knew anything about rifle-bedding, and those who did would not fain disclose the information. However, the young airman managed to break through this barrier of silence by eliciting information on stocking-up a rifle as payment for repairing the car of a competitor. From this he was able to carry out his own experiments, and was soon well on his way to developing a close-grouping rifle.

This research Sqn. Ldr. Reynolds considers to be one of the main reasons for his success as a rifleman. Even to-day his basement at home is cluttered with shootin'-irons in various stages of assembly, dismantlement, inspection, test, and modification. He takes them apart between ranges, too. If he gets a low bullseye, out comes the screwdriver, and he promptly strips the rifle to see why it won't shoot. Not even his telescopes are spared. He cross-breeds them with binoculars, and produces all sorts of weird optical hybrids.

Aware of his reputation as a gunsmith, tyros and veteran shooters alike have asked him to apply his magic touch to their weapons. No less than four members of the 1952 Bisley Team made their

places using rifles which he had adjusted for them. So many Headquarters riflemen have taken their musket troubles to him that he has become "The Padre" in N.D.H.Q.R.A. circles.

His scientific approach to firearms began to bear fruit in 1947. He won his first major event — the City of Toronto Match — plus a place on the Ontario Rifle Team. At the D.C.R.A. that summer he sprayed bullseyes all over the lot, to win the N.R.A. Silver Medal for first place in the Bisley Aggregate. He was thus assured of a place on the Bisley team. In addition, Dave stood well in the team matches, winning the Carling Match and Silver Jug, the Kirkpatrick Cup, the Imperial Tobacco Trophy, and the Sherwood Cup.

Midsummer of 1948 found Sqn. Ldr. Reynolds at Bisley, with about 1400 other competitors. It

Sqn. Ldr. Reynolds at Bisley, 1948.



rained at Bisley, as it sometimes does in England, and it didn't make shooting any easier. But for D.R. (Doctor of Rifles) it was admittedly good experience. On first arrival, the City of London Rifle Club challenged the Canadians to a long-range match. The rain was so heavy that it was difficult to see the target. Dave held his end up nobly in the team shooting, being selected as a shooting member on all the major team matches, including the Kolapore. In the first stage of the King's he scored 102, one point below the top man. At the close of the meet he had a useful collection of rifle facts concerning problems he encountered during the Empire gathering.

On his return to Canada, the '48 D.C.R.A. was item number one on his shooting agenda. When it was all over, he had won himself a place on the '49 Bisley Team by placing 9th in the Bisley Aggregate. He also placed his team to victory in the following events:

Officers' Barlow Cup
Imperial Tobacco Shield
Carling Match and Silver Jug

He declined to go to Bisley in '49, but shot well at home, winning the N.D.H.Q. Rifle Association Club Championship, for which he received a new No. 4 rifle and sight.

Continuing his high standard of shooting in 1950, he won the Coate's Team match and the Lansdowne Aggregate at the D.C.R.A. Then at the N.D.H.Q.R.A.'s annual shoot he made a clean sweep of the day's major events, which were:

The Minister's Trophy
The Canteen Cup
The Slater Cup

Winning the club championship again, the one-man arsenal was again the recipient of a new rifle and sight.

Last year Dave started off by scoring the first double possible that had been made at Connaught in some years. Then came his winning of the Cornwall and York match, plus a spot on the Ontario Team. He kept up his consistent marksmanship at the D.C.R.A., gaining a place on the 1952 Bisley Team. All being well, he intends to shoot in England this summer.

Again at the N.D.H.Q.R.A. Labour Day shoot,

against 90-odd competitors, Sqn. Ldr. Reynolds captured the Minister's Trophy and Canteen Cup. For the latter prize he had to shoot off with Commissioner Nicholson of the R.C.M.P.

In retrospect, Dave can recall various amusing incidents connected with rifle-shooting. These seem to bear out the fact that problems sometimes appear which are not specifically covered in "The Elements of Shooting." In the middle of one match, for instance, a robin saw fit to perch on the barrel of a competitor's rifle when he (the competitor) was on the point of aim. Apparently grasshoppers too are avid rifle-reconnoiterers. It is not uncommon for a miss to result after one of the orthoptera has decided to end it all by promenading up the bore. The sight of one of the creatures balancing on the foresight and practising semaphore with its antennae can also be rather distracting to a shooter who is on the point of firing. Nor does it help the shooting temperament to feel ants crawling over the trigger finger at the critical moment. And old Jupiter Pluvius can be a really tough nut to crack, too. During rain, for a number of scientific reasons, the shots want to go anywhere on the target but into the bull.

The seventh R.C.A.F. man to make the Bisley grade was Flt. Sgt. John Sullivan⁸. Like Flying

⁸Flt. Sgt. J. R. Sullivan, C.E. & P.E. Detachment, Edmonton.



Officer Gregory, he learned rifle rudiments by shooting as a cadet in Saint John, N.B. By 1937 he had progressed enough to shoot with the New Brunswick team at the D.C.R.A. matches.

After the Second World War, firearms became somewhat of an obsession with him, and he was eventually a member of eleven different shooting clubs at one time. At an O.R.A. meet in 1948, he was declared the rapid-fire champion of Ontario when he won the Gibson Match. In 1946 and '48



Flt. Sgt. J. R. Sullivan.

he finished high in the Grand Aggregate of the British Columbia Meet, and won membership to the B.C. team which shot at the D.C.R.A. matches each year. His team took four matches in 1948, and captured the London Merchants' Cup by defeating all other provincial teams. Continuing this high standard of shooting as an individual,

his week's work brought him a respectable position in the Bisley "Agg," and the following summer he sailed to England with the 1949 Bisley team.

On his return home, he shot with the Alberta team at the Dominion meet, tying for first place in two matches and winning the Pennington McPherson Aggregate. This helped him to gain a respectable seventh place in the Bisley Aggregate, which qualified him for Bisley competition in 1950.

At Bisley in '49, he caused a style sensation with his colourful shooting jacket, adorned on the back with sundry club badges. His shooting apparel, which was caricatured in "Punch," evoked the following comment: "An eccentricity (is it confined to Canadians?) is the wearing of club insignia on the back instead of on the chest or arm, presumably so that the badges are not lost to view when the wearer is in the orthodox firing position." The flight sergeant took a bit of ribbing from his teammates for his fashion "notoriety," but the next summer he had the last laugh when he espied badges on the backs of several English competitors.

Accompanying Flt. Sgt. Sullivan to England was another R.C.A.F. Bisleyite, Cpl. Art Sharp⁹. This sharpshooter (no pun intended) had begun to shoot only two years before, but had absorbed the essentials in quick order. In 1949 he attended his first big match at the Sarcee Ranges in Calgary, and surprised himself by winning a place on the Alberta Team, along with two other members of the R.C.A.F. Station Edmonton Rifle Club, Flt. Sgt. John Sullivan and Cpl. Terry Tymchuk¹⁰. At the D.C.R.A. with his team that summer, he promptly proceeded to win the 200-yard Tyro Match in competition with 186 marksmen; he had fired a possible, something no other tyro in the match had been able to do. To prove it was no fluke, he made another perfect score at 500 yards in the Connaught Match, shooting in conditions which necessitated changing his sights for almost every other shot.

Later in the week's shoot his team won the Steinhardt Trophy, which was presented for the first time by the late United States Ambassador to Canada, Lawrence A. Steinhardt. Then, in the

⁹Sgt. A. T. Sharp, C.E. & P.E. Detachment, Edmonton.

¹⁰Cpl. T. R. Tymchuk, C.E. & P.E. Detachment, Edmonton.



Cpl. A. T. Sharp (nearest camera) practice-firing at Bisley, 1950.

first stage of the Governor-General's Match, he came second with a total of 102 out of 105. The awards which he won at Connaught were: Bronze Cross, for being in the top twenty of the Grand "Agg"; Bronze Medal, for winning the Tyro Match; Bronze Medal, for second place in the first stage of the Governor-General's; possession of the Gibson Cup for one year, for being top tyro. Also, Cpl. Sharp had fired himself into the senior class by having finished within the first 150 places in the Grand Aggregate. Green shot, tyro, and senior, all in one season of shooting — this was unusual progress. It all added up to a place for him on the 1950 Bisley Team.

During the 1951 season, Wing Cdr. Jim Gordon¹¹, who hadn't done any serious shooting since before the Second World War, prevailed on his brother-in-law (whose name happened to be Reynolds) to give him a "refresher course" and to adjust his rifle. Dave obliged, and under his tutorship Wing Cdr. Gordon soon recovered the feel of the .303.

Came the annual D.C.R.A. meet, and the wing commander found himself up against terrific competition. Someone must have put the finger on the poor old bullseye, for the trigger men were doing a thorough job of rubbing it out. (Double possibles were recorded by several shooters). Undaunted, however, the tyro rose to the occasion and poured on a total of three possibles throughout

¹¹Wing Cdr. J. A. Gordon, A.F.H.Q.

the meet. For him it was a significant achievement, as he had never been able to beg, borrow, or steal a possible before, mainly for psychological reasons. This time, however, he had cleared the mental hurdle, and the upshot of it all was that he became the ninth R.C.A.F. man to make the Bisley Team. Bisley will beckon to him next July.

Other Outstanding R.C.A.F. Marksmen

Then, of course, there are those who, because of one bad match, range, or even shot, have barely

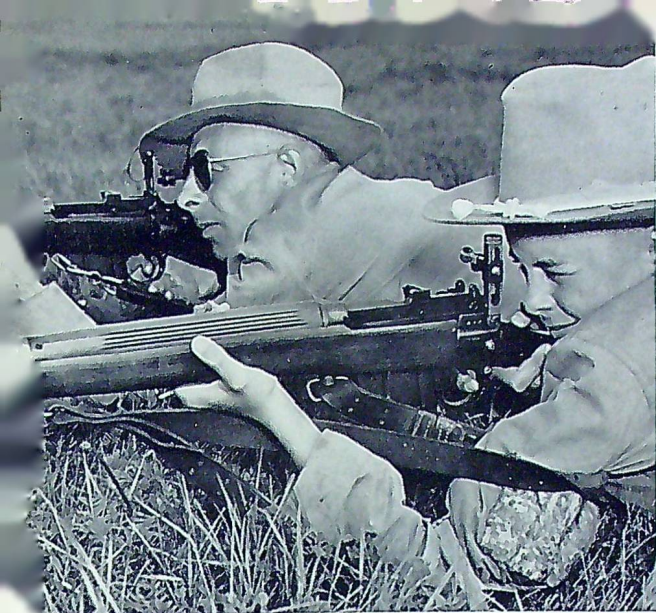


Wing Cdr. J. A. Gordon.

missed a place on "the big 18." Nevertheless they have chalked up impressive scores on the firing line at both provincial and Dominion matches.

One of these is Wing Cdr. W. G. Harvey¹². He began his large-bore shooting as an airman in the Headquarters Rifle Association in 1927. Part of the

¹²Wing Cdr. W. G. Harvey, R.C.A.F. Stn. Summerside.



Wing Cdr. W. G. Harvey (left) and son. (T. V. Little photograph.)

inducement, he admits, was the privilege of wearing "civvies" on those Saturday mornings. It was in 1932, however, that he began to shoot in earnest. Stationed then at Jericho Beach in Vancouver, a station which abounded in rabid shooting enthusiasts, he eventually shot in company with his Commanding Officer, Sqn. Ldr. A. B. Shearer¹³, and other luminaries such as Cpls. Beaumont and Taylor of Bisley fame, and Cpl. Lew Thompson¹⁴.

In 1936, L.A.C. Harvey, and other Station marksmen including W.O.2 Barton¹⁵ and Cpl. J. P. O'Sullivan¹⁶, took part in the B.C. Provincial meet at Heals Range, near Victoria. The R.C.A.F. contingent won all team matches which they entered except one, and went home heavily laden with cups, medals, and much monetary loot.

That same year, L.A.C. Harvey participated in an autumn shoot as a member of a team representing the mainland against a select team from Vancouver Island. The firing ended in a victory for the mainland, and Harvey was the leader in individual scoring, with 147 out of 150. At a grand banquet which followed, there was great hullabaloo when local historians announced that this score was a new high for the range. The din

quickly subsided, however, when a wire from the Association secretary stated that a score of 148 had been posted at Heals two years before. Harvey was not overly mortified on learning that it had been perpetrated by the doughty Cpl. Bosville Wentworth Beaumont.

Sqn. Ldr. Lew ("Fireball") Thompson, too, has enjoyed considerable success as a marksman in British Columbia. One particular match which he shot at Blair Range in North Vancouver was nothing short of a classic. Having scored possibles at 200 and 300 yards, he fired another 49 or 50 at the long 900-yard range, to lead all scorers in the match. Before leaving his firing-position, he called to the range officer to have the trigger-pull weight-tested, as is the practice when possibles and high scores are fired. As he handed his rifle to the r.o., that worthy was astounded, as was everyone else nearby, to see the target backsight fall from the rifle to the ground!

In 1947, Flt. Lt. Don Bullock¹⁷ missed a place on the Bisley Team by the narrowest of margins. At the D.C.R.A. meet that year he won major events such as the Bankers Match and the first stage of the Governor-General's. But at the critical moment he had rifle troubles, and his score suffered accordingly. Nevertheless he had great success in team matches, shooting with teams which won the City of Hamilton Challenge Cup, the Barlow Match, and a shoot at Toronto. Also, in 1947, when teamed with Sqn. Ldrs. Reynolds and Harvey, Sqn. Ldr. George Wright¹⁸, Flying Officer Garnet Giles¹⁹, and W.O.1 Gregory, he helped to win the Walker, Kirkpatrick, Imperial Tobacco, and Sherwood Cup matches for the R.C.A.F., which had something of a monopoly in D.C.R.A. team shooting that year.

Flt. Lt. Garnet Giles has also had his moments. While stationed in England in 1946, he won the National Rifle Association Medal and placed 16th in the Bisley Grand Aggregate, winning the N.R.A. Bronze Cross. During 1948, '49, and '50, while stationed in Debert, N.S., he shot his way to membership on the Nova Scotia team, and

¹³Air Vice-Marshal A. B. Shearer (ret.)

¹⁴Sqn. Ldr. L. S. Thompson, 11 T.S.U., Montreal.

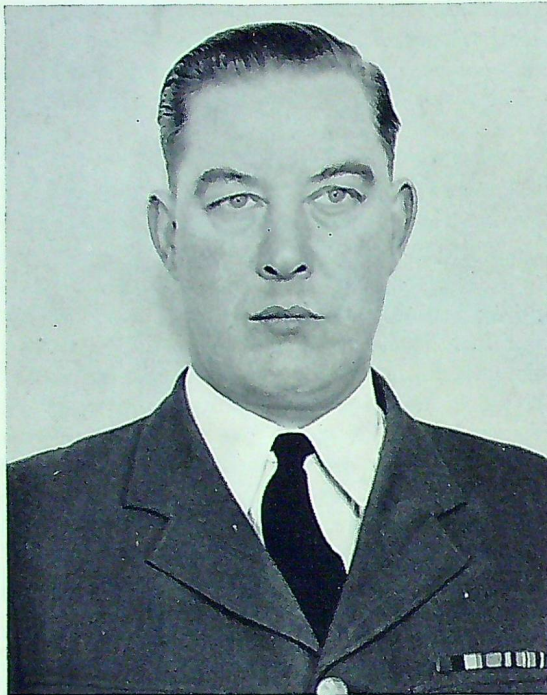
¹⁵Sqn. Ldr. B. I. Barton (ret.)

¹⁶Flt. Lt. J. P. O'Sullivan, R.C.A.F. Stn. North Bay.

¹⁷Flt. Lt. D. C. Bullock, D.F.C., T.A.G.H.Q., Edmonton.

¹⁸Sqn. Ldr. G. G. Wright, A.F.C., R.C.A.F. Stn. MacDonald.

¹⁹Flt. Lt. G. T. Giles, A.M.C.H.Q., Ottawa.



Sqn. Ldr. L. S. Thompson.

competed each year in the D.C.R.A. competition at Ottawa. In 1950 he won the MacDonalld "Export" Match and the N.S.R.A. Silver Medal. Later he won the D.C.R.A. Silver Medal in the Grand Aggregate.

Shooting at the N.D.H.Q.R.A.'s prize meet last September, he became involved in an unusually long and thrilling tie shoot. Eight competitors in the 500-yard Army Match finished with possibles. Five of these again scored possibles in the tie-breaker. The shoot finally narrowed down to a battle between Giles and Lt. Cdr. E. Ryan. Each in turn matched the other's bullseye until both had scored 20 bulls in a row. The Air Force then deposited bull number 21, the Navy just missed the charmed circle, and Flt. Lt. Giles won himself the O.R.A. Silver Medal.

Others not yet mentioned who have made their presence felt on the range are Group Capt. John Fenton²⁰, Sqn. Ldr. Jack Dexter²¹, Flying Officer Mal Hardy²², W.O.2 John McCaffrey²³, and W.O.2 Bruce Spence²⁴, winner of the N.D.H.Q. club championship shoot last year.

By the time this article reaches our readers, the the fowling-pieces will have again been oiled up and the familiar roar of musketry will have signalled the start of another target-shooting season. And who knows what unsung tyro of the Service may suddenly rise from oblivion to emulate Reynolds, Gregory, or Beaumont . . . ?

²⁰Grp. Capt. J. H. Fenton, M.B.E., T.A.G.H.Q., Edmonton.

²¹Sqn. Ldr. J. M. Dexter, A.F.H.Q.

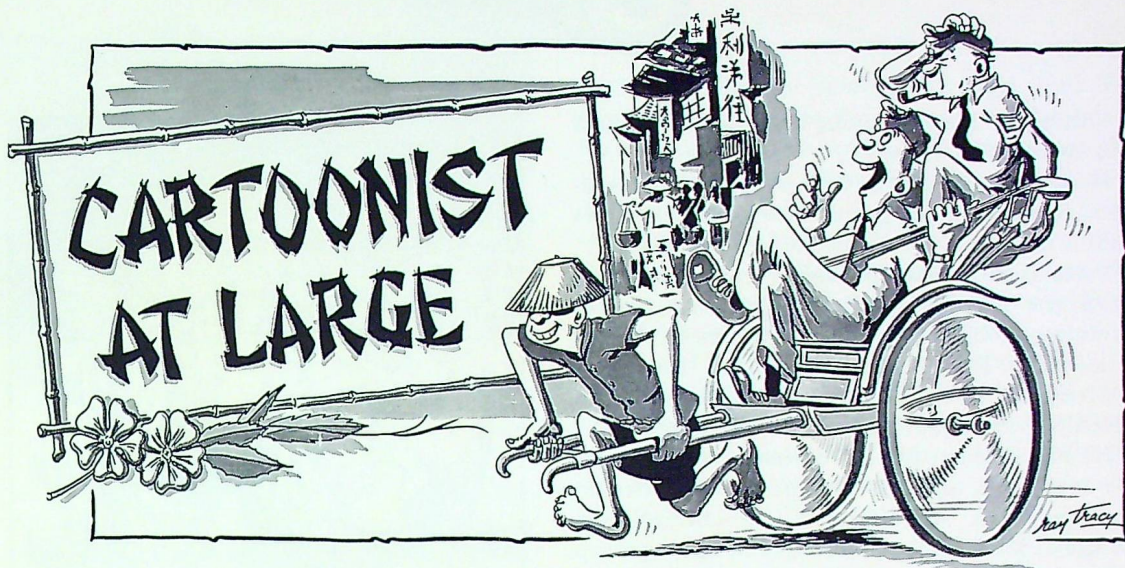
²²Flying Officer M. A. Hardy (ret.)

²³W.O.2 J. A. McCaffrey, 12 T.S.U., Toronto.

²⁴W.O.2 J. B. Spence, A.M.C.H.Q., Ottawa.

INDEED?

"An intense fire in one of the cylinders of the right engine led to the crash."
(Montreal newspaper.)



By W.O.1 R. A. Tracy, A.F.H.Q.

(Warrant Officer Tracy needs no introduction to our readers. In addition to his regular duties as W.O. in charge of the Directorate of Personnel Administration's Central Art Section, he has been taking care of the art-work for "The Roundel" since the latter's birth in November 19 This issue, however, marks his first appearance as an author. Although Sgt. Shatterproof may not entirely share our hope, we trust that it will not be his last.—EDITOR.)

IT IS A little-known fact, but most cartoonists are frustrated men. If you care to invite the average cartoonist to have a pint, he will admit (after the sixth or seventh) that he is a man with a sorrow — a sort of grim comedian, a Pagliacci. After the ninth or tenth, he will attempt to focus you with a pregnant gaze and assure you that his whole life is a hollow mockery. What he really wanted to be was a writer.

Thus, when I learned that I was actually destined to take a trip to Japan in one of No. 426 Squadron's North Stars, I seemed suddenly to see the gateway to literary fame open wide before me. Clutching at the telephone, I called the Editor of "The Roundel."

"Sure I'd like an account of your trip!" he said. "But who's going to write it?"

I told him. A suspicious silence greeted my words. At length he said:

"How about discussing it at five o'clock?"

At six-thirty I gave him the harsh eighth-pint laugh that hides a cartoonist's breaking heart and began to explain what a hollow mockery life was. He stood it for about five minutes. Then, to my horror, he burst into sobs and confessed that he had always wanted to be a cartoonist. We ended the evening, I believe, by agreeing that the Service purpose would best be served in the future if he were to concentrate on writing cartoons while I limited myself to drawing articles.

Meanwhile, however, I was commissioned as a special Far Eastern representative of "The Roundel."

* * *

A week later I was in my office, making a few last-minute arrangements for the trip. As I was restoring some sort of order to the chaos that always seems to surround my drawing-board, I became aware of a menacing shadow in the doorway. I looked up. It was Sgt. Shatterproof,

breathing hard, and carrying in his hand a battered and over-stuffed valise.

He set it down on the floor with great deliberation, blinked at me portentously, and began to hum a tune that was somehow very familiar.

I was about to ask him what I could do for him, when the hideous significance of what he was humming stabbed into my consciousness. It was a selection from "The Mikado." He knew! Shatterproof knew! I gestured at his valise and in a feeble voice enquired as to what was what.

He knocked out the ashes from his pipe against the door-jamb, and while he was refilling it he told me the whole shocking story of betrayal and intrigue. He had, it appeared, been having a cup of tea in the canteen during a visit to A.F.H.Q. There he had met his friend Sgt. Hooper, who, it so happened, had just prepared part of my travel orders. Without thinking of the appalling possibilities of what he was doing, Sgt. Hooper had let slip the news of my trip. From there on, of course, everything had been child's play for an old campaigner like Shatterproof. He had persuaded the Editor of "The Roundel" to recommend to his (Shatterproof's) C.O. that he be allowed to accompany me in a sort of advisory capacity. And now here he was — fully inoculated, armed with a new copy of Q.R. (Air), and with the bust of Napoleon and two bottles of Miss Clasper's rare old blackberry wine wrapped up in his spare underwear in the valise.

I swallowed my rage as best I could.

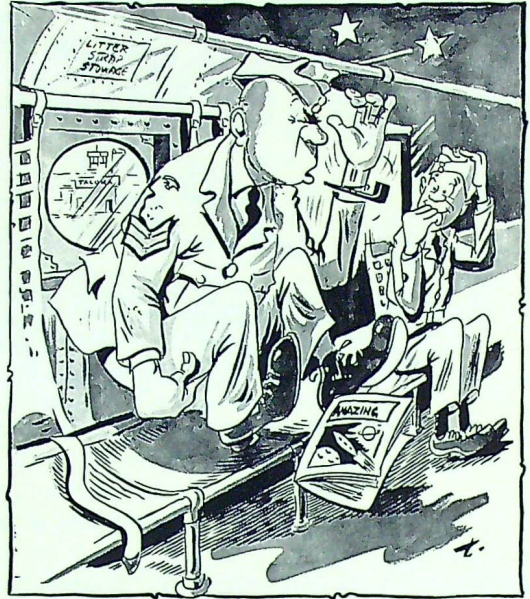
"Very well, Shatterproof," I said. "You've done it again. But I warn you, I want no repetition of the sort of thing that happened on our last trip together in '49. Remember?— the time Sgt. Rankin and I had to bail you —"

"Pardon me, Sir —" (the old wardog's eyes had narrowed dangerously) — but if Sgt. Rankin and I had not practically carried you out of the Regent Palace —"

I lifted my hand; and we bowed to each other after the fashion of experienced duellists.

* * *

The next day found us aboard a North Star bound for Tacoma, Washington, where we landed



at McChord Field shortly after dark. (Here Shatterproof, who had loosened his safety belt too soon, bumped his head on the window as we touched down, thus receiving the first of a series of bruises that were to enliven all the airborne stages of his trip.) At McChord we spent three days, waiting for the next run to Tokyo. They were three very pleasant days, too; for the base is a big and rambling one, with excellent living-conditions. The theatre, N.C.O.'s Clubs, and Post Exchange (P.X.), helped the time to pass very agreeably — and, of course, Tacoma and Seattle were near at hand. I didn't see much of Shatterproof while we were there. The day after our arrival he took off for Seattle, where he had a friend, an American sailor, whose acquaintance he had made on the West Coast during the War. When he sauntered back into the barracks on the night before our departure for Tokyo, I noticed that he had acquired the rolling gait peculiar to the men of the Navy — to say nothing of a heavy odour of rum, which I understand, is another naval peculiarity.

Under normal weather conditions we would have pressed right on to Shemya, but since weather conditions out in the Aleutians are seldom normal,



... I left the Aleutians without a pang of regret ...

we spent the night at the U.S. base at Anchorage. Anchorage, Alaska, is roughly seven hours by North Star from McChord, and we arrived there in time for dinner. At Tacoma we had met up with Sgt. Barney Fisher, of R.C.A.F. Station Lachine, who was also going to Japan; and after dinner the three of us took a stroll around the base. We visited the P.X. and made a few purchases. I contented myself with a pennant that welcomed me to the "Land of the Polar Bear," while Shatterproof bought a card of safety pins, which he uses instead of needle and thread.

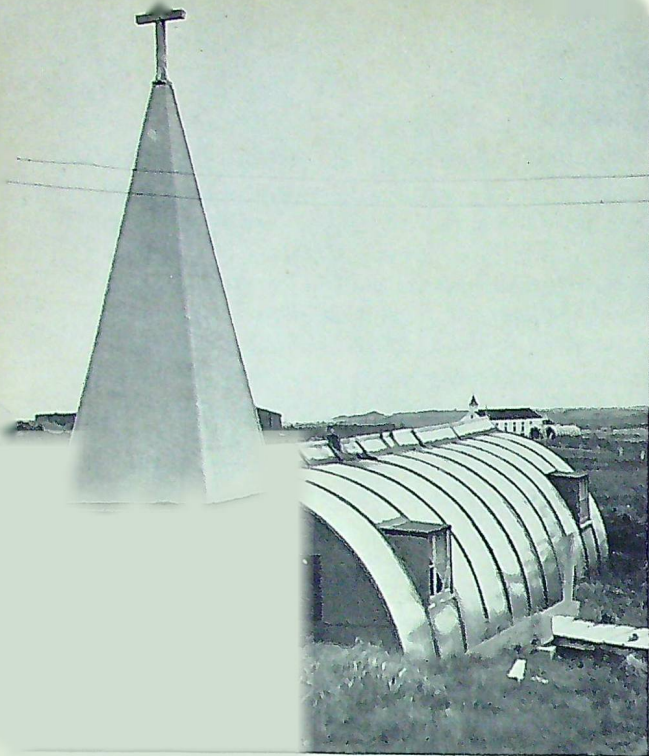
We also had a few beers at one of the N.C.O.'s Clubs. That is, Fisher and I did. Shatterproof refused to pay the membership fee at the door, and when we came out, one hour and several cans of Budweiser later, we found him still standing there engaged in heated argument with the Top-Sergeant on duty. He was wheezing furiously and tapping his R.C.A.F. Sergeants' Mess Card with his pipe-stem. Later on that night, happening to wake up, I saw him sitting on the edge of his bunk by the window, puffing meditatively on his pipe and scowling out through the Alaskan gloom at the faintly outlined contours of the N.C.O.'s Club.

The next morning we set out on the third leg of our journey. As everyone is aware, Uncle Sam has a considerable amount of real estate scattered about in that part of the globe. Among his less desirable properties is a string of partially submerged mountains that form the Aleutian Archipelago and mark the southern limit of the Bering Sea. Almost at the western extremity of this chain of islands lay our immediate destination, the U.S. Air Force Base at Shemya.

The Archipelago itself is divided into five groups of islands: the Fox Islands, the Islands of Four Mountains, the Andreanof Islands, the Rat Islands, and the Near Islands — all equally desolate and without trees. The last-named group (which includes the Semichi Islands, one of which is Shemya) is the farthest from the mainland. This may seem odd; but it must be remembered that the Russians and Aleuts supplied most of the names and that the Near Islands aren't far from Russia. Weather conditions in the Aleutian chain are said to be just about the worst anywhere in the world. Chain-happy G.I.'s say that if you don't like the look of the weather you need only wait five minutes and it will change.

We landed at Shemya on schedule, with the aid of G.C.A. An island of about four miles by two in size, Shemya is a tiny neighbor of Attu and Agattu. (Attu will be remembered as the island that saw so much fighting when the Americans attacked it and drove off the Japanese during the war.) The American Air Base at Shemya is situated on what was originally a low mountain but which was levelled off to make one of the best airfields in the Aleutians. The elevation is about 87 feet above sea level, with summer temperatures in the sixties, while winter lows approach zero. I believe the mean January temperature is about 20°.

Despite the kindness of our hosts, on the following day I left the Aleutians without a pang of regret; and within a few hours we were over the east coast of Japan, headed south above a country that seemed ever the more thickly inhabited the closer we came to the capital. Shatterproof was rushing from one window to the other, pointing at this village or that river, and prodding me with his pipe-stem whenever he discovered some choice bit of landscape. He only sat down once, and that was when a jet fighter streaked past on our port side. I could tell from his somewhat fixed expression that he was mentally brushing up on his aircraft recognition. But by the time Fujiyama's lofty crest appeared on our starboard quarter ahead, he was again his majestic self. With a triumphant smile, he began to deliver an address to Sgt. Fisher and myself, none of which we heard over the Merlins' thunder.



Abandoned chapel at Shemya.

The airport at Haneda (midway between Tokyo and Yokohama) is large and bustling with activity. Groundcrews hustle about, servicing aircraft, loading and unloading baggage, and tearing around the tarmac in jeeps. The terminal here is completely modern and has ample facilities for dining, reading, or just plain waiting for aircraft. Many of the world's largest airlines make stops at Haneda, and the place somehow has a fine flavour of international intrigue. I wouldn't have been at all surprised to see Humphrey Bogart flip away his cigarette, punch the dame in the nose, and board the flight about to leave for Singapore.

After we had met the Officer Commanding the Detachment at Tokyo, we were directed to the bank at the airport, where we changed our American currency into either Japanese yen or the script used in the U.S. Post Exchange. Shatterproof, who had been hoping to palm off a dollar or so of Portuguese money (a relic of our '49 trip) on an unwitting Japanese bank clerk, was totally unprepared for the king-size Master-Sergeant in the teller's cage who told him in no uncertain terms what he could do with his escudos.

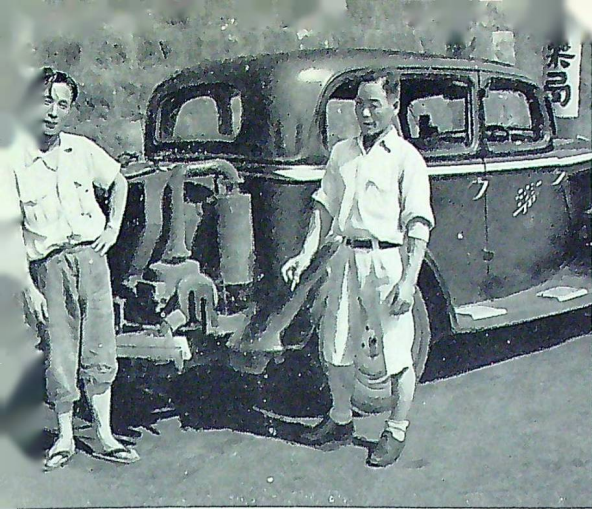
For the next half-hour we were jostled and bounced through the outskirts of Tokyo to Ebisu camp, where we were to live for the next week. This establishment — a recreation and rest camp — is operated by the Australians for the British Commonwealth Occupation Forces on leave. It was formerly used by the Japanese as a testing-base for under-water missiles. Its gardens, out-buildings, trees, and shrubberies all make it a rather pleasant place to stay, but the quarters themselves have taken on the air of an ordinary barrack block, with dormitories and washrooms not unlike those of a permanent Air Force Station. Transient airmen and the personnel of No. 426 Sqn. are quartered here, while transient officers are put up at the Marunouchi Hotel. With considerable trepidation I explained to the O.C. that, although Shatterproof would prove difficult at times, we would only be there for a few days. The O.C. brightened visibly.

Tokyo is big, the third largest city in the world, and it has a population of approximately five million. Once called Yedo, it is now the centre of the political, economic, and cultural life of Japan, and it presents a marked example of modern progress. Like most large cities, Tokyo has its share of slums, but at the same time it contains many modern buildings, among which the Diet, or House of Parliament, is one of the most impressive.

Transportation facilities include conveyances of every description. Bicycles, charcoal-burning

Transient airmen . . . are quartered here . . .





Charcoal-burning auto and Japanese cabbies.



Bridges . . . span the moat . . .

autos, rickshaws, modern cars, and buses — all rub wheels in every street wide enough to take them. Even mother's back serves for the haulage of small children. Train service, as a rule, is good, with surface trains as well as an underground which, I was led to believe, is out-of-bounds to Allied Forces' personnel. For the latter, special cars are provided on the trains. They are distinguished by a white stripe painted the length of the car.

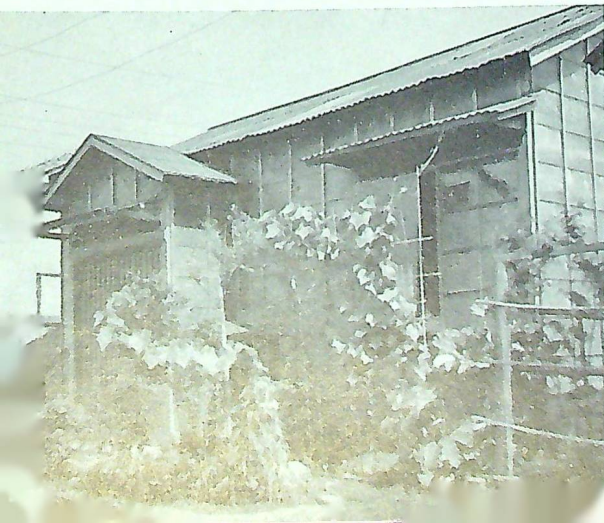
Everyone has heard of the Ginza. It is the main retail shopping district of Tokyo, and along this artery an odd mixture of humanity constantly passes and repasses. Here are to be found the large department stores and restaurants, many of the former comparable with our own. Lining both sides of the street at the sidewalk's edge are rows of booths, loaded with toys of endless variety, plants, flowers, fruits, and trinkets — all designed to dazzle the westerner into buying. A cursory

inspection will reveal that most of the gimmicks on display are of comparatively frail construction and cheaply made. Nevertheless, they are convincing evidence of Japanese manufacturing ingenuity.

The proprietors of these booths are sharp little business-men and women, and although prices are amazingly low by our standards, the shopper will usually haggle over them at length. He knows full well that there are ordinarily two prices for every commodity — the advertised price and the figure eventually settled for.

Near the Ginza are the larger theatres, with moving pictures and (they tell me) burlesque. In the beer halls, Japanese beer may be obtained. This I found to be a very pleasant light drink of the lager type, reasonably priced. Various other drinks may be obtained in and around the Ginza, but the liquor supplied in the more disreputable establishments is extremely suspect, and the fact

. . . paper-and-wood . . .



Some of the survivors of the Gloucestershire Regt., with Sgt. Fisher.





Everyone has heard of the Ginza.

that the label on the bottle is familiar to the connoisseur is no guarantee that the contents emanated, say, from the sixty-ninth vat in the Scotch-mill.

One of the most famous structures in Tokyo is, of course, the Imperial Palace. Rather appropriately, it is situated on high ground which lifts it far above the noisy streets. A wide moat surrounds the high walls, which are topped with huge thick evergreens that hide the palace itself. Bridges, terminating in huge gates, span the moat; but signs are very much in evidence to warn visitors that the palace grounds proper are strictly off limits. In the moat, wild ducks and swans float about lazily, and large carp drift close to the surface with a sort of insolent immunity.

Perhaps the most popular of the larger buildings in Tokyo, in so far as Allied Personnel are concerned, is the modern six-storied Post Exchange on the Ginza. This out-sized canteen furnishes the Occupation Forces with just about anything they can possibly desire in the way of merchandise. From the large restaurant in the basement to the sixth floor (where a banking system for exchanging

currency and cashing cheques is maintained), the P.X. offers radios, silks, luggage, photographic equipment, clothing, and a myriad other items. The quality of the Japanese merchandise on sale here is undoubtedly superior to the wares of the sidewalk vendor, but one misses the give-and-take that accompanies all transactions with the latter.

Most of the Japanese people that I met impressed me as being friendly, obliging, and courteous almost to a fault. Two other factors also impressed me about them: their small stature and the number of them. The Japanese have dual personalities. By day they dress in western garb and sit on chairs, but in the evening they retire to their paper-and-wood domiciles, put on kimonos, and squat on their heels. Dressed in a kimono, even the most insignificant Oriental wears an air of natural nobility; but garbed like an American business-man, he looks rather pathetic. The majority of Japanese women in Tokyo appear to favour the national costume of sashed kimono and

Even better in native dress.

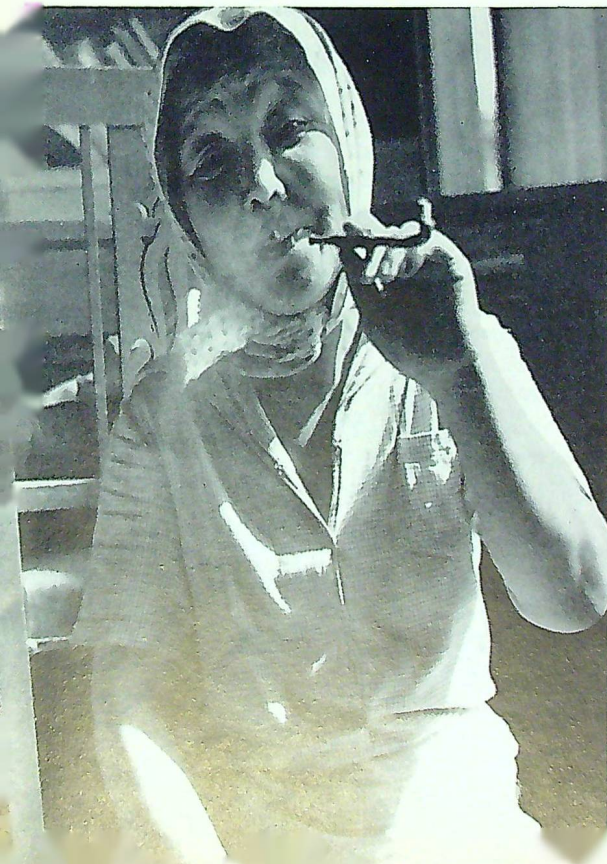




wooden clogs or (*geta*), but it is not uncommon to see two girls walking together, one in native and one in western dress. The first wears her clothes in colours that are harmonious, however bright, while her companion's sweater, short skirt, and red-and-green bobby-sox do little, if anything, for her.

It would be impossible in the space allotted for

Mrs. Yokum of Tokyo.



me to give a complete description of the Japanese and their environment as Sgt. Shatterproof and I saw it. (Also I might run foul of censorship, and there's no sense in rubbing the Editorial Committee the wrong way.) On the whole, however, I felt that a great deal of quaint charm and beauty is fast vanishing from the world — nor will I be drawn into argument by any sociological statistics or mass-welfare pronouncements. As a cartoonist on the road to literary fame, I am concerned with impressions rather than with figures (mathematical ones, that is).



We spent a week in Tokyo, and during that time I was alternately bored, entertained and horrified by the diversity of Shatterproof's activities. The mantle of officialdom seemed to have been left behind. We enjoyed cold beers in the Kookaburra Klub, we were photographed in rickshaws, we haggled over the price of fishing-rods on the Ginza. Gone was Shatterproof the Censor, and in his place there had arisen a genial — albeit still pachydermatous — Athenian globe-trotter. Only once, while we were mooching about in an ancient curio shop, did he revert to type. I had been idly examining a foot-high statue of Buddha (and, having also examined the price tag, was now looking at some penny post-cards), when Shatterproof's curious actions at the far side of the room attracted my attention. He was prodding and poking about inside an ornately carved brass jar. In reply to my surprised enquiry, he



Cartoonist at large.

explained that this was his first chance since he'd left Canada to get in a dig at the Brass.

On our first day at Ebisu Camp, I was surprised to discover a strong streak of provincialism in the great man. I had had my shower before him and therefore knew what to expect. Only a thin and rather small curtain separated the shower-room from the room where the Japanese laundrywomen did their washing. They were not the loveliest of their kind — and besides, I had already learned something about the Japanese approach to such matters. Not so Shatterproof. While I was putting the finishing touches to my toilet back in the dormitory, I was suddenly appalled by a bellow from the direction of the showers and, a moment later, by the monumental spectacle of a naked Shatterproof hurtling in with crimson face. Speechless, he groped in his bag and produced a book, in which he began to search wildly. I looked over his shoulder. It was entitled "Woman's Place in the Oriental World."

There were times when his knowledge of the history of Japan seemed little short of astounding. I have since had the opportunity of verifying the accuracy of many of his on-the-spot lectures about

this Japanese festival or that religious belief, and I must confess that only on a very few occasions was I able to mention any national custom of which he was ignorant. There was one, however, of an agricultural nature, that he fanned on completely.

We were having lunch in the Sergeants' Mess at Ebisu one day, when Flt. Sgt. Bill McKnight, our flight engineer, commented on the extreme fertility of the soil required to produce such choice vegetables as those we were then enjoying. One of the Australian sergeants at the table immediately explained that, although most countries relied on horses and cattle for the fertilization of their crops, the Japanese carried the operation a shade farther. Out of the corner of my eye I glanced at Shatterproof. Slowly he pushed back his plate and rose heavily to his feet. His face had suddenly taken on a greenish tinge. Brushing aside the dessert which the Japanese waitress was about to set before him, he made a lumbering exit that became a rush as he neared the door. Thereafter, he took his meals at the Kookaburra Club nearby.





Baby-san says "good-bye."

We were both sorry to have to leave Tokyo, although Shatterproof, toward the last, had shown a growing tendency to get back into harness. He began to quote with ever-increasing frequency from Q.R. (Air) whenever a barrack-room discussion bogged down. I observed too, that he had changed the rusty pin that held on his sergeant's stripes, and more than once I caught him breathing on his cap badge. I recognized the signs for what they were: the old warrior was yearning for his normal battlegrounds.

We had, I figured, done quite well during our all-too-brief visit to Japan. Besides the dozens of photographs we had taken and the friends we had made along the way, we had realized the absurdity of many of the popular misconceptions regarding the country and its people. True, we hadn't learned much of the language, but, after all, Japanese is unusually difficult and few Canadian or Americans have mastered very much of it. We had visited several of the sacred places, and Shatterproof had even spent a full day in contemplation of the Great Buddha at Kamakura,



36 miles south of Tokyo. We failed to get up to Nikko, 90 miles to the north, which is a famous summer resort and which boasts shrines of great antiquity. Nor did we see Kobe or Kyoto, or a smaller city in southern Japan that is famous for other and more grim reasons. And our best attempts to get into Korea were shot down with promptness and accuracy. On the other hand, we had seen something of the country, we had drunk its beer, and we had met a fair selection of its ordinary simple people. I felt that the trip had been anything but in vain.

* * *

Seven days after we had first set foot in the Orient, we took off from Haneda on the return journey; and a week later the roofs of Ottawa were beneath us.

As we touched down, Sgt. Shatterproof, who had been looking out of the window and exclaiming something about "the soil of Canada," once more bumped his head.



Personnel Movements

OFFICERS: JANUARY

S/L N. D. B. Bray — C.E. & P.E., Rockcliffe, to A.F.H.Q.
 S/L V. W. Duke — C.J.S. Washington to T.A.G.H.Q.,
 Edmonton.
 G/C D. G. Price — R.C.A.F. Stn. Claresholm to A.F.H.Q.
 W/C D. C. Skene, D.F.C.—R.C.A.F. Stn. Saskatoon to 1
 A.F.S., Saskatoon.
 W/C R. I. Thomas, A.F.C.—A.T.C.H.Q., Lachine, to
 R.C.A.F. Stn. Rockcliffe.
 S/L J. M. Wicken — 1 A.R.O.S., Clinton, to 1 A.N.S.,
 Summerside.

OFFICERS: FEBRUARY

S/L J. C. R. Brown, D.F.C.—1 A.N.S., Summerside, to
 T.C.H.Q., Trenton.
 G/C R. W. Coleman — R.C.A.F. Stn. Camp Borden to
 A.F.H.Q.
 S/L O. S. Comishen — 123 "R." U., Sea Island, to A.F.H.Q.
 S/L G. C. Fisher, D.F.C.—426 (T.) Sqn., Dorval, to A.F.H.Q.
 W/C H. C. Forbell, A.F.C.—A.F.H.Q. to T.C.H.Q., Trenton.
 S/L H. C. Freedman—A.M.C.H.Q., Ottawa, to A.D.C.H.Q.,
 St. Hubert.
 S/L C. E. Goodwin — 426 (T.) Sqn., Dorval, to A.F.H.Q.
 S/L P. F. Greenway—R.C.A.F. Stn. Lachine to C.E. & P.E.,
 Rockcliffe.
 S/L M. C. Holt — 25 A.M.B., Calgary, to T.C.H.Q., Trenton.
 S/L N. A. Keene, D.F.C.—408 (P.) Sqn., Rockcliffe, to 1
 (F.) O.T.U., Chatham.
 W/C F. F. Lambert, D.S.O., D.F.C.—C.J.S. Washington
 to A.D.C.H.Q., St. Hubert.
 S/L W. J. Lewis, D.F.C.—R.C.A.F. Stn. Goose Bay to 2
 A.N.S., Winnipeg.
 W/C H. H. Lord — R.C.A.F. Stn. Lachine to A.F.H.Q.
 S/L A. R. MacKenzie, D.F.C.—A.D.C.H.Q., St. Hubert,
 to 441 (F.) Sqn., U.K.
 W/C C. C. W. Marshall, D.F.C.—2 (M.) O.T.U.,
 Greenwood, to C.J.S. Washington.
 W/C A. G. McKenna, D.F.C.—C.F.S., Trenton, to
 R.C.A.F. Stn. Trenton.
 S/L W. A. G. McLeish, D.F.C., A.F.C.—T.C.H.Q.,
 Trenton, to J.S.E.S., Churchill.
 W/C C. W. McNeill — A.F.H.Q. to 2 (M.) O.T.U., Greenwood.
 S/L R. G. Metcalfe — 416 (F.) Sqn., Uplands, to A.F.H.Q.
 W/C A. Mielke — 1 S.D., Weston, to A.M.C.H.Q., Ottawa.
 S/L A. B. Morabito, D.F.C.—T.A.G.H.Q., Edmonton, to
 A.F.H.Q.
 W/C H. A. Morrison, D.S.O., D.F.C.—A.T.C.H.Q.,
 Lachine, to 412 (T.) Sqn., Rockcliffe.
 S/L W. H. Muncy — 1 I.F.S., Centralia, to A.F.H.Q.
 W/C C. L. Olsson, D.F.C.—R.C.A.F. Stn. Rockcliffe to
 R.C.A.F. Stn. Whitehorse.
 S/L A. C. Pennells — A.M.C.H.Q., Ottawa, to A.F.H.Q.
 S/L H. V. Peterson, D.F.C.—T.C.C. & R. Flt., Trenton, to
 1 A.N.S., Summerside.
 W/C D. L. Ramsay — A.D.C.H.Q., St. Hubert, to 4
 A.C.W.U., Uplands.
 W/C R. O. Shaw — C.J.S. Washington to 12 A.D.G.H.Q.,
 Vancouver.
 S/L J. A. Stephens — 12 A.D.G.H.Q., Vancouver, to
 S.H.A.P.E., France.
 W/C V. C. H. Stuart — M.G.H.Q., Halifax, to A.F.H.Q.
 G/C J. D. Syme, M.B.E.—A.F.H.Q. to R.C.A.F. Stn.
 Camp Borden.
 S/L A. W. C. Tustin — 2 (M.) O.T.U., Greenwood, to 405
 (M.R.) Sqn., Greenwood.
 S/L R. Wood — R.C.A.F. Stn. Rockcliffe to A.F.H.Q.
 S/L C. Yarnell — C.J.S. Washington to 2424 A.C.W.U.,
 Hamilton.

WARRANT OFFICERS: JANUARY

W01 E. C. Jacobson — 104 (C.) Flt., St. Hubert, to 421
 (F.) Sqn., St. Hubert.
 W02 E. H. Jerrett — M.G.H.Q., Halifax, to A.D.C.H.Q.,
 St. Hubert.
 W02 A. W. Stewart — A.F.H.Q. to A.D.C.H.Q., St. Hubert.

WARRANT OFFICERS: FEBRUARY

W02 J. V. Abram — A.M.C.H.Q., Ottawa, to 6 R.D.,
 Trenton.
 W01 J. H. Blundell, M.B.E.—A.F.H.Q. to R.C.A.F. Stn.
 St. Johns, P.Q.
 W02 J. Campbell — 12 T.S.U., Weston, to A.M.C.H.Q.,
 Ottawa.
 W01 N. M. Gill — 12 A.D.G.H.Q., Vancouver, to R.C.A.F.
 Stn. Sea Island.
 W01 J. C. Harbun — A.M.C.H.Q., Ottawa, to 2 S.D.,
 Vancouver.
 W02 D. A. Lambert — A.F.H.Q. to M.G.H.Q., Halifax.
 W02 T. A. Lindey — R.C.A.F. Stn. MacDonald to R.C.A.F.
 Stn. Gimli.
 W01 P. J. S. MacKenzie — R.C.A.F. Stn. Sea Island to 12
 A.D.G.H.Q., Vancouver.
 W02 E. M. Power — 6 R.D., Trenton, to M.G.H.Q., Halifax.
 W02 R. G. Sheard — 10 T.S.U., Calgary, to A.M.C.H.Q.,
 Ottawa.
 W01 T. R. Yaegar — R.C.A.F. Stn. Rockcliffe to
 T.A.G.H.Q., Edmonton.
 W01 R. V. Yates, M.B.E.—T.A.G.H.Q., Edmonton, to 11
 T.S.U., Montreal.
 W02 W. J. Yeo — 430 (F.) Sqn., North Bay, to 3 A.W.(F.)
 O.T.U., North Bay.

WARRANT OFFICERS: MARCH

W02 F. G. Buckley — R.C.A.F. Stn. North Bay to 3 A.W.
 (F.) O.T.U., North Bay.
 W02 C. J. Capern — R.C.A.F. Stn. North Bay to 3 A.W.(F.)
 O.T.U., North Bay.
 W02 J. G. Dickson — R.C.A.F. Stn. North Bay to 3
 A.W.(F.) O.T.U., North Bay.
 W02 A. G. Grant — R.C.A.F. Stn. North Bay to 3^A.A.W.
 (F.) O.T.U., North Bay.

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.F.S.	— Advanced Flying School
A.M.B.	— Air Materiel Base
A.M.C.H.Q.	— Air Materiel Command H.Q.
A.N.S.	— Air Navigation School
A.R.O.S.	— Air Radio Officers' School
A.T.C.H.Q.	— Air Transport Command H.Q.
A.W.	— All-Weather
(C.)	— Communication
C.E. & P.E.	— Central Experimental & Proving Establishment
C.J.S.	— Canadian Joint Staff
(F.)	— Fighter
I.F.S.	— Instrument Flying School
J.S.E.S.	— Joint Services Experimental Station
(M.)	— Maritime
M.G.H.Q.	— Maritime Group H.Q.
(M.R.)	— Maritime Reconnaissance
O.T.U.	— Operational Training Unit
(P.)	— Photographic
R.D.	— Repair Depot
"R." U.	— Rescue Unit
S.D.	— Supply Depot
S.H.A.P.E.	— Supreme Headquarters Allied Powers Europe
(T.)	— Transport
T.A.G.H.Q.	— Tactical Air Group H.Q.
T.C.C. & R. Flt.	— Training Command Comm. & Rescue Flight
T.C.H.Q.	— Training Command H.Q.
T.S.U.	— Technical Services Unit

The ROYAL CANADIAN AIR CADETS



By Arthur Macdonald, Air Cadet League of Canada

THE LEAGUE'S ANNUAL MEETING

Always a highlight of the Air Cadet year, the Annual Meeting of the League held at the Seigniory Club, P.Q. on March 11th and 12th, was one of the most productive sessions of its kind.

As a mark of respect to the memory of our late Sovereign, the League cancelled the annual dinner and other formalities usually held in conjunction with the meeting. The two-day gathering was therefore a real "work session" for the seventy-odd delegates from all parts of Canada who attended.

Seated (l. to r.): Air Marshal R. Leckie, Gen. Aldo Urbani, C. Douglas Taylor, Air Cdre. A. P. Revington. Standing (l. to r.): Maj.-Gen. Lucas V. Beau, Air Vice-Marshal C. R. Slemon, Gen. Enrico Cigerza.

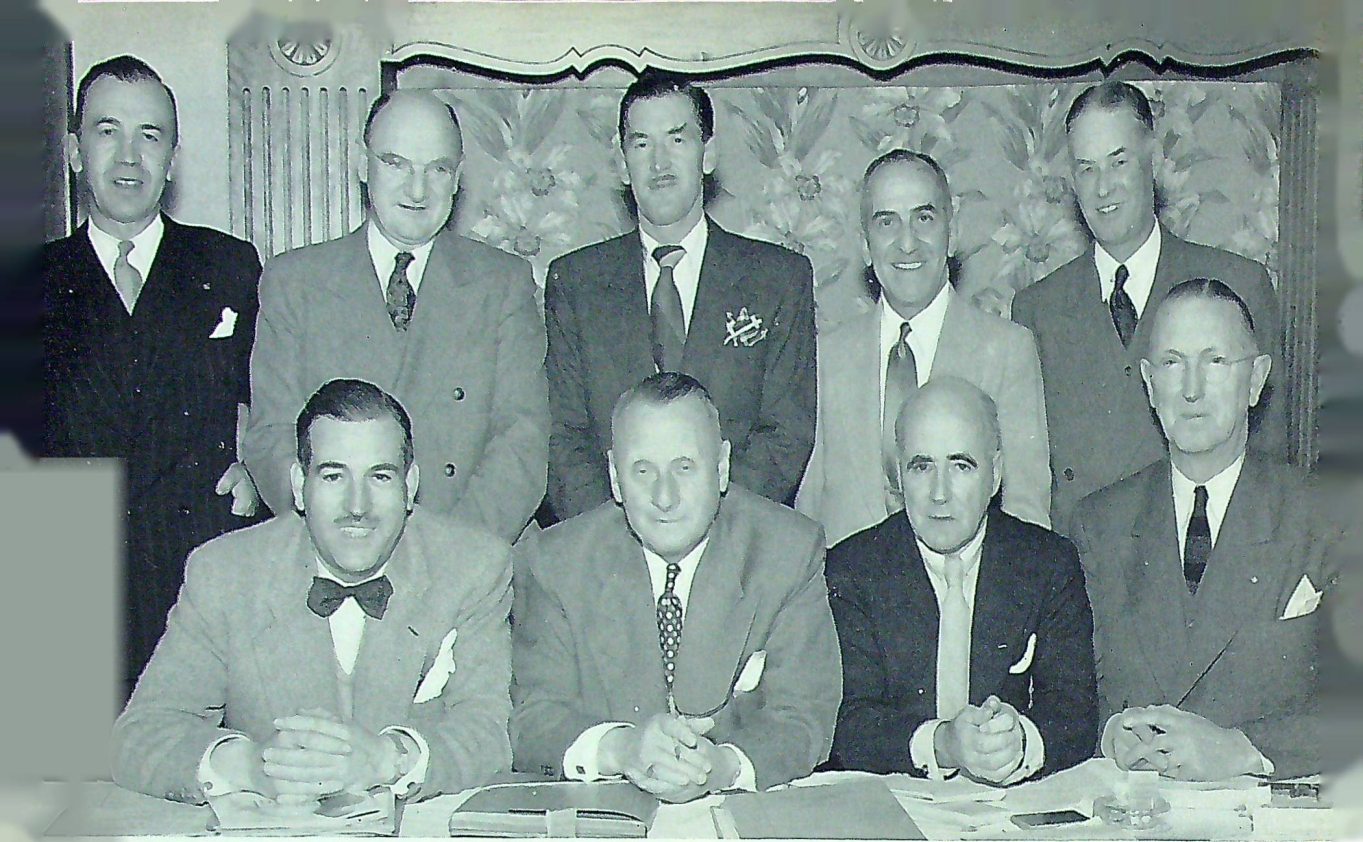
The discussions were assisted immeasurably by the presence of the A.O.C.'s of the various R.C.A.F. Groups and Commands, along with their Air Cadet Liaison Officers. The U.S. Civil Air Patrol was represented by a large delegation headed by Major General Lucas V. Beau, national commander, while the Royal Air Force viewpoint was expressed by Air Commodore A. P. Revington, Senior Liaison Officer in Ottawa. A further touch of colour was supplied by the presence of General Aldo Urbani, Chief of Staff of the Italian Air Force, and party.

At the close of the two-day session, the League was able to announce a number of interesting developments to give additional strength to the Air Cadet movement in Canada during 1952. Among them:

- Further expansion of the highly successful international air cadet exchange visits scheme, with a total of 58 Canadian cadets expected to participate in 1952.
- Continuation of such established projects as summer camps, flying training, and educational scholarships to the Canadian Services Colleges and the University of Toronto.
- Introduction of eight summer trades training courses for outstanding senior cadets.
- Continuation of the expansion campaign, with a target of 20,000 Air Cadets on strength by the end of the next training year.

Climax of the meeting came with the re-election of president H. L. Garner for another year in the League's top post. During his first year in office, Mr. Garner made two trans-continental speaking-tours in the interests of the Royal Canadian Air Cadets, and his sound leadership is considered a key factor in the League's success during 1951.





Chief officials at the League. Seated (l. to r.): C. Douglas Taylor, H. L. Garner, Air Marshal R. Leckie, M. Banker Bates. Standing (l. to r.): G. M. Ross, D. A. Ross, G. A. D. Will, L. S. Marsh, H. D. Macgillivray.

Vice-presidents for the coming year are L. S. Marsh, Montreal; H. D. Macgillivray, St. John's; and G. A. D. Will, Melfort. These men will make up the executive committee along with the League's honorary president, C. Douglas Taylor of Montreal; honorary secretary D. Alex Ross, Vancouver; honorary treasurers R. Scott Misener of Sarnia, Dudley Roden of Toronto, and V. R. Clerihue of Vancouver.

Air Marshal R. Leckie, C.B., D.S.O., D.S.C., D.F.C., (ret'd), continues as special consultant to the League.

* * *

Space does not, of course, permit a detailed report on all of the conclusions reached at the Annual Meeting, but the following are some of the more interesting developments:

Expansion Programme

The meeting was informed that the new pattern of uniform for air cadets (working-dress) was now

coming into plentiful supply, and shortage of clothing would no longer be a deterrent to increased enrolments. The provincial chairmen were reminded of the League's commitment to have 20,000 air cadets in uniform by the end of this training year, the additional 2,500 being reserved for girl cadets when authorized.

Exchange Visits

The meeting recommended an exchange of 25 cadets each with the United States and Britain and two cadets each with the countries of Norway, Sweden, Holland and Denmark. Honorary president C. Douglas Taylor was again authorized to act as the League's ambassador in making the required top-level contacts in the countries concerned. As this is written, Mr. Taylor is heading up a travelling party of four officials who are laying the groundwork for the 1952 exchanges in Europe.

In discussing plans for the entertainment of visiting cadets in Canada, it was decided that the overseas party would visit briefly in Ontario, then fly to British Columbia for eight days of sight-seeing before returning for a final few days in the Montreal area. The American exchange group will be entertained in the provinces of Ontario and Quebec.

Past president M. Banker Bates was selected to accompany the Canadian cadets overseas, while G. A. D. Will will represent the League on the U.S. tour.

Enlistments, R.C.A.F.

The meeting learned that no less than 694 cadets enlisted in the R.C.A.F. (Regular) during 1951, while another 193 lads joined the Reserve squadrons. This was considered to be an excellent record, although all delegates were confident that it could be improved upon in 1952.

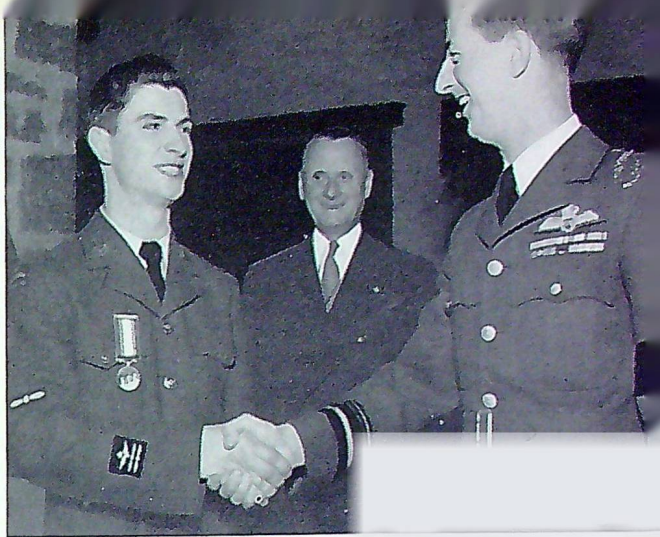
Trades Training Course

Plans for the first summer Trades Training Course for Air Cadets were outlined and received the approval of the meeting. The seven-week course will be held at R.C.A.F. Station Trenton and will offer general Service indoctrination along with training in specific R.C.A.F. technical trades. Fifty-one cadets will take the first course, although it is expected that this number will be greatly increased in future years. Each cadet completing the course will receive a gratuity of \$100, and the top graduate will receive an attractive trophy donated by president H. L. Garner.

It was decided that selections for trades training would be made on the same basis as those for exchange visits, with final selections being made by the provincial committees in conjunction with the appropriate R.C.A.F. Group or Command.

International Drill Competition

It was agreed that the provinces of Ontario and Quebec would select the team to represent Canada in the 1952 International Drill Competition. The competition will be held this year in the United States, at a site to be announced later, Squadrons in Ontario and Quebec will be asked to nominate



Air Vice-Marshal F. G. Wait presents Award for Bravery to Cadet Floyd Peterson. President H. L. Garner in background.

candidates for the team, and these will be brought together at R.C.A.F. Station Aylmer for final training and selection of the 40-man squad.

Scholarships

The league will continue to ask interested firms and individuals to provide scholarships under which graduate cadets may attend the Canadian Services Colleges at Royal Roads, B.C., and R.M.C., Kingston. Since this scheme was inaugurated in 1947, the League has awarded no less than 72 scholarships valued at a total of \$43,200.

The Air Cadet League Aeronautical Engineering Scholarship, valued at \$500, will also be awarded to enable one cadet to enrol as an aeronautical engineering student at the University of Toronto.

Girl Cadets

Colonel Frances Nolde, Director of Women in the U.S. Civil Air Patrol, spoke briefly on the C.A.P. Girl Cadet programme and stated that she was looking forward to the day when Canada would also have a girl Air Cadet corps. The meeting was advised that official authority to enrol girl cadets could not be given until such time as approval is granted on a tri-Service basis.

In place of the annual general meeting, an informal dinner meeting was held on the evening of March 11th, with Air Vice-Marshal C. R. Slemmon as chief speaker. The speaker reviewed the

R.C.A.F.'s major commitments and outlined the steps being taken to meet them. He called upon League members to keep themselves fully informed on Air Force matters and to assist the R.C.A.F. in "spreading the gospel" of air power throughout Canada.

Referring to the R.C.A.F.'s manpower requirements, he stated that "the R.C.A.F. depends heavily on the Air Cadet organization for a well motivated, partially trained, and voluntary flow of recruits"; and he added, "your achievements during the past year in this direction have been, to put it mildly, extremely heartening."

The Air Vice-Marshal closed by urging those

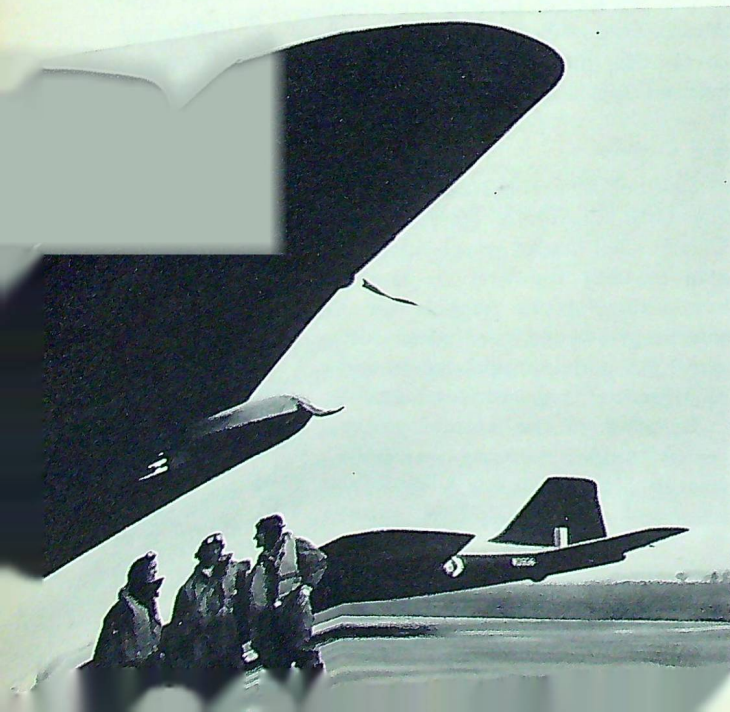
present to "pursue with the greatest possible vigour your worthwhile endeavours and activities in the Air Cadet organization — because, believe me, they are important."

Other speakers included C. Douglas Taylor, Major General Lucas V. Beau, Air Commodore A. P. Revington, General Aldo Urbani, and President Garner.

An interesting feature of the dinner was the presentation by Air Vice-Marshal F. G. Wait of the Cadet Award for Bravery to Floyd Peterson of No. 507 (Kentville) Squadron, who single-handedly extinguished a dangerous fire in the Kentville High School last spring.

First Canberra Squadron

The accompanying photographs show some of the Canberra B-2 twin-jet bombers of No. 101 Squadron, R.A.F. Fighter Command. Some indication of the performance of this aircraft was given when it flew from London to Tripoli at an average speed of 538.13 m.p.h.



LAST RITES FOR A GREAT LEADER

Air Chief Marshal L. S. Breadner, C.B., D.S.C., died in Boston on March 14th, 1952. Known, loved, and respected by thousands both in Canada and overseas, he needs no eulogy in these pages. Below are three photographs taken at his funeral in Ottawa on March 19th.



Chiefs of Canada's armed services pay their final tribute. L. to r.: Rear-Admiral H. G. DeWolf, C.B., D.S.O., D.S.C.; Lt.-Gen. G. G. Simonds, C.B., C.B.E., D.S.O.; Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C.; and former Chief of the Air Staff Air Marshal Robert Leckie, C.B., D.S.O., D.S.C., D.F.C.

Group Capt. R. M. Frayne, Senior Protestant Chaplain, conducts the graveside ceremony.



Flying Officer A. T. French beside Air Chief Marshal Breadner's grave.



ROYAL CANADIAN AIR FORCE

Association



(All correspondence concerning material for this Section, changes of address, etc., should be sent to the Secretary, R.C.A.F. Association, 424 Metcalfe St., Ottawa, Ont. This does not apply to letters to the editor or to general contributions to "The Roundel.")

When Air Chief Marshal Breadner died in Boston, Mass., on March 14th, he was Grand President of the R.C.A.F. Association, to which he was elected after giving up the national presidency at the first National Convention in 1950, following the organizational stages in which he took the leading part.

Air Vice-Marshal A. L. Morfee, C.B., who succeeded him as active head of the organization, came from his home in Granville Ferry, N.S., to attend the funeral in Ottawa and act as one of the honorary pall bearers. Seventy members of the Association, from Ottawa, Cornwall, Kingston and Montreal, represented the Association as part of the attending party. The Association wedge caps and Air Force blue uniforms in the funeral cortège were symbolic of the deep regret felt by the veterans and serving members of the Air Force for the passing of one of their most honoured and loved leaders both in peace and war. Many who came to the funeral were unable to find places in All Saints Anglican church, where the funeral service was held. The interment was in Beechwood cemetery.

PUBLIC RELATIONS AWARD

The current public relations award has been won by "The Alberta Log." This is really an outgrowth of a bulletin published by No. 703 (Central Alberta) Wing, Red Deer. The editor, B. E. Crane, was at that time also the secretary of the Alberta Group, and he decided to extend the Wing bulletin

to cover Group activities as well. The first issue was printed, and it contained advertising. It has made steady progress since. It is the first printed Group magazine. Both in content and appearance, it reflects credit on all concerned.

GROUP ANNUAL MEETINGS

Although all Group annual meetings took place before March 16th, minutes of the meetings have been received only from Quebec, Ontario, and Manitoba at the time of writing. A list of officers elected by the Alberta Group was published in the last issue of "The Roundel."

An interim report has been received from the Maritime Group.

Some of the R.C.A.F.A. members in Air Chief Marshal Breadner's funeral cortège.



Quebec Group

Officers Elected

President: J. René Gauthier, Q.C. (301, Montreal)
Vice-Presidents: Harold M. Feldman (306, Montreal)
W. E. LeGallais (302, Quebec City)
Frank W. Edwards (303, Sherbrooke)
Honorary Treasurer: B. A. Gillies (305, Montreal)
Honorary Secretary: W. G. Phillips (304, Montreal)
Members: Charles H. Link (301, Montreal)
Rean E. Meyer (300, Granby)
P. J. Haberlin (302, Quebec City)
George R. Ellis (306, Montreal)
Mrs. Anita Charbonneau
(301, Montreal)
Honorary Auditor: T. Cecil Davis (301, Montreal)

Mr. Gauthier and Mr. Gillies were appointed as Group representatives to the National Executive Council.

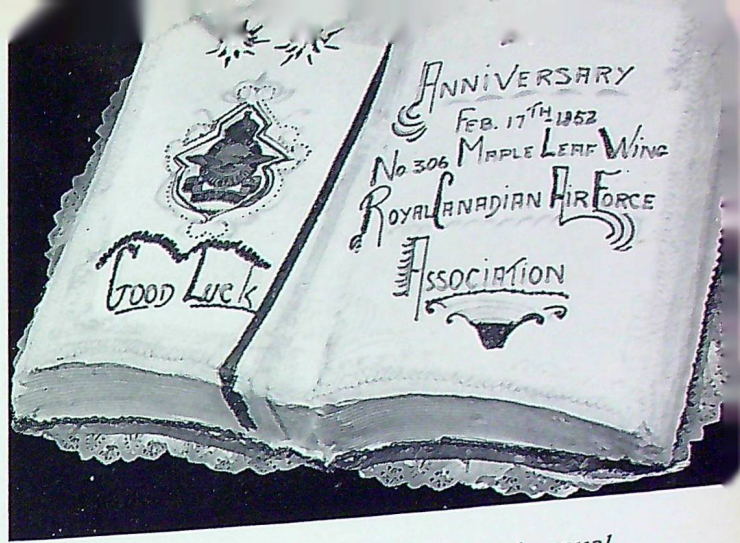
President's Report

Air Vice-Marshal C. M. McEwen, C.B., M.C., D.F.C., retiring president, stated that he had attended charter night meetings for No. 302 (Quebec City) Wing and No. 308 (St. Hyacinthe) Wing. A new Wing had also been formed at Drummondville. Mr. Hartland Molson had accepted appointment as patron of the Group. During the Royal Visit, Montreal Wings had formed a guard at the Canadair plant.

Development of the Association in the province, Air Vice-Marshal McEwen observed, had been handicapped by the inability of members of the executive to devote a great deal of time to it, and "gravitation to younger executive members will be a good thing." He urged the Group to give full support to recruiting for the R.C.A.F. and to assisting the Air Cadet League.

Miscellaneous

Among miscellaneous matters discussed was a suggestion that space be bought in the yellow pages of the telephone directory for listing Wing presidents and secretaries. Two objections raised to the proposal were cost and frequent changes in executives during the year. The question will be studied further by the Montreal Wings Council. Possibility of a monthly news bulletin to be issued by the Group will also be studied by the Council.



The 20-lb. birthday cake that graced the second annual meeting of No. 306 Wing, Montreal. (Photo by E. Bermingham.)

Air Vice-Marshal McEwen, in recognition of his services as president, was named honorary patron of the Group.

Resolutions

Four resolutions for consideration of the National Convention were passed:

H. B. Jewett (right), president of No. 107 (Atlantic) Wing, and C. Y. Swanton, president of Maritime Group, at a reception in Halifax on the evening before the Annual Group Meeting.





The Air Cadet Committee of No. 406 (North Bay) Wing. Back row (l. to r.): Flt. Lt. A. F. Malone, D. Rumble, Flt. Lt. R. Joy, B. McCubbin, Flying Officer W. Scott. Front row (l. to r.): F. Sider, Sqn. Ldr. S. C. Tugwell, A.F.C. (Training Command Cadet Liaison Officer), R. McKee.

- That National Headquarters make known through bulletins or publications what action had been taken to implement resolutions passed by the Convention, and the result.
- That, in view of the importance of using good French in public appeals in the province of Quebec, a well-qualified officer be appointed by the R.C.A.F. to clear all translations from English to French, and that recruiting literature in French should be directed to a greater extent to the parents by pointing out the fine careers open to young men and women in the R.C.A.F.
- That Quebec City airport be reactivated as an R.C.A.F. station.
- That National Headquarters report on resolutions passed at the 1951 Convention.

Ontario Group

Officers elected

President:	H. C. Beaupré (416, Kingston)
1st Vice-President:	H. W. Sayers (417, Richmond Hill)
2nd Vice-President:	J. Godwin (418, Belleville)
Secretary:	T. K. Whitney (416, Kingston)
Treasurer:	T. G. Holley (410, Ottawa)
Northern Ontario Representative	Ralph Christie (406, North Bay)

President's Report

Air Vice-Marshal G. E. Brookes, C.B., O.B.E., retiring president, reported the formation of one

new Wing, No. 429 (Elgin), at St. Thomas. Several contacts had been made in other localities. A number of Wings reported satisfactory progress on accommodation, and several additional Wings now had their own clubrooms.

Progress had been made in support of Air Cadet Squadrons, with several Wings sponsoring new squadrons. Other Wings had given assistance either by providing instructors or by financial grants. Assistance had also been given to the R.C.A.F. recruiting campaign, and the Civil Defence Co-ordinators had received favourable comment from official quarters.

"The Association, as a national organization," said Air Vice-Marshal Brookes, "has amply justified its existence during the last two years. A number of resolutions put forward to the R.C.A.F. and the Minister of National Defence have resulted in action favourable to the further development of the R.C.A.F., both regular and reserve, and these developments have been reported fully in both press and 'The Roundel'."

Resolutions

Three resolutions were approved for presentation at the National Convention:

- That the R.C.A.F. be asked to consider the possibility of eliminating the age limit for personnel with special qualifications, experience, and/or technical training.
- That use of ranks within the Association be dispensed with except when dealing with the public or on other occasions when the use of rank might obtain greater recognition for the Association in general, and that R.C.A.F.A. Headquarters change their mailing-plates as soon as possible and refer to all members below the rank of Air Vice-Marshal as Mr., Mrs., or Miss.
- That the allowance per air cadet on strength, in squadrons sponsored by the R.C.A.F. Association, be increased to 50c. per cadet per month.

Air Vice-Marshal C. R. Slemmon, C.B., C.B.E., A.O.C. Training Command, was speaker for the luncheon meeting.

Manitoba Group

Officers elected

President:	E. R. McGill (502, Brandon)
1st Vice-President:	M. J. Rothschild (501, Lakehead)
2nd Vice-President:	H. O. Olson (500, Winnipeg)
Secretary-Treasurer:	E. C. Baker (502, Brandon)
Women's representative:	Kay McLeod (500, Winnipeg)
Wing representatives:	W. A. Mildrem (500, Winnipeg)
	Eric Nelson (501, Lakehead)
	C. T. Rogers (502, Brandon)

President's Report

Ronald Godfrey, acting president, referred to the visit of Air Vice-Marshal D. M. Smith, C.B.E., Air Member for Technical Services, as being of great benefit, and hoped that more senior R.C.A.F. officers would make such a tour.

Inter-Wing visits were becoming more common and doing much to stimulate interest.

Little had been done in the organization of new Wings, although it had been hoped to have organizational meetings at Portage la Prairie, Dauphin, and Flin Flon, prior to the Group meeting. Names of interested parties in these localities would be handed to the new executive, and, as interest had also been indicated in such places as Kenora and Sioux Lookout, prospects of forming new Wings during the coming year were bright.

Resolutions

Six resolutions for the National Convention were passed, as well as one for Group action:

- That National Headquarters ask the Air Cadet League to reform its provincial committees so that they may consist principally of members of the R.C.A.F. Association.
- That the R.C.A.F. be requested to provide, in downtown buildings, executive offices suitable for Wings, and that social privileges be extended to members of the Association (including use of messes at least once each month.)
- That the attention of the Department of National Defence be drawn to the fact that, in awarding civilian concessions at Air Force Stations, sufficient consideration was not being given to former Service personnel, and that the Department be requested to give priority to veterans, and in particular to members of the R.C.A.F.A. (provided that qualifications are equal).
- That Wing representation at National Conventions be changed from the present to a more equitable method, having regard for the area and population from which each Wing must draw its members.
- That the Civil Defence Committee be urged to finalize its plans to acquaint the general public with proper methods for the defence of civilians, and that the R.C.A.F. Association be given a definite part in its operation.

Dinghy Jones, honorary member of No. 306 (Maple Leaf) Wing, Montreal, who is assisting the Association in its recruiting campaign.





"Amenities" for the R.C.A.F. overseas. Shown here are the prizes for No. 1 Fighter Wing's first bingo game at North Luffenham. (The feature prize was donated by the Association.)



"Operation Library." Books sent by the R.C.A.F.A. being unpacked at North Luffenham.

- That the Civil Defence Committee be requested to investigate fully the virtue of white clothing to reflect the deadly effect of radioactivity, and that, if such clothing prove to be practical, it be adopted for use in civil defence.

The resolution for action by Group was that the Legislative Assembly of the Province of Manitoba be requested to introduce legislation to include the name of the Association in the list of veterans' organizations within the meaning of the Liquor Control Act.

Air Commodore J. G. Bryans, C.B.E., addressed the dinner meeting, and afterwards the delegates were his guests in the Officers Mess, R.C.A.F. Station Winnipeg.

Maritime Group

Officers elected:

- President: A. F. Wigglesworth (104, Liverpool)
- Secretary: Ross F. Gardner (104, Liverpool)
- Honorary Treasurer: Gregory Mulholland (200, Summerside)
- Vice-Presidents: (N.S.) Don Arthurs (101, Halifax)
(N.B.) M. P. Fraser (253, Moncton)
(P.E.I.) J. Angus MacLean (201, Charlottetown)

A. F. Wigglesworth, and Jack Estey of No. 252 (Fredericton) Wing, were named Group representatives to the National Executive Council.

President's Report

C. Y. Swanton, No. 250 (Saint John) Wing, retiring president, stated that the Group now had 18 Wings, with a paid-up membership of 1,470. Most of the Wings had progressed during the year and were looking forward to even greater activity. During the year, charters were granted to Wings at Dartmouth, N.S., Chatham, N.B., and St. John's, Newfoundland.

Activities were climaxed by the annual banquet. Special guests included Lieutenant-Governor J. A. D. McCurdy and Air Commodore A. D. Ross, G.C., C.B.E., A.O.C. Maritime Group, R.C.A.F.

NEW WING AT PRINCE ALBERT

No. 604 (Prince Albert) Wing is now a fact. The Northern Saskatchewan town has sent in its list of paid-up members and has received its signed charter. Charter members number 35, but the Wing hopes shortly to report a substantial increase. Charter Night was planned for April or early May, with one or two general meetings in the interim.

Officers elected were:

- President: Forrest Mann
- Vice-President: Fred Prasse
- Secretary: Ronald Gilbert
- Treasurer: Daniel Seaker

A Cellular Concept of Air Strategy

PART 3: THE SUPPLY LIFELINE

By Wing Commander H. R. Foottit

JANUARY 1941. Although the winter was bleak and cold, German hearts were warm with the thought of the victory soon to be theirs. Already their allies, the Italians, were fighting by their side, carrying the war to the Balkans and North Africa; and France and the Low Countries had fallen under the German heel. Had not the Fuehrer just said to them: "In the spring our U-boats will begin at sea, and they will notice that we have not been sleeping. And the air force will play its part, and the entire armed forces will force a decision by hook or by crook"? Yes, victory would soon be theirs.

In January 1941, Britain, with the Commonwealth behind her, stood alone — the last bulwark of democracy in a Europe rapidly being engulfed by the rising tide of Naziism and Fascism. If the British Isles could be overwhelmed, then the chances were that victory would indeed go to the Axis Powers. Hitler's emphasis on the coming Battle of the Atlantic as a means of forcing Britain to her knees, was sharply to the point. Winston Churchill has written (in "The Grand Alliance") that this battle was the "supreme anxiety." For "battles might be won or lost, enterprises might succeed or miscarry, territories might be gained or quitted, but dominating all our power to carry on the war, or even keep ourselves alive, lay our mastery of the ocean routes and the free approach and entry to our ports."

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The Battle of the Atlantic was fought for the domination of a communications cell formed by the sea supply lane crossing the Atlantic, and by the air above it. This cell linked the strategic cell of North America, where most of the weapons of war were being forged, to the tactical cell of the United Kingdom, where a key part of the war was being fought. Hitler fully realized that if he could dominate this Atlantic communications cell, he

could cut the supply lifeline of ships and aircraft that fed the U.K. tactical cell. Once this was done, Britain would soon fall under the weight of his air and land offensive. But what Hitler failed to realize was that such a domination, from a cellular concept of strategy, demands a carefully planned and combined sea-power and air-power offensive.

Hitler failed; and in the end the combined sea forces and air forces of the Allies dominated the cell. From the historical viewpoint this domination of sea communications cells has been uppermost in the thought of great sea-going nations for centuries. The root of this thought was planted in Great Britain during the 13th century or thereabouts. At that time King John of England, famed signer of the Magna Carta, pieced together the first Royal Navy and issued orders to commence the construction of what was later to become the great naval base at Portsmouth.

The wisdom of this decision was soon evident. By the time John died, in 1216, England was under invasion by the troops of Prince Louis of France, and the French standard floated over the ramparts of London and most of the castles in southeast England. The English barons, faithful to the newly crowned boy-king Henry III, were just able to contain the invaders. As the invasion stalled, Louis' wife, Blanche of Castile, spread her agents through France to round up precious supplies and reinforcements. With this new strength the French army would be able to sweep England and hold it firmly in the French domain.

But the English barons decided on a bold stroke. If they could smash the French fleet bringing over the supplies and reinforcements, they might still be able to drive the French troops from the land. They therefore issued orders for the newly created English fleet to put to sea. Accordingly, on 24 August 1217, the fleet set sail under Hubert de Burgh. In mid-channel they intercepted the reinforcing French fleet under Eustace the Monk.

By clever seamanship the English sailors caught the overloaded French ships at a disadvantage. English archers loosed deadly arrows as the fleets came together. Staunch English boarding-parties followed up the opening assault and swarmed over the French ships to beat out final resistance with pike and dagger.

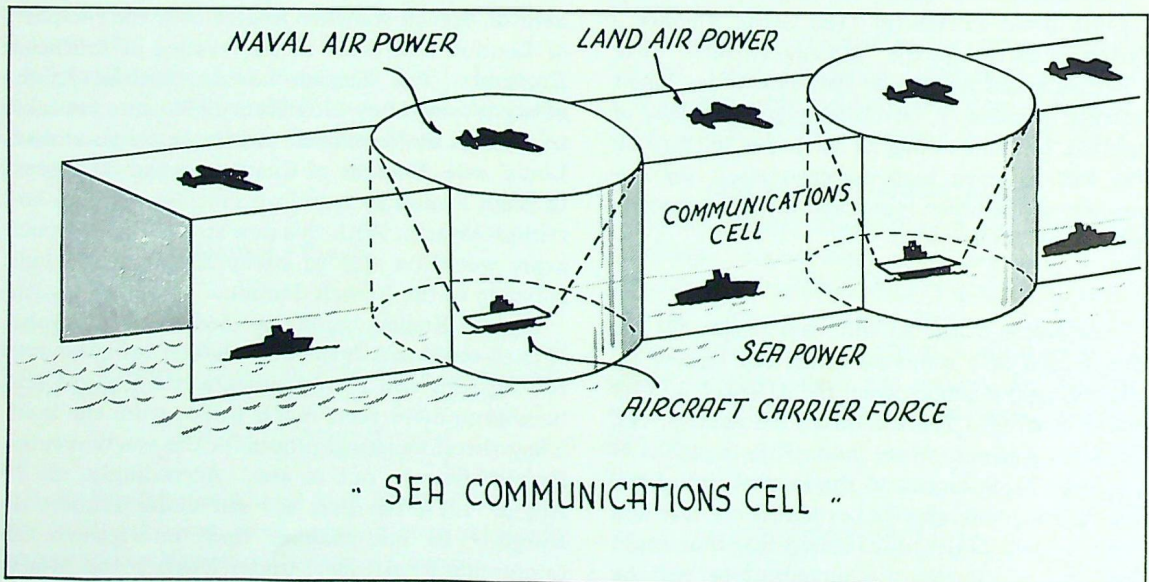
Although most of the French troop-ships broke away and retreated back to Calais, the English captured the greater part of the supplies and scuttled the supply-ships. By the time the sun set, the Battle of Sandwich, as it was called, was over. The English fleet had successfully dominated the French cross-channel communications cell. Prince Louis was cut off from his home base. Within three weeks he gladly signed a peace treaty and returned home.

The Battle of Sandwich was more than a mere victory. It set a pattern of thought from which Howard, Drake, Nelson, Jellicoe, and other great admirals of British history were to emerge. It set a pattern of thought which was inherited by our forefathers on the global island of North America, and from which the powerful U.S. Navy and the very much smaller and more specialized Royal Canadian Navy were to emerge.

It is therefore not surprising that, centuries after this battle, George Washington was to say: "In any operation and in all circumstances, a decisive naval superiority is to be considered as a fundamental principle, and the basis upon which every hope of success must ultimately depend." This statement is particularly true in any global war of to-day, since 142 million square miles (or some 72%) of the earth's 197 million square miles of surface area are covered with water. Over these vast oceans must extend the numerous sea communications cells that are necessary to support a global war, and even national survival. As U.S. Admiral Forrest Sherman said: "Ability to control the seas and the airways which cross the seas is essential to our security, and to our struggle to prevent any hostile power from so dominating all of Europe, Asia and Africa, as to menace our survival."

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From a cellular concept of strategy these "seas and the airways which cross the seas" form a cell. Through this cell will move the sea transport and air transport required for global war. To protect this cellular supply line is the rôle of sea power and air power. In essence, the rôle of sea power



(domination of the sea) has not changed since the dawn of history. But it now has a partner, air power, whose job it is to dominate the air cap of the cell, as well as to help sea power in dominating the surface of the cell. To quote the U.S. Secretary of the Navy, D. A. Kimball: "Air power has added to the weapons of sea power, but has not supplanted it."

From an inter-service viewpoint, however, the dividing line between the missions of sea power and air power in the cell has been obscure ever since that day in 1911 when the navy took air power to sea, and Eugene Ely landed his box-kite pusher on the quarter-deck of the U.S.S. "Pennsylvania." There can be no sharp dividing line, though some of this veil of obscurity begins to lift when an examination of the kaleidoscope of history reveals that naval aviation is just another pattern in the naval policy of using the longest-range land weapon as the corner-stone of the fleet.

In the Battle of Sandwich, when the English and French fleets came to grips in the Channel, the English fleet was centered around the ships with archers: the long-range land weapon of the 13th century was the simple arrow. By the 16th century ships carried artillery. In 1588, during the reign of Queen Elizabeth I, Lord High Admiral Howard assailed the vaunted Spanish Armada with small heavy-gunned ships. The English were more than a match for the Spaniards, who had erred in principle and built their fleet around high-walled, lightly armed vessels, which were suitable for close-in fighting only. Howard's captains, however, avoided close fleet action and pounded the Spanish to defeat with longer-range artillery.

By the 20th Century and the First World War this policy led the Germans and British to build their fleets around the battleship with its long-range guns. The much-debated Battle of Jutland, in May 1916, was the result. Here Britain's Jellicoe, with a fleet keyed around 28 battleships, clashed with Germany's von Scheer, with 22 battleships. But from 1916 onwards the battleship, as a nerve centre of a great fleet, began to slip into decline. A new long-range land weapon — aircraft — was in the offing. By 1918 the first

British aircraft-carrier was taking shape in modern form. The partially-built Italian liner "Conte Rosso" was reborn as the carrier "Argus," with a flush deck extending the full length of the ship, and with elevators to lower aeroplanes to a below-deck hangar.

From this humble beginning sprang the carrier task forces, with the aircraft-carrier as the central point of the fleets that were to feature in most major naval engagements of the Second World War. Before the Axis nations were defeated, Britain had more than 40 carriers in operation, and the U.S. more than 100.

Although the carrier was the vessel that clouded the dividing line between sea power and air power in long over-water missions, the great aircraft-carrier may have a rival for itself in the fleet in the event of any future war. Will the long-range missile be able to seek out ships on the surface of the sea, or under it, and blast them to destruction? If it can, then the long-range missile carrier may assume the star rôle in the fleet of to-morrow. In May 1950 a "Viking 4" missile, similar to the German V-2, was fired experimentally from the deck of the U.S.S. "Norton Sound." At present the U.S. Navy is taking two heavy cruisers, the "Canberra" and "Boston," out of mothballs for conversion to missile ships. These are primarily for attacks on land tactical targets. But do they represent the first glimmer in the dawn of a new naval era?

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Regardless of missile ships, however, the prime lesson of the past that can be projected into the immediate future is that land air power, naval air power, and sea power must work together as a team to dominate vital sea communications cells. The fate of Britain's "Repulse" and "Prince of Wales," both of which were torpedoed and sunk off the coast of Malaya by Japanese air power, is only one of the many incidents of the last war that proved that even powerful ships cannot operate unless they are under cover of a protective air umbrella.

Furthermore, aircraft have been able to do many of the tasks that were formerly allocated to sea power. The R.A.F. Coastal Command's

incessant assault against German coastal shipping, with air mine-laying, accounted for some 77% of German ships sunk; the R.N. Fleet Air Arm's torpedo and bombing attack on the Italian fleet in Taranto put out of action half the Italian battle fleet; the R.C.A.F. Eastern Air Command's depth-charging of Nazi submarines assisted in driving the raiders from the Atlantic sea lanes; and the R.A.F. Bomber Command's laying of 47,300 mines helped to seal off German shipping in port. These were all tasks that belonged in the realm of sea power until air power made its debut. With this overlap in function of sea and air power, co-ordination of offence and defence is essential.

This is particularly true in narrow waters where air power may be able completely to control the seas without the aid of sea power. The German invasion of Crete, in May 1941, was a typical case of air power dominating a communications cell and (in Lord Tedder's words) "overriding sea power with a vengeance." Realizing the strategic importance of Crete as a base in the Aegean Sea, the British attempted a seaborne reinforcement of their troops which were holding the island. But German air power completely dominated the air and sea surface of the cell. The results were disastrous. Out of 27,500 tons of supplies and equipment shipped to Crete from the beginning of the German campaign to the British evacuation, only 10% actually reached the island. 78% were turned back to Egyptian ports, and 12% were lost at sea owing to air attack.

All in all, the Luftwaffe's domination of this British communications cell cost the Royal Navy three cruisers and six destroyers sunk; one battleship, one aircraft carrier, three cruisers, and one destroyer seriously damaged; and eleven battleships, cruisers, and destroyers requiring extensive repairs.

This, of course, is an extreme case. For in the broad reaches of the vast ocean areas of the world, sea power and air power must work hand in hand to control a supply cell. The control can be divided between moving cylinders of sea power and naval aviation, and connecting cells of sea

power and land aviation. This concept is shown in simplified form in the diagram that accompanies the present article.

Cellular thinking brings forward various principles. For example, to ensure superiority in the air block of the connecting cells, the maximum sea lift must be given to air power. Every surface ship of the future must be critically scanned to ascertain its seaborne air-base potential. (Such a scrutiny was, indeed, begun in the last war when a few freighters and tankers were fitted with flight decks so that they could help defend a convoy as well as transport vital war supplies.) Moreover, every surface ship must be checked for its suitability for mounting anti-aircraft guns and surface-to-air missiles.

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In Canada this concept is being cast in a specialized form. Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, said recently: "It has been decided that our Navy is an anti-submarine, anti-mine navy, and its duty is to do everything possible to see that the merchant ships can come and go along our coasts and across the ocean." The anti-submarine mission is an air-sea power task, particularly since, as a result of the German *schnörkel* development, "you do not destroy a modern submarine with a single triumphant swoop," but (to continue in U.S. Rear-Admiral Lonnquest's words) with "dogged and persistent teamwork between surface vessels and aircraft."

In the carrier "Magnificent," the R.C.N. has an active sea and naval air cell. With the coming of war, other R.C.N. cells would be built up. And between these carrier-cells would be the R.C.A.F.'s Maritime Group aircraft—operating against hostile aircraft, searching the seas for enemy sea power, and working with naval vessels outside the carrier air umbrella. With these two forces conducting a combined and co-ordinated defence of our communications cells, Canada will have what Winston Churchill calls "maritime power." This is, as he says, "a modern term expressing the combined strength of naval and air forces properly woven together."

The North Atlantic Treaty Organization

Prepared by the Directorate of Air Intelligence

(N.A.T.O. is, essentially, the machinery for ensuring the effectiveness of a military and economic pact (the North Atlantic Treaty) made between several nations against any possible future enemy. Since most of the millions now being spent in Canada on defence are being directed into the channels that best conform to the general N.A.T.O. policy, every citizen of this country should understand thoroughly the purpose to which he is contributing and the nature of the organization which decides the way in which his dollars are used.—EDITOR)

INTRODUCTION

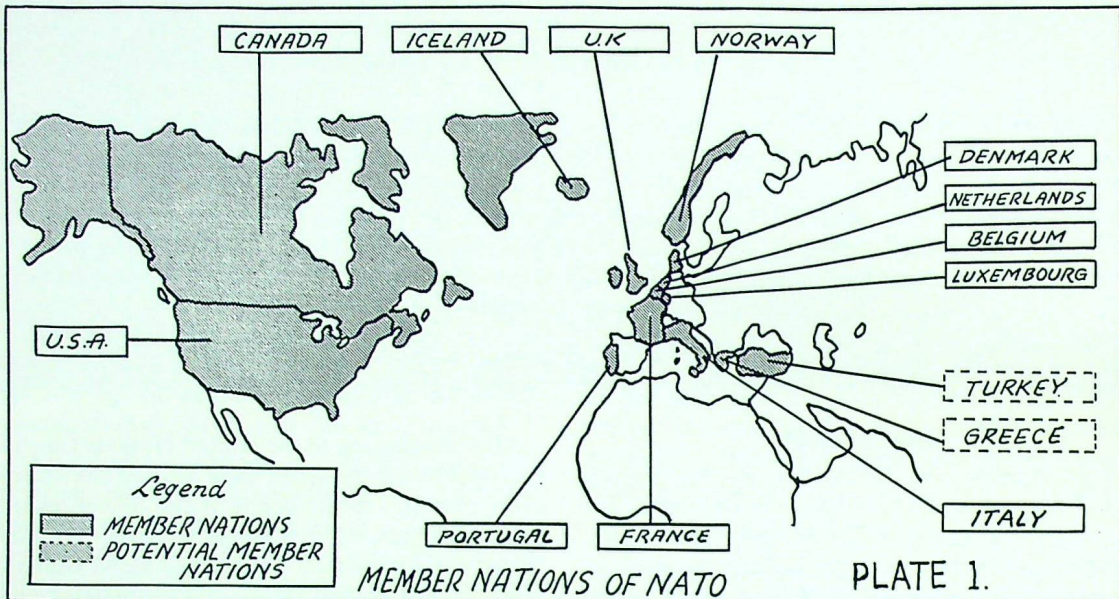
BY SIGNING the Declaration of the United Nations on 26 June 1945, the signatories accepted the principles of the Atlantic Charter and thereby subscribed to the hope it expressed "to see established a peace which will afford to all nations the means of dwelling in safety within their own boundaries, and which will afford assurance that all men in all lands may live out their lives in freedom from fear and want."

There is nothing new about nations taking action designed to maintain peace and security. The United Nations Organization is the result of an evolutionary development in this field of endeavour that can be traced back through the ages. After the First World War—"the war to end all wars"—the League of Nations was heralded as the body that would maintain peace and security in the world. Its successes and failures are now history. That it did fail, however, must be accepted. The Second World War was unleashed on the world in September 1939.

After the unconditional surrender of the Axis Powers, the nations of the world again united to establish an organization that would deal with conflicting national policies and ensure peace and stability. The champions of the United Nations Organization could not hear—or paid little attention to—the few weak voices in the background warning against Russian imperialism, and pointing out that the organization, as established, lacked the power to resolve the problem that might be created as a result of that imperialism.

After the signing of the United Nations Charter it soon became apparent that serious misconceptions prevailed in the minds of the Soviet leaders on one side and of the world at large on the other. Soviet actions made it clear to the world that the work of the United Nations Organization was being impeded by Russian intransigence. Stalin and his colleagues do not compromise. They are revolutionists and always have an objective, and for them the end justifies virtually any means. Nor does Russia want to see an economically stable world; for communism, which is the cloak of Russian imperialism, flourishes best amid economic and political instability. To this end she exploited the countries she occupied, exacted heavy war debts from others, and denied her satellites economic assistance. During this period of apparent rehabilitation the Soviets launched a world-wide programme of espionage and intimidation, and established behind their iron curtain a military power numerically superior to any in the world.

Russia's territorial expansion has been amazing. At the beginning of the sixteenth century, after the Mongol hordes voluntarily withdrew to Eastern Asia, Ivan III started Russia's aggressive territorial expansion programme with an attack on Lithuania. By 1939 Russia controlled in Europe and Asia one sixth of the world's land mass. (Since the end of the Second World War, by occupation of and absolute control over his satellites, Stalin has added to his sphere of control more than five times the amount of territory that Hitler occupied



during the darkest days of the war — and it has not cost him the life of a single Russian soldier in combat.) It became obvious that Stalin's plan for world domination could be influenced only by a greater military power in the hands of authorities who showed a willingness and ability to employ it to prevent further aggressive territorial expansion. Small wonder that world tension has increased to a degree never before experienced in peace-time history!

The first steps in the direction of a joint effort to ensure security were made in Europe. The countries of Western Europe organized a common front (the Brussels Treaty) against possible aggression from Russia and her satellites. The signatories to this Treaty (the U.K., France, Belgium, the Netherlands, and Luxembourg) agreed to provide military aid to any member nation who might become the victim of armed attack in Europe. A defence organization (Western Union Defence Organization) with headquarters in Fontainebleau, formulated plans for the defence of Western Europe. This was the first time in history that nations, in peace-time, had formed an integrated Allied Command.

In the meantime, the U.S.A. launched a vast programme of economic (Marshall Plan) and military (Mutual Defence Assistance Programme) aid to assist the European nations whose economies had been disrupted during the war.

THE NORTH ATLANTIC PACT

Two world wars have taught the democratic nations living on both shores of the North Atlantic area that their security is inextricably linked, not only by the ties of cultural background, but also by a common ingrained faith in the dignity and worth of the individual, in the principles of democracy, and in the rule of the law.

The concept of a treaty providing for a collective security arrangement among nations of the North Atlantic area was first suggested by Prime Minister Louis St. Laurent in an address at an American University in 1947. In 1948 discussions were held among representatives of Belgium, Canada, France, Luxembourg, the Netherlands, the U.K. and the U.S.A., in an attempt to unite the nations of the North Atlantic area in a collective security agreement against possible aggression. On 4 April 1949, the North Atlantic Treaty was

signed by Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, the U.K., and the U.S.A. At the Ottawa Conference in 1951, Greece and Turkey were invited as additional signatories to the pact, an invitation which they accepted in February of this year at the Lisbon conference. (See Plate 1.)

The North Atlantic Pact is a brief and simple document. It has been referred to as "a shield against aggression." The parties to the treaty declare their desire to live in peace, their determination to safeguard the freedom of their peoples, their intention to promote stability and well-being, and pledge their efforts to remain united for collective defence and for the preservation of peace and security. In the treaty, it was agreed that an armed attack on one or more signatories would be considered an attack on all, and that, in such an eventuality, each member nation would assist the victims by taking such action as might be deemed necessary, including the use of armed force. It was further agreed to take steps to maintain and develop their individual and collective capacity to resist armed attack, as provided for in Article 51 of the U.N. Charter. As the late Senator Vandenberg aptly put it: "I think one of the main virtues of this arrangement is that you can act in self-defence 'inside' the charter and 'outside' the veto."

The purpose of the pact is to strengthen the peace by making clear that the parties are prepared

to do their utmost to maintain it and to act together if any one of them is attacked. They appreciate that they have most to lose and least to gain from another war. The North Atlantic Pact is their joint effort, in keeping with the spirit and obligations of the Charter of the United Nations, to insure peace and security and to defend themselves when attacked.

The area covered by the treaty is the territory of (or occupied by) any of the parties in Europe or North America, the Algerian departments of France, the islands under the jurisdiction of any party in the North Atlantic area north of the Tropic of Cancer, and the vessels or aircraft in this area of any of the parties. (See Plate 2.)

NORTH ATLANTIC TREATY ORGANIZATION

The structure of the North Atlantic Treaty Organization is being streamlined as rapidly as is practicable. Bearing in mind that N.A.T.O. is a voluntary democratic alliance, with each member nation an equal in voting-power, each entered the pact exercising a certain amount of caution, as N.A.T.O. agreements automatically posed political and economic problems. Therefore, until the organization was established on a sound footing and was receiving the whole-hearted support of the free people, the majority of the problems had to be resolved at a very high level. Although there are still many councils, boards and committees, the organization's structure is not difficult to understand when broken

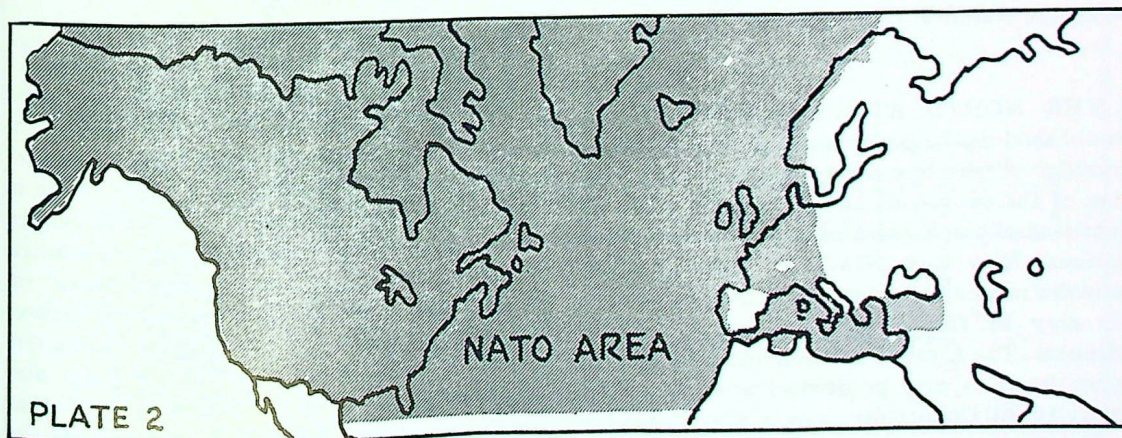
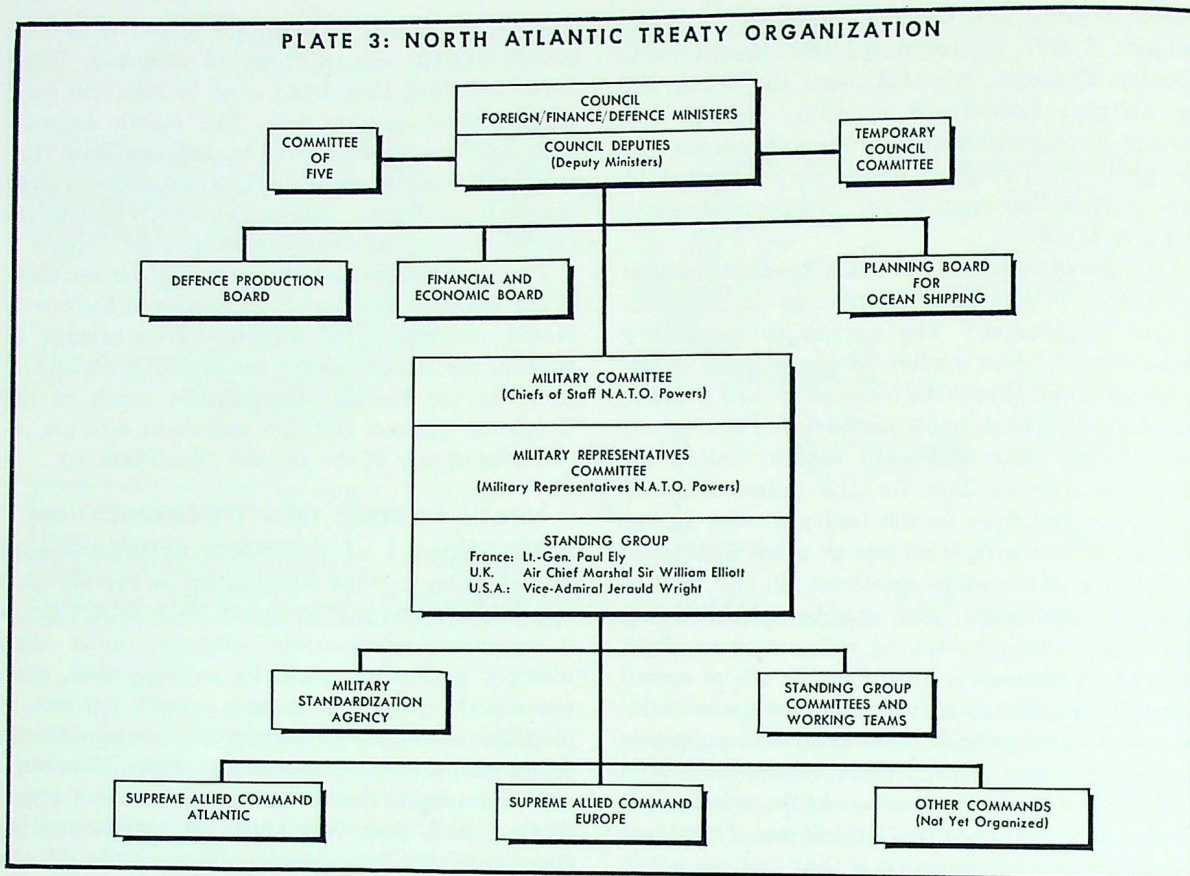


PLATE 3: NORTH ATLANTIC TREATY ORGANIZATION



down into the various policy-making, planning, and operating groups, and it soon becomes apparent that it is designed to promote voluntary cooperation in providing maximum security and economic stability. (See Plate 3.)

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THE NORTH ATLANTIC COUNCIL was established as the *principal* body of N.A.T.O. to consider all matters concerning the implementation of the provisions of the treaty. It originally consisted of the Foreign Ministers of the member nations. Now each N.A.T.O. nation sends the minister most appropriate to the business on hand. He may be the Foreign, Finance, or Defence Minister. The Council meets annually and at such other times as may be deemed necessary by the majority. All Council decisions must be unanimous,

otherwise no action can be taken. The chairmanship rotates in alphabetical order of member states. Mr. Lester B. Pearson of Canada is the present chairman.

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THE COUNCIL OF DEPUTIES, composed of a Deputy Minister of each member nation, constitutes the *permanent* working organization of the North Atlantic Council. The Deputies are in permanent session in London. When the Council is not in session, the Deputies carry out its policies, recommend to governments and Council on policy, and constitute a body which may register the approval of member governments on matters before it for consideration. The Deputies also co-ordinate the activities and supervise other permanent organs of N.A.T.O., and provide the

Standing Group and Military Committee with political guidance upon which to base strategic decisions. Mr. Charles Spoffard, of the U.S.A., is the present Chairman. Mr. Dana Wilgress is Canada's Representative.

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THE COMMITTEE OF FIVE, set up at the Ottawa conference in September 1951, considers ways of building up the inner strength of the Atlantic community. The Committee, composed of representatives from Belgium, Canada, Italy, the Netherlands and Norway, assisted by the Council Deputies, considers and makes recommendations on:

- Co-ordination of and consultation on foreign policy having particular regard to steps designed to promote peace.

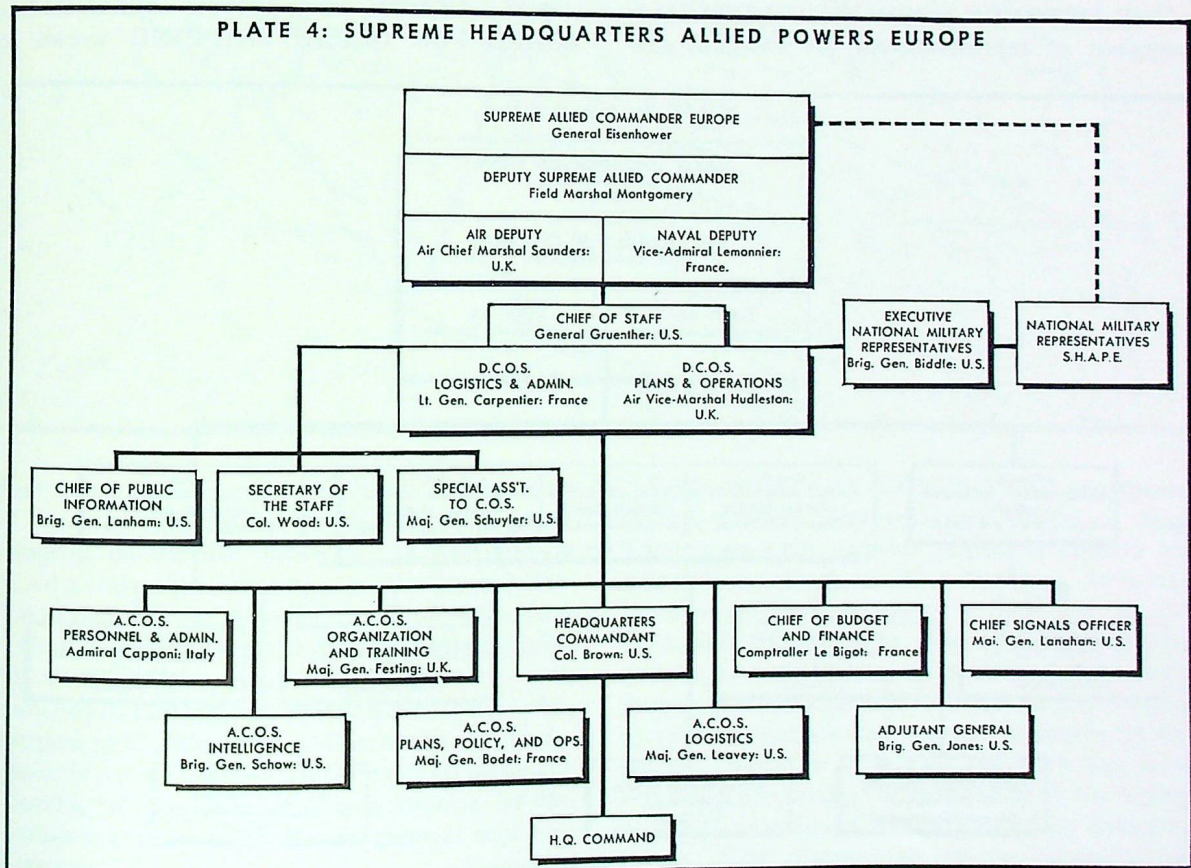
- Closer economic financial and social co-operation in order to promote and ensure economic stability and well-being.
- Collaboration in culture and public information.

It was felt that a clear sense of the direction in which the community is developing should make it easier to take practical steps to ensure its success.

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The military strength of a nation is made up of men, material, and productive capacity. As the N.A.T.O. countries recover from the economic disruption of the last war, they will be able to contribute military strength in greater quantity. It would not be wise for a nation to attempt to contribute to such an extent that its standard of

PLATE 4: SUPREME HEADQUARTERS ALLIED POWERS EUROPE





living would be reduced to a state which would invite a return of formidable communist influence. All a nation can afford to contribute is the margin of national income above what is considered necessary to maintain a safe standard of living.

THE TEMPORARY COUNCIL COMMITTEE studies the requirements and resources of member nations and estimates what each country is physically able to supply. It bases its findings on the political, economic and social realities currently existing, without undermining the nation's economic foundation or weakening the morale of its people.

The "Three Wise Men" are W. Averill Harriman (U.S.A.), Chairman of the Executive Bureau; Sir Edwin Plowden (U.K.); and Jean Monnet (France).

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THE DEFENCE PRODUCTION BOARD is composed of representatives (at subministerial

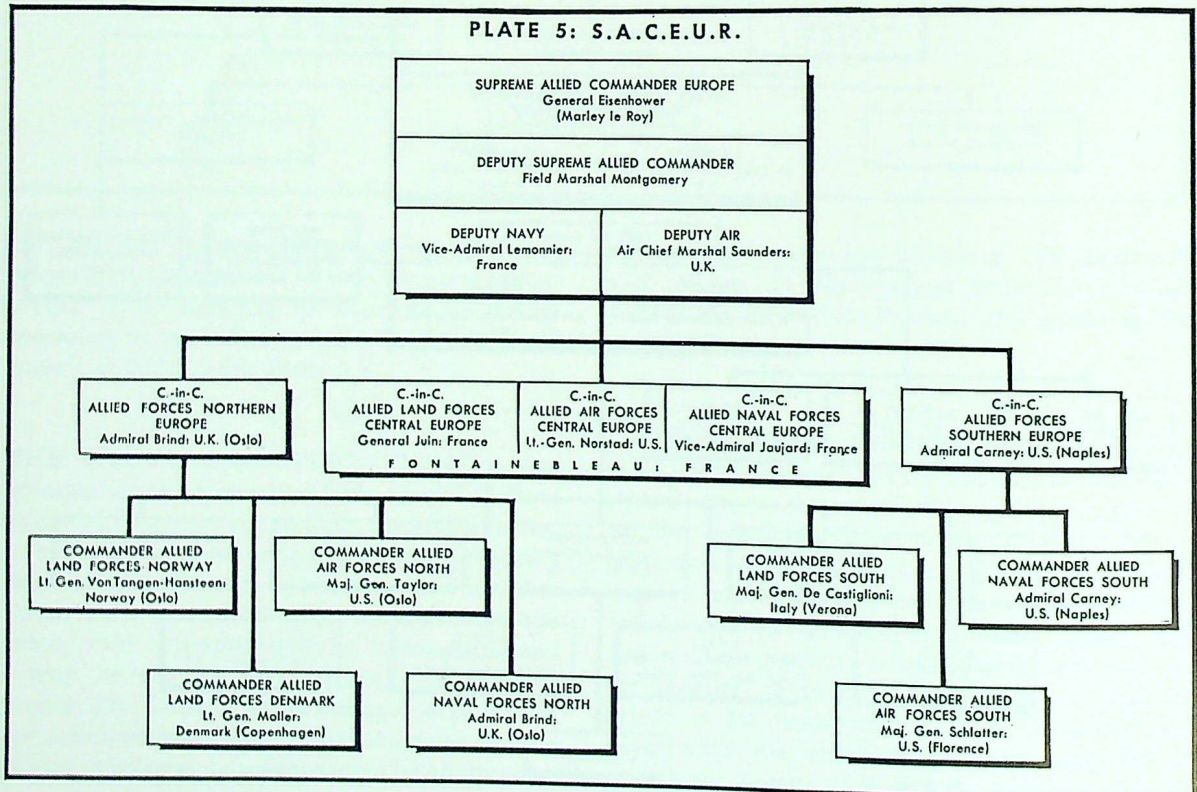
level) from each member nation and is responsible to the Council Deputies for insuring that the military production and procurement programme supports the defence plans in the most efficient and economical manner. This Board is in permanent session in London.

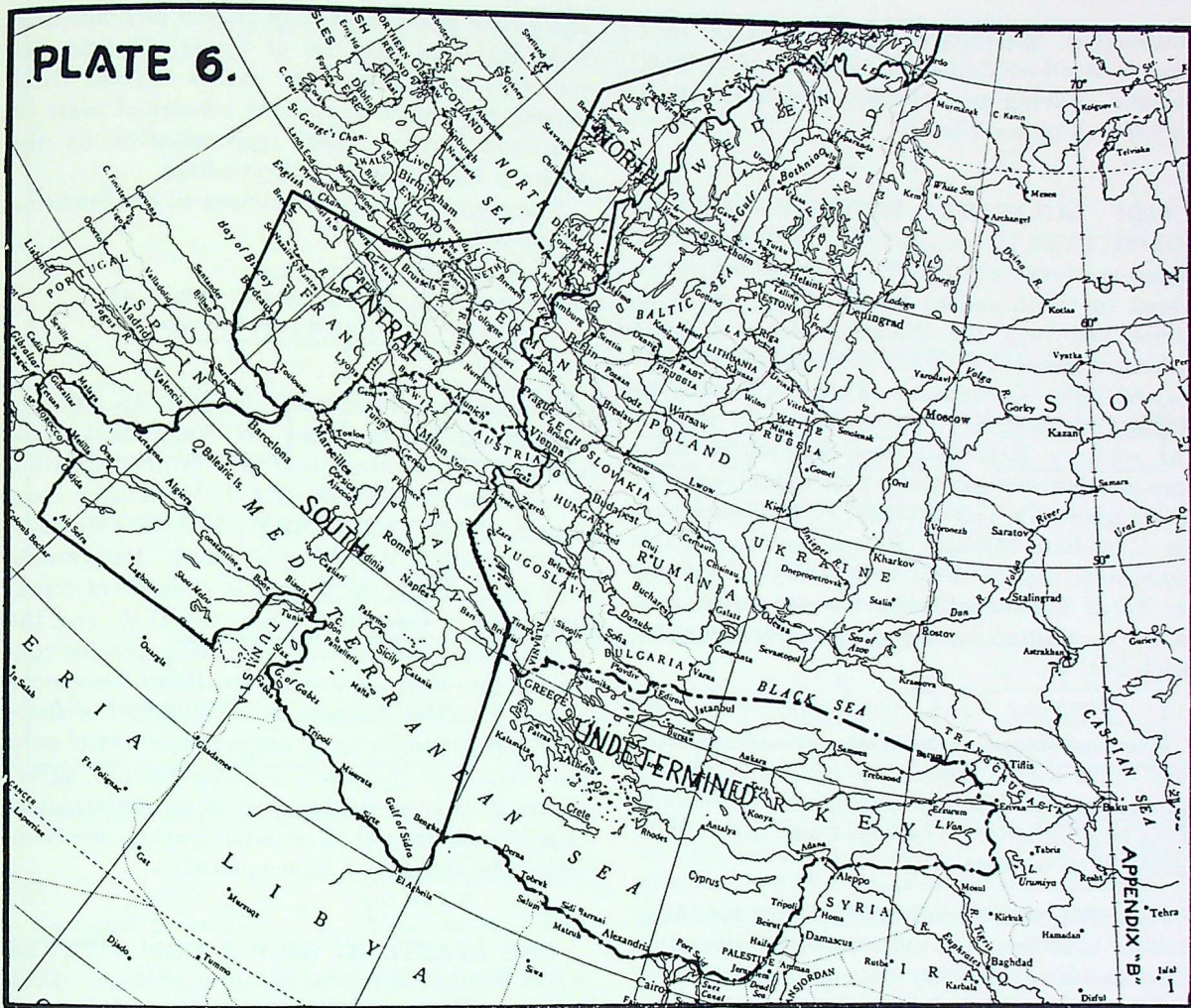
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THE FINANCIAL AND ECONOMIC BOARD, composed of one member from each nation and in permanent session in Paris, is responsible for considering and making recommendations upon financial and economic problems of member countries in the defence effort. It maintains close liaison with the Defence Production Board. It also advises other N.A.T.O. bodies on all relevant economic and financial problems arising out of their work.

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THE NORTH ATLANTIC PLANNING BOARD FOR OCEAN SHIPPING works in





close co-operation with other N.A.T.O. bodies on all matters relating to the factor of merchant shipping in defence planning. It has already issued a statement outlining plans for the mobilization of ocean-going shipping on a world-wide basis in time of war or emergency. These plans envisage the establishment of a civilian authority, with branches in London and Washington, to deal with shipping in the Western and Eastern Hemispheres, respectively, and with the placing of all merchant shipping in a central pool for allocation by the civilian authority to ensure the greatest economy in its use.

THE MILITARY COMMITTEE, composed of one military representative (Chief of Staff level) from each member nation is directly responsible to the Council of Deputies. It is the supreme *military* authority in N.A.T.O. In the main, this committee is charged with providing general policy guidance of a military nature to its Standing Group (see below), to advise the Council on military matters and military measures for the unified defence of N.A.T.O. Its work has been simplified by placing the responsibility for higher direction of military affairs under the Standing Group. The Committee meets normally in



Washington. The present chairman is Lt. Gen. Charles Foulkes, Canadian Army Chief of Staff. (Iceland, having no military establishment, is represented by a civilian.)

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THE MILITARY REPRESENTATIVES COMMITTEE is composed of accredited military representatives from N.A.T.O. nations not represented in the Standing Group. Their job is to advise and help the Standing Group without making it necessary to call frequent meetings of the Military Committee. They represent the Military Committee when it is not in session. The military Representatives Committee functions as a permanent body with headquarters in Washington. Air Vice-Marshal H. L. Campbell is the Canadian Military Representative on this committee, and he deals with Army, Navy and Air Force problems. (Iceland is not represented on this committee. Luxembourg is represented by Belgium.)

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It was obvious that decisions on military problems could not be made in a rapid and efficient manner by the Military Committee, on account of its large number of members and the periodic nature of its sessions.

THE STANDING GROUP, an executive body of fewer members, was therefore established. It is composed of one military representative (Chief of Staff level) from France, one from the U.K., and one from the U.S.A. This group, in continuous session in Washington, is the permanent executive agency of the Military Committee and will probably exercise in war functions similar to those exercised by the Combined Chiefs of Staff in the last war.

It is responsible for higher strategic direction throughout the N.A.T.O. area and is authorized to issue instructions and guidance on military matters to the various N.A.T.O. Commands. In certain matters, it can take action in the name of the Committee.

It is the responsibility of each member nation to implement the plans to which they have agreed.

Before the Standing Group makes recommendations involving the use of forces, facilities, or resources of any member nation beyond those agreed, the nation or nations concerned must be consulted through their representative on the Military Representatives Committee.

The permanent representatives on the Standing Group are:

France: Lt.-Gen. Paul Ely
U.K.: Air Chief Marshal Sir William Elliot
U.S.A.: Vice-Admiral Jerauld Wright

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It was not considered feasible to allocate standardization functions to operational commanders. To ensure that the standardization programme included all N.A.T.O. military commands, **THE MILITARY STANDARDIZATION AGENCY** was established. Responsible only to the Standing Group, it consists of representatives of Canada, France, the U.K. and the U.S.A. Other parties and N.A.T.O. agencies concerned (i.e. Defence Production Board) maintain liaison with this Agency. It is composed of three boards representing land, sea, and air, which work out details of proposed standardization agreements. This agency is responsible for standardization of materiel and all standardization involving more than one N.A.T.O. command.

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THE STANDING GROUP COMMITTEES AND WORKING TEAMS do the "draft" work for the Standing Group.

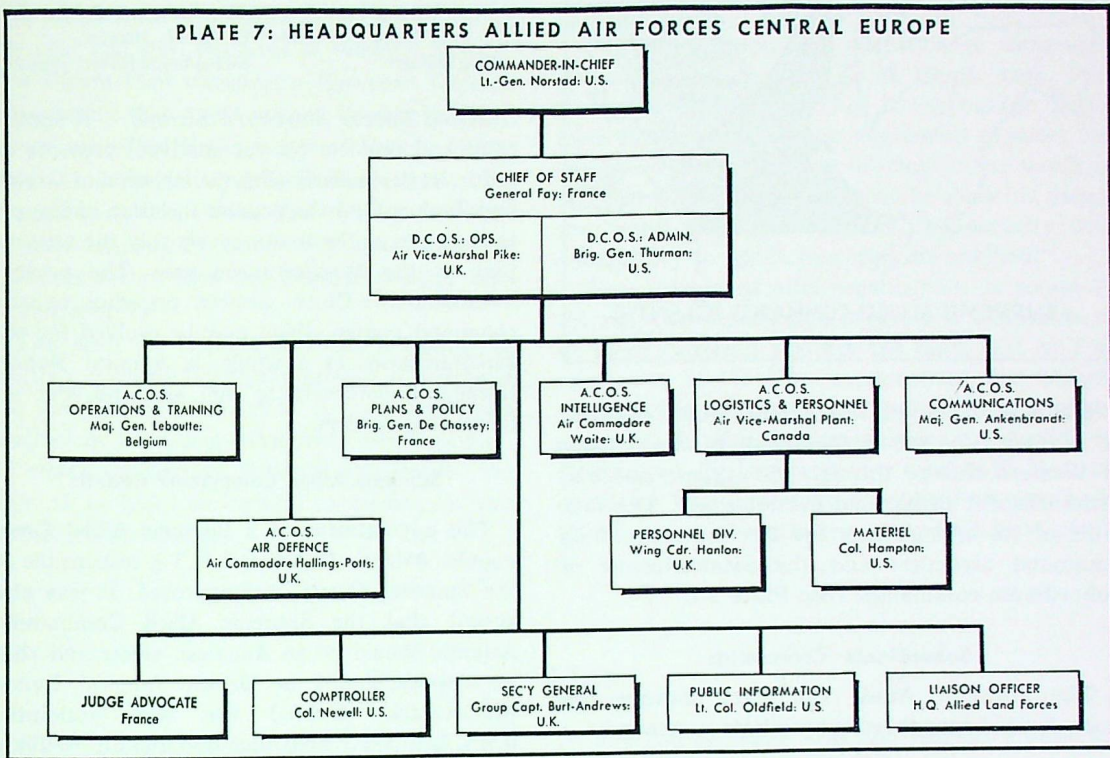
N.A.T.O. COMMAND SYSTEM

In order that speedy and efficient planning of the unified defence might be facilitated, the preliminary planning work was carried out by the five Regional Planning Groups. These were:

North European Group: Denmark, Norway, and U.K., with U.S. and Canadian observers.

Mediterranean Group: France, Italy, and U.K., with U.S. and Canadian observers.

Western European Groups: France, U.K., Belgium, Netherlands, and Luxembourg, with U.S. and Canadian observers.



North Atlantic Ocean Groups: Belgium, Canada, Denmark, Portugal, Iceland, Norway, France, Netherlands, the U.K., and the U.S.

Canada-U.S. Group: Canada and the U.S.A.

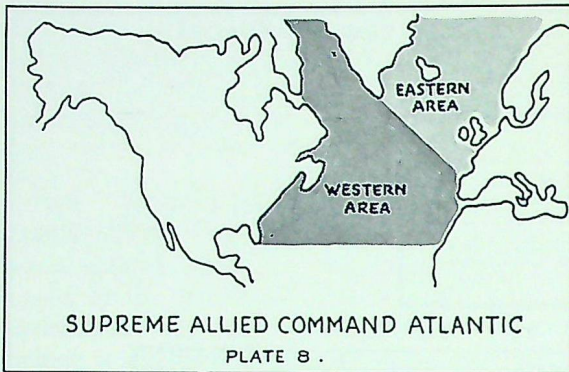
By the time work had been completed by the five Regional Planning Groups, it was apparent that a command organization was required, not only to co-ordinate the preliminary planning, but to exercise executive authority to train and cement the forces of the various powers, and to direct military operations throughout the wide area of N.A.T.O. The nature of the command system required was decided, and there was no doubt whatever about the officer most desired by all member nations to assume the appointment of Supreme Allied Commander. On December 1950, General of the Army Dwight D. Eisenhower, who had been made available for the purpose by the President of the United States, was appointed Supreme Allied Commander Europe (S.A.C.E.

U.R.). A small advance planning group, directed by Gen. Alfred M. Gruenther, laid the foundation of the present European command structure.

On 1 April 1951 Gen. Eisenhower activated the Supreme Headquarters Allied Powers Europe (S.H.A.P.E.), the only military headquarters of its scope ever established. It is both integrated and international, using both English and French as its official languages. S.H.A.P.E. absorbed the work of the three European Regional Planning Groups.*

S.H.A.P.E. is responsible (to the Standing Group) for the integration of defences and for the provision of security for Western Europe. Although Gen. Eisenhower receives his directions from the Standing Group, he has the right of direct access to the Chiefs of Staff of any of the member nations, and, in exceptional circumstances, to the Defence Ministers and heads of Governments. (See Plate 4).

*In this case, personnel and organization of already established Western Union defence organizations were utilized.



S.H.A.P.E. activities to date have been confined to planning for the development of the defence of Western Europe through the organization and establishment of its own headquarters. The first fruit of its labours was the development of its command structure and the establishment of subordinate commands. (See Plate 5.)

Subordinate Commands

The Supreme Allied Command Europe has been divided into three subordinate commands:

1. Northern
2. Central
3. Southern

The actual boundaries of these geographical commands have not yet been established, but for all practical purposes they can be assumed to correspond to the areas covered by the three European Regional Planning Groups. (See Plate 6.)

Allied Forces Northern Europe.— As the forces defending the Northern European Area will be predominantly naval (including naval air), an Admiral — Admiral Sir Patrick Brind — was appointed Commander-in-Chief responsible to S.H.A.P.E., with land and air commanders subordinate to him.

Allied Forces Central Europe.— Central Europe contains the land mass of Western Europe. As this is considered the most important area from a military point of view, Gen. Eisenhower has retained a degree of personal command in this sector. (See Plate 7.) Responsible to him are:

C.-in-C. Allied Land Forces: Gen. d'Armée A. Juin
 C.-in-C. Allied Air Forces: Lt.-Gen. L. Norstad
 Flag Officer: Vice-Admiral Robert Jaujard.

Allied Forces Southern Europe.— A special command problem (as yet unsolved) presents itself here, particularly with the inclusion of Greece and Turkey (and the possible inclusion of Egypt) in the pact, as the treaty covers only the western part of the Mediterranean area. The present Commander-in-Chief, without prejudice to any command system which may be evolved for the Mediterranean as a whole, is Admiral Robert Carney. Subordinate to him are land and air forces commanders.

Supreme Allied Commander Atlantic

The appointment of a Supreme Allied Commander Atlantic (S.A.C.L.A.N.T.), responsible to the Standing Group, was approved. It was also agreed that the Supreme Allied Commander Atlantic should be an American officer and that his deputy should be British. Admiral Lynde McCormack (U.S.A.) has been appointed S.A.C.L.A.N.T., and Vice-Admiral Sir William Andrews (U.K.) is Deputy S.A.C.L.A.N.T.

The Atlantic Command covers roughly the North Atlantic Ocean, excluding U.K. and European coastal waters and the English Channel. The exact limits of the command have not been established. It will probably include an Eastern and Western area divided by a line running from the south tip of Greenland to Cape Finisterre in Spain. (See Plate 8.)

In time of peace, no naval or air forces will be allocated to this command except for the purposes of carrying out combined training exercises. In war-time, the Supreme Allied Commander Atlantic will exercise the normal powers of a Supreme Commander.

GERMANY

German participation in the defence of Europe has been approved in principle. The three Western occupying powers have been discussing the matter with the German Federal Republic since Dec. 1950. France submitted the "Plevin Plan," a

plan patterned after the Schuman Plan, which pools the coal and steel resources of Western Europe. The Plevin Plan visualizes a European Defence Community that would include German military forces pooled with the forces of France, Italy, Belgium, Luxembourg and the Netherlands, and integrated at Corps level. The military personnel in this community army will wear identical uniforms rather than the uniform of their particular country.

The price the German Republic is asking for military contributions to the defence of Europe is full membership in N.A.T.O. A compromise was reached at the Lisbon conference last February, by which the German Republic was granted the right to be heard on matters concerning its own military contribution.

CONCLUSION

The organization and operation of integrated international commands is no simple task. Preparing an effective defence to discourage Stalin from further imperialistic aggression requires the supreme effort of all nations. But, in the words of General Eisenhower, "it must be done to assure the world that it will have the security and tranquillity to which free men are entitled."

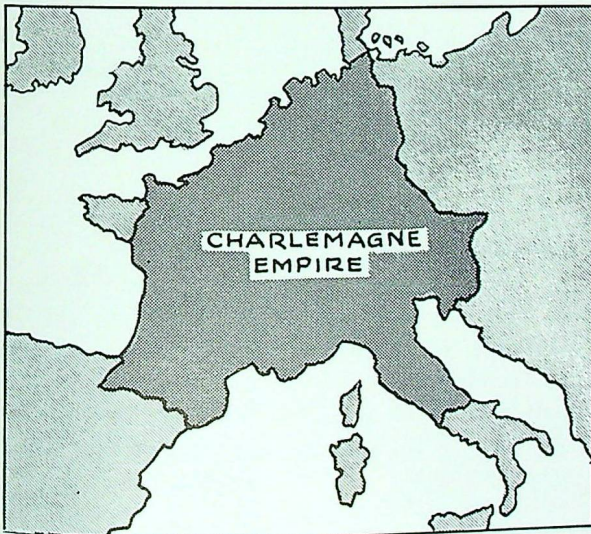
The concept of this organization is sound in theory. The remarkable progress it has made in its short existence justifies the faith that all free men have in it. The impact that this unique organization is having on the world is already apparent. In Europe particularly, the decline in Communist Parties is as much as 84% in some countries. The free world has taken on new hope that Communist aggression can and will be stopped.

Footnotes to N.A.T.O.

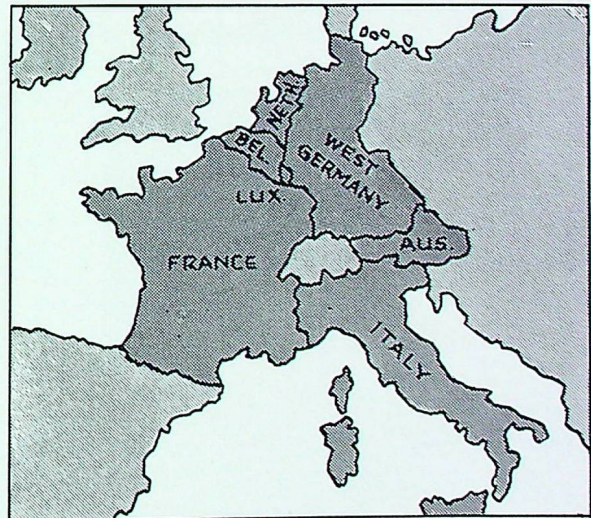
Mr. Michael L. Hoffman, in the "New York Times," draws an interesting comparison between the extent of Charlemagne's empire

in the 9th century and the territory covered by N.A.T.O. to-day. He remarks:

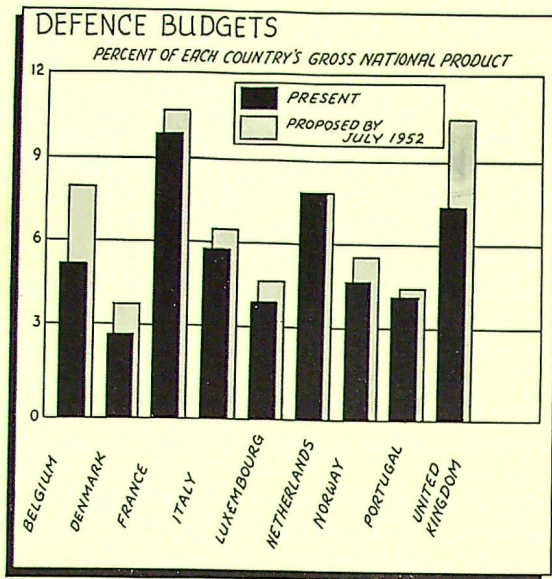
"The geographic parallel is a striking one.



Charlemagne's Empire with its natural eastern boundary.



To-day's Western European defence bloc against communism.



This is particularly true when one remembers that Charlemagne's eastern boundary was an experiment in organizing the defensive power of Christian Europe against heathen barbarism from the East."

The accompanying maps have been copied from those that appeared with Mr. Hoffman's article.

* * *

Also taken from the "New York Times" is a chart which shows how much each European member of N.A.T.O. is spending for defence and how much defence planners believe that each should be spending by next July.

Letters to the Editor * * *

AIR CHIEF MARSHAL L. S. BREADNER

15 March 1952

Dear Sir:

I have just heard over the radio of the passing of Air Chief Marshal Breadner. He was a great airman and a great Canadian. It was my privilege to serve as his batman at Camp Borden and Trenton during the unforgettable years between the First and Second World Wars. My heartfelt sympathy goes out to his next-of-kin, his relatives, and his friends. Canada has lost an illustrious son, and the R.C.A.F. Association a friend and leader.

Ex-Sgt. J. (Tug) Wilson (R.C.A.F.A.)

"THE ROUNDEL" APOLOGIZES

Dear Sir:

Further to my story on "The Old Men's Hockey Team" of No. 6 R.D., published in the March issue of "The Roundel," your readers may be interested to learn that the team finished first in the Depot League and won the trophy in a hard-fought series.

Sgt. R. H. Chilton,
No. 6 R.D.

(We are delighted to hear of the triumph of this venerable body of athletes. We wish, too, to extend our sincere apologies to Sgt. Chilton for having failed to credit him with the authorship of his very amusing article.—EDITOR)



The Suggestion Box

Flt. Lt. G. C. Whitaker, of Canadian Joint Air Training Centre, Rivers, Man., has received a letter of thanks from the Chief of the Air Staff for his work in adapting the light series bomb carrier for use on Mustang aircraft. His basic idea has been further developed to permit of the carrying of a total of eight practice bombs.

Flt. Lt. G. C. Whitaker. ¶

The "Royal Air Force Review"

For those of our readers who served side by side with the Royal Air Force during the war, and for those to whom the R.A.F. is as yet only a great name, the "Royal Air Force Review" affords an unequalled opportunity of keeping abreast with the present activities of old friends and with the most important air force trends of Europe. The annual postpaid subscription to the "Royal Air Force Review," which is the R.A.F.'s official organ, is 13s. 4d. (\$1.89). Orders should be mailed to:

*The "Royal Air Force Review,"
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