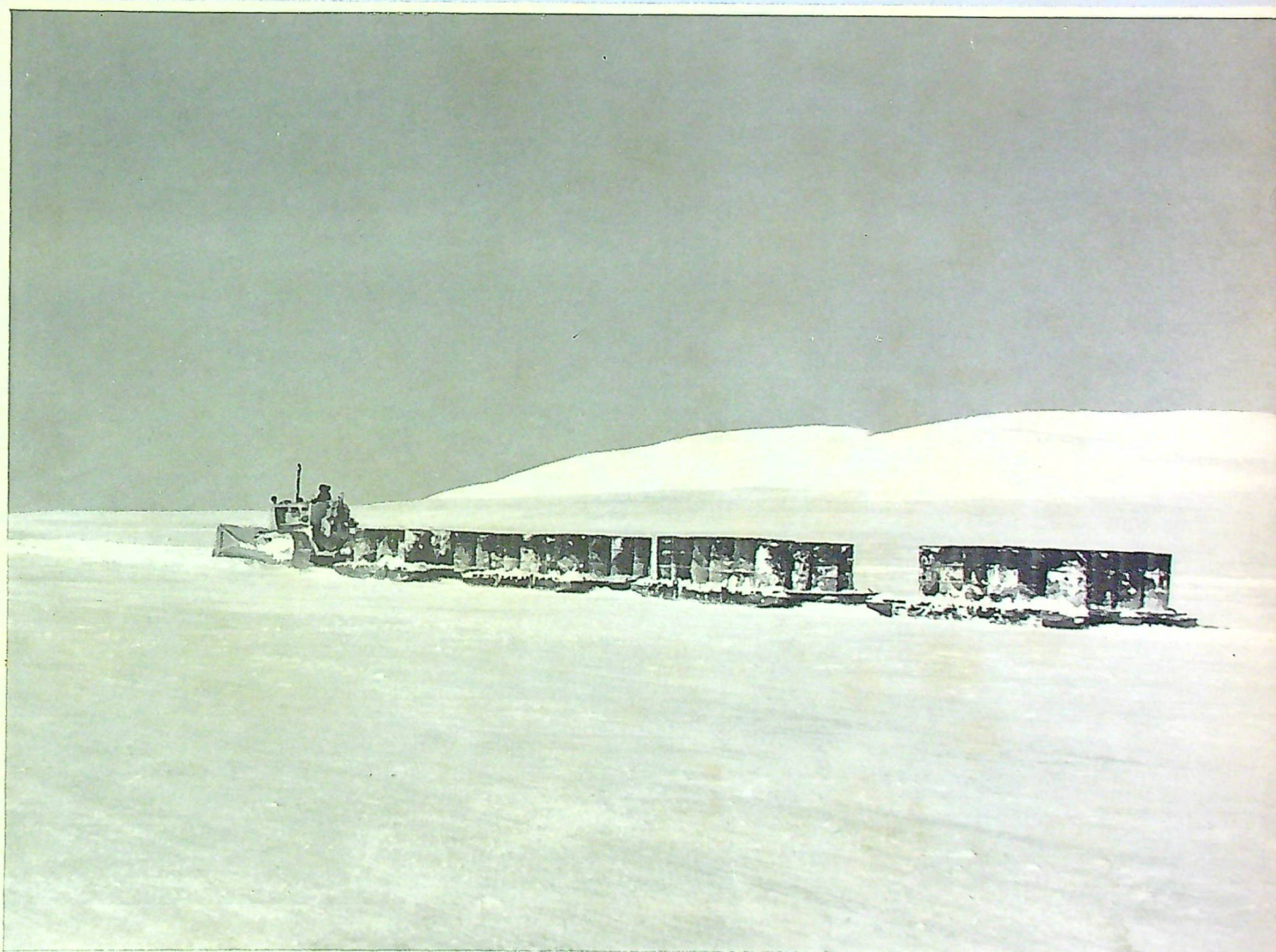


# *The* **CROWNDDEL**

Vol. 4, No. 6  
JUNE 1952



**ROYAL CANADIAN AIR FORCE**



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

VOL. 4 No. 6

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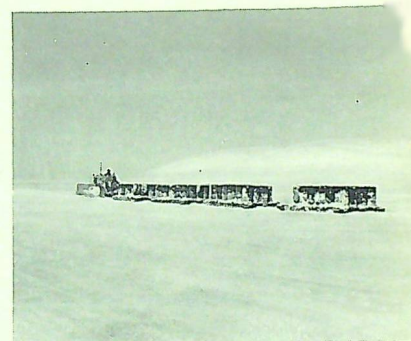
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*This Month's Cover*



A tractor-train of fuel, moving slowly from cache to aircraft servicing-point, evokes the spirit of desolation that haunts the frozen land surrounding one of the R.C.A.F.'s far-northern detachments.

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

# SGT. SHATTERPROOF EXTENDS THE HAND

Sir:

These are stern times. Not merely must we live beneath the ever-present shadow of a third world-conflict on our own planet, but we must also be prepared to cope with the Unknown from Outer Space. Grim evidence of the need for such preparedness is now resting in a strait jacket in the Station hospital. Its name, Sir, is Sgt. Highball.

Though grim, the evidence is anything but mute. He has been babbling about beetles and bellowing for Mr. Claxton ever since he was brought in by the guard at 0120 hrs. this morning. He was discovered, apparently, standing in the middle of the parade-ground, gesticulating belligerently in the general direction of Mars, and shouting out that if O'Keefe's was good enough for him it was good enough for any blasted insect that ever landed at an R.C.A.F. Station after closing-time. Asked what he was doing there at such an hour, his only reply was to place his fists against his forehead and wiggle his forefingers like antennae. He was, of course, immediately taken into custody.

Since, by 0830 hrs., his condition showed no sign of improvement, he was turned over to Sqn. Ldr. Purger, the M.O. His examination proved to be a somewhat difficult procedure, as he seemed for a while unable to communicate except by rubbing his legs together and emitting a peculiar buzzing noise which did little to assist in the diagnosis. Eventually, however, Sqn. Ldr. Purger was able to gather that he had encountered a Flying Saucer on the parade-ground while making his way back to the married quarters from Flt. Sgt. Balance's farewell party. One of the Saucer's ports was open, and in front of it stood the crew, eyeing Sgt. Highball expectantly in the moonlight.

Questioned as to their appearance, Sgt. Highball was understood to say that they resembled nothing so much as luminous beetles, each weigh-

ing perhaps 300 pounds. The skipper, he added, bore a remarkable likeness to our own C.O., except that he had six extra legs, wore no moustache on his upper mandible, and was a shade slimmer. As regards their language, they conversed with each other by means of a sort of buzzing produced by the friction of their hind legs; but, when addressing Sgt. Highball, they spoke in a language fairly similar to English, which (they told him) they had picked up during the course of their long-range scanning of North American newspapers.

After an exchange of courtesies suitable to the occasion, the skipper informed Sgt. Highball of the purpose of the present visit. They had been listening-in to Flt. Sgt. Balance's party from 54,000 feet, when the second pilot had suddenly been seized with a monumental thirst. Since they had been away from their base on Mars for more than five months, the skipper had decided to relax discipline long enough to drop down for a social

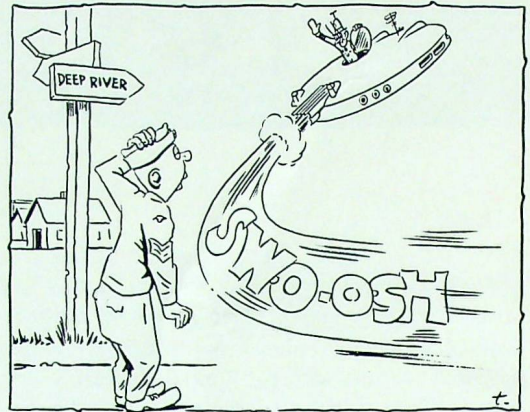


pint all round. And now — here he raised a symbolic foreleg to his mouth and directed a look of wistful enquiry at Sgt. Highball.

Touched to the quick by a situation with which he was far from unfamiliar, Sgt. Highball instantly resolved to take them along to a place, some two miles from the Station, where the law is interpreted with breadth and understanding. But first, like a good host, he enquired what his new-found friends were accustomed to drinking.

I think, Sir, that we may pardon Sgt. Highball's consternation upon learning that the favourite — indeed, the only — tippie upon the planet Mars is heavy water, which has upon the Martian toss-pot exactly the same effect as beer upon the Terran. But a Highball is not easily discouraged. For many minutes (he assured Sqn. Ldr. Purger) he battled eloquently on behalf of our earthly brews, mentioning each brand by name and extolling their various virtues. But all in vain. Heavy water or nothing was the cry.

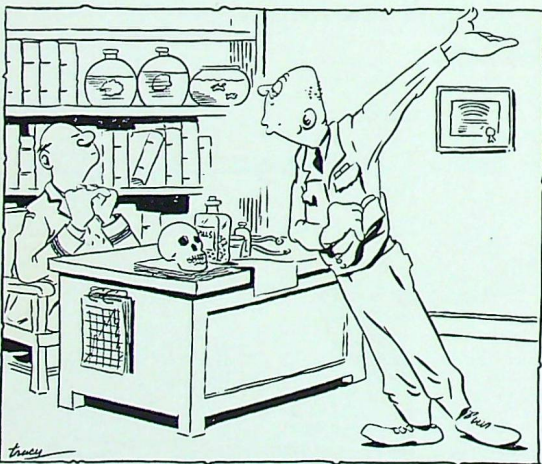
Keyed up as he was by recent wassail and by his own rhetoric, Sgt. Highball began to regard the Martians' reactions as an insult to the whole sacred subject of human thirst. Why, he demanded, had they come troubling honest airmen with their uncouth tastes? Why — if it was heavy water they were after — had they not gone to the atomic plant at Deep River? There they'd have found all kinds of heavy water — though he (Sgt. Highball)



doubted strongly if it was normally used for drinking-purposes, any more than U-235 formed a usual item in the employees' diet.

At the mention of U-235, there was a moment of dead silence. Then a buzz of ecstasy burst from a hundred Martian legs. Even the skipper was visibly moved; but, controlling himself, he lifted his right foreleg to the brass-bound peak of his cap and said: "Sergeant Highball, though our tastes may differ, you are both a scholar and a gentleman. U-235 is to us what T-bone steak is to you. On to Deep River!" Then, turning round, he rubbed out a brisk command, and in a matter of seconds the Saucer was no more than a mote of blackness in the starry sky.

At this point, Sir, I would remind you that I am merely relating Sgt. Highball's story as it was pieced together by Sqn. Ldr. Purger and passed on to me via the grapevine. But, even if we accept the fact that the party for Flt. Sgt. Balance was the third celebration attended by Sgt. Highball on three consecutive nights and that his account of what actually happened may therefore have been a little highly coloured, I think that there is a lesson to be learned from it. True, nothing very definite was established on a high level of thought, nor do we yet know whether the Flying Saucers are observing us with hostile or friendly intent. But the incident has opened up a new path for future research to follow. I have, in fact, already set about arranging for a series of intensive festivities in the sergeants' mess, in the hope that Sgt.



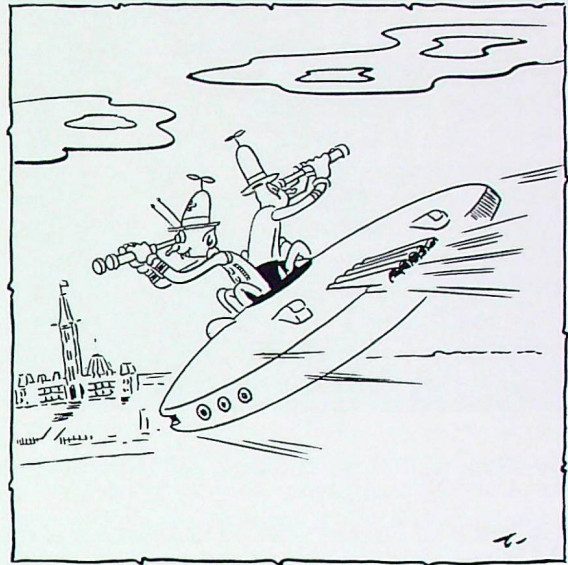
Highball may thereby be enabled to learn more of our strange visitors' intentions.

Meanwhile, assuming that the Martians occasionally turn their long-range scanners on "The Roundel," I would take this opportunity of extending to them the hand of friendship. One thing is certain: whether their eventual purpose is co-operation, the policing of the world's politics, or merely to browse around, they could not possibly add to the present state of confusion that surrounds us. Indeed, I personally rather like the idea of sauntering up to the bar and having my health drunk by an eight-legged colleague in a tankard of D<sub>2</sub>O.

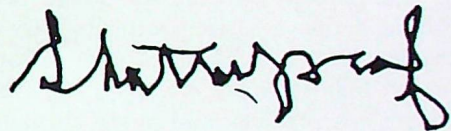
I fear, Sir, that my preoccupation with galactic policy has left me little time to administer the monthly touch to the helm of "The Roundel"—which, as usual, has managed to get several degrees off course since last I wrote to you.

On page 1 of the April issue you speak of your "sear and withered soul." Since it's your soul, I suppose you can call it what you like. Nevertheless, were it anyone else's, I feel that a pedant might prefer to qualify it as "sere."

Again, on page 8, I note that Part Two of "R.C.A.F. Sport Panorama" has no author. Since Part One was written by a talented young officer named Flt. Lt. Heathcote, I find it somewhat sinister that Part Two seems to have sprung spontaneously from the printing-press. Can it be that the Brass, perturbed by the general popularity



of this series, has detected in Flt. Lt. Heathcote a potential national figure by whose brilliance it fears that it may one day be eclipsed? Have a care, Sir! Let us be loyal to our contributors. No man can serve two masters.



## TRACER

Mr. Jerry E. Wassenaar, of 317 E. 24th Street, South Sioux City, Nebraska, U.S.A., would like to hear from as many as possible of his old comrades in 431 (Iroquois) Squadron. He is very interested in planning a squadron reunion.

# No. 443 (Hornet) Squadron



By Wing Cdr. F. H. Hitchins, Air Historian

THE WAR HISTORY of No. 443 Squadron of the Royal Canadian Air Force covers a period of almost four years. It began at Dartmouth, N.S., in the last days of June 1942 and ended at Uetersen, Germany, in March 1946. For the first eighteen months of its career the squadron was engaged on uneventful defensive patrols over Newfoundland and Nova Scotia. Then it went overseas and flew with the Second Tactical Air Force from the beginning of the aerial preparation for "Overlord", in the spring of 1944, until the final defeat of the enemy in May 1945. By V-E Day, No. 443's tally of enemy aircraft destroyed in the air and on the ground had risen to 45, with 31 more counted as probably destroyed or damaged, while its total of enemy trains, vehicles, and vessels, had passed the 1200-mark. After hostilities ended, the squadron served with an R.C.A.F. wing in the British Air Force of Occupation in Germany until it was disbanded early in 1946.

No. 443 was originally known as No. 127 (F.) Squadron, one of several new fighter units formed in Canada as a result of Japan's entrance into the war and the extension of German U-boat operations to the western shores of the Atlantic. It was originally planned to form No. 127 in April 1942, but the unit did not actually come into existence until the end of June, when Flt. Lt. W. P. Roberts was named commanding officer. Equipped with Hurricanes and Harvards, the squadron carried

out training at Dartmouth until the middle of August. Then it moved to its "war station" at Gander, Nfld., where it completed a one-year tour of routine patrols on fighter defence of the great air base. As enemy raiders never appeared, most of the time was devoted to operational training varied with occasional searches for missing aircraft.

While at Gander the squadron was re-equipped with Hurricane II's (or XII's) in lieu of the well-worn Mark I's which it had been flying. The change meant a great improvement in serviceability. Late in November 1942, Flt. Lt. (later Sqn. Ldr.) P. A. Gilbertson succeeded Roberts in Command of No. 127.

In July 1943 the squadron returned to Dartmouth, exchanging places with No. 126, and spent the next five months on another round of patrols and scrambles, much practice flying, and some fighter affiliation for Ventura crews in training at Pennfield Ridge. No. 127's only fatal accident occurred during this period, when Flt. Sgt. M. R. Sabourin crashed while making a dusk patrol over the base.

A blizzard put a stop to flying on December 14th and the squadron began active preparations for a move overseas as one of six units which the R.C.A.F. despatched to Britain in the winter of 1943-44. Originally No. 127's move had been scheduled for late March 1944, but the date was advanced to the third week in January to ensure that the squadron would be ready to participate

*A group of No. 127 Squadron airmen on arrival at Liverpool, January 1944.*





*No. 127 Squadron pilots on arrival at Liverpool, January 1944. Sqn. Ldr. H. W. McLeod, the C.O., is fourth from right in centre row.*

in the invasion of Normandy. Just before leaving Canada, Sqn. Ldr. H. W. McLeod, D.F.C. and Bar, took over command of No. 127. A veteran of the Battle of Malta, Wally McLeod was one of the R.C.A.F.'s outstanding fighter pilots, with thirteen destroyed and many damaged to his credit.

The squadron moved out of Dartmouth on December 23rd (on embarkation and Christmas leave), reassembled at Lachine three weeks later, and sailed from Halifax on the "Pasteur" on January 20th. On arrival in Britain, No. 127 went first to the reception centre at Bournemouth where, in addition to the usual documentation and accounting, it was reorganized and redesignated No. 443 Squadron in the R.C.A.F. overseas sequence.

From Bournemouth the unit moved, on February 13th, to Digby in Lincolnshire, where it formed a new R.C.A.F. fighter wing (144) with Nos. 441 and 442 Squadrons which also had just arrived from Canada. The wing commander flying of this new formation was Wing Cdr. J. E. Johnson, D.S.O. and Bar, D.F.C. and Bar, the R.A.F.'s top "ace". After some preliminary training on Spitfire V-B's, the wing received more modern IX-B's, and a few days later moved south to Holmsley in Hampshire to begin operations.

No. 443, however, had to wait almost four weeks before making its initial sorties against the enemy. Hardly had the unit settled into its tents at Holmsley than it was sent back north to Yorkshire

for an air-firing and bombing course. Early in April the squadron rejoined the wing, which in the interval had moved to Westhampnett, and, on the 13th, twelve pilots led by Sqn. Ldr. McLeod took part in No. 443's first operation, an uneventful escort for Bostons bombing a target at Dieppe.

The aerial preparation for D-Day was now in full course, and the next eight weeks were a very busy period for the pilots and their groundcrews. Between April 13th and June 5th, No. 443 made 487 sorties on 43 offensive operations. Sqn. Ldr. McLeod opened the squadron's victory book by destroying a DO. 217 near Louvain on April 19th. Two more were added by Flt. Lts. D. M. Walz and Hugh Russel on the 25th, when a wing formation led by Johnny Johnson caught six F.W.190's and destroyed all six. Another Focke-Wulf crashed in flames on May 5th, to give Wally McLeod his fifteenth confirmed victory.

Combats with the enemy were the exception, however, in this pre-D-Day period. On most of the fighter sweeps and bomber escorts the only opposition encountered was flak. But the Spitfires were no longer simply fighters to engage the enemy in the air; they had now become fighter-bombers to attack the enemy on the ground as well. On April 26th, No. 443 Squadron carried out its first dive-bombing mission against a flying-bomb site south of Dieppe. In the next six weeks there were many such operations against "Noballs" (the V-1 sites), bridges, rail junctions and yards, and radar posts. On most of the attacks the pilots had to run a gauntlet of intense flak and many of the Spits came home peppered with holes.

From Westhampnett the wing moved to Funtington on April 22nd, and thence to Ford three weeks later. Here the final preparations for the invasion were made. When the troops landed on the Norman coast on June 6th, Sqn. Ldr. McLeod's pilots made four patrols over the beaches between 0620 and 2145 hours. Again on the 7th they were out four times, destroying one Me.109 and damaging another over Caen. But the day was marred by the squadron's first casualty, when Flt. Lt. I. R. MacLennan, D.F.C., was forced down behind the enemy lines by a glycol leak and was taken prisoner.



Flying Officer Luis Perez-Gomez (from Mexico) were killed, but the fourth pilot, Flt. Lt. Don Walz, was able to take to his parachute when his Spitfire blew up in the air. Evading German searchers, Walz made contact with the French underground and two months later rejoined his unit. One of the Messerschmitts shot down that day was Sqn. Ldr. McLeod's seventeenth enemy aircraft destroyed, a record which won him the D.S.O.

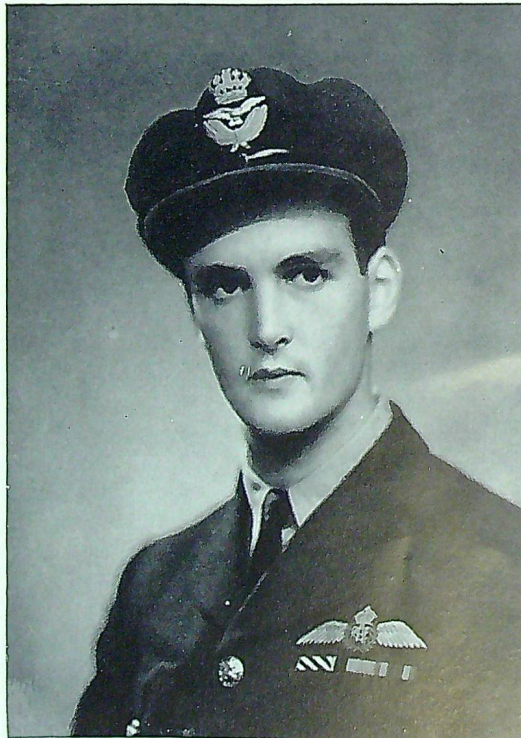
In the last days of June the squadron added four more destroyed (including a double scored by McLeod) and three damaged to its total. The figures would probably have been considerably higher had it not been for cloud which frequently prevented the pilots from coming to grips with the enemy. Armed reconnaissances along the Nazi lines of communication in Normandy were now a regular feature of the operational programme in addition to front line patrols and

*Sqn. Ldr. H. R. Finley, D.F.C.*

*Flt. Lt. G. F. Ockenden, D.F.C.*

On June 10th the squadron made its first landing on the beach-head, five pilots putting down on one of the strips that were being hastily prepared, to rearm and refuel between sweeps. The last operation from Ford was an escort in the late evening of June 14th for Lancasters bombing Le Havre, in the course of which the Spitfires met some enemy bombers and destroyed two Do.217's. The next day the wing moved across the Channel to the landing strip at St. Croix-sur-Mer. (It was the first R.C.A.F. formation to begin operations from Normandy.) By day the field was blanketed with clouds of dust, and at night the incessant din of the flak barrage and enemy bombing made sleep almost impossible.

The first day's operations from B.3 (on June 16th) brought No. 443 two more victories (a pair of Me.109's) but inflicted the severe blow of four pilots missing from a combat against heavy odds. Sqn. Ldr. J. D. Hall, Flt. Lt. Hugh Russel, and





*Pilot Officer L. Perez-Gomez.*

fighter sweeps. By the middle of July the number of blazing, smoking or damaged vehicles had risen to 99, plus 4 locomotives or trains, 1 barge, and 1 railroad signal house.

On July 14th, when the fighter wings in Normandy were reorganized, 144 was broken up and Sqn. Ldr. McLeod's unit joined 127 Wing at Crepon. At the same time Group Capt. W. R. MacBrien became commanding officer and Wing Cdr. Johnny Johnson wing commander flying for 127 Wing, which included, in addition to No. 443, the Wolf (No. 403), Oshawa (No. 416), and Red Indian (No. 421) Squadrons.

Wally McLeod won his twentieth victory on July 20th when the pilot of an F.W.190 which he was about to attack baled out before the Spitfire leader could fire a shot. In the same engagement Flt. Lt. J. G. L. Robillard, D.F.M., destroyed another Focke-Wulf. A third F.W. was shot down by Flying Officer G. R. Stephen a few days later,

and on the 30th, Sqn. Ldr. McLeod and Flying Officer W. J. Bentley each finished off an Me.109, while Pilot Officer Rooney Hodgins made damaging strikes on one more. McLeod's unusual victory of July 20th was duplicated on August 8th by four of his pilots who gave chase to a lone Me.109 and, when they were still 1000 yards distant, saw the enemy pilot take to his parachute. Discretion, apparently, was preferable to valour.

In addition to these seven enemy aircraft, No. 443 tallied 20 mechanized enemy transport "flamers", 21 "smokers", and 20 (plus a tank) damaged, in the period July 15th to August 13th. Many dive-bombing attacks were also made on bridges, rail lines and junctions, crossroads, canal locks, and similar targets. The Germans' flak was increasing in intensity as they sought to protect their vehicles and communications from this incessant strafing. Two pilots were lost on armed reces, either to flak or engine trouble. Flying

*Flt. Lt. J. G. L. Robillard, D.F.M.*





*Crepon, August 1944. Sqn. Ldr. McLeod introduces his pilots to Air Marshal Breadner, who is shaking hands with Flying Officer F. R. Kearns.*

Officer T. G. Munro was able to bale out safely behind the enemy lines and was captured, but Flying Officer W. J. Bentley went down with his aircraft and was killed.

The week of August 15th to 22nd was highlighted by the holocaust of the Falaise pocket, when the Nazi army, caught in an iron trap, tried to pull out eastwards through a narrow gap that was hammered day and night from the ground and air. From Trun to Orbec the roads and lanes were littered with the wreckage of an army in flight. Sqn. Ldr. McLeod's pilots counted 104 "flamers", 124 "smokers", and 142 damaged M.E.T., as well as 1 tank "smoker" and 5 damaged, as the result of their strafing during this period.

Rain gave the stricken Nazis some relief on the 20th and 21st, and by the time the skies cleared, the retreating forces were drawing out of range of the Spitfires based on the beach-head. On August 23rd, as a change from the long series of armed recesses, Nos. 443 and 421, led by Wing Cdr. Johnny Johnson, made a fighter sweep around Paris. Near Senlis the twenty Spitfire pilots were amazed to see a force of 60 to 80 enemy fighters approaching them head-on. Johnson remarked that the Germans "seemed keen to engage but probably only because they outnumbered the wing by four to one." Nevertheless the R.C.A.F. Spitfires came out the victors, destroying twelve of their opponents against a loss of three of their own formation. The wing leader shot down two,

Flying Officer G. F. Ockenden accounted for two plus a damaged, and Flt. Lt. Larry Robillard and Flying Officer A. J. Horrell each destroyed one. Pilots of the Red Indian squadron brought down six more. One of the missing pilots was Flying Officer R. W. Dunn of No. 443 Squadron, who was heard to say that he had been hit in the dogfight and would have to bale out. He was later reported a prisoner of war.

Subsequent operations in the last days of August found little sign of the enemy in the air or on the ground. The Battle of Normandy was over, and the pursuit was now pressing eastward beyond the Seine, across the Somme and on through Belgium. Left far in the rear, the fighter wings began to move forward. From Crepon, 127 Wing advanced first to Illiers l'Évêque, near Dreux, where it remained for three quiet, uneventful weeks. The battle lines were still out of range. On September 21st the pilots flew up to Le Culot, a former Luftwaffe airfield in Belgium, where they arrived in time to participate in the heavy air fighting that followed the Allied airborne assault on Grave, Nijmegen, and Arnhem. For the next four weeks No. 443's major activity was patrolling over the Nijmegen area, where the Luftwaffe was endeavouring to destroy the bridges that had fallen into Allied hands.

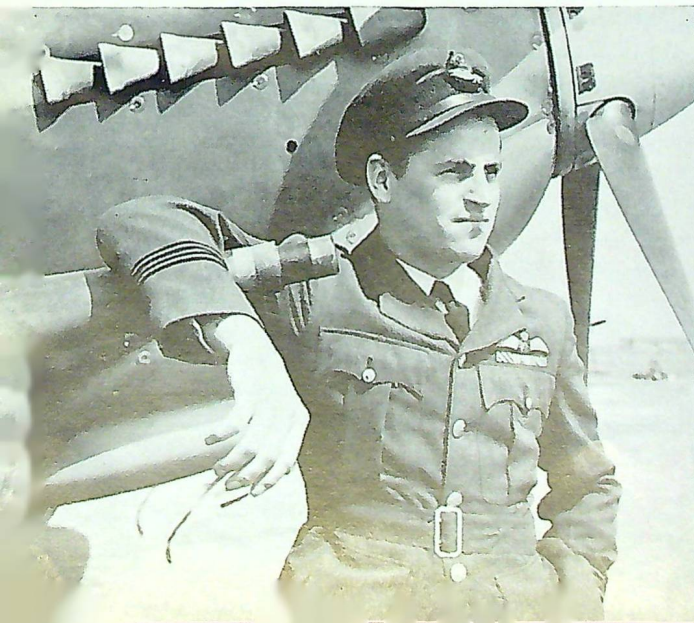
On September 27th a squadron formation led by Wing Cdr. Johnson intercepted a group of nine Me.109's over Rees and in a general mêlée destroyed five, with two more counted as probables. In the dogfight Sqn. Ldr. H. W. McLeod, D.S.O., D.F.C., and Bar, was lost. Over Malta, France, and Belgium, he had shot down 21 enemy aircraft, 8 of them while leading No. 443 Squadron. Two days later twelve pilots led by Flt. Lt. G. W. A. Troke, D.F.C., engaged a group of more than 60 Messerschmitts and Focke-Wulfs over the bridges at Nijmegen, and, despite the handicap of numbers and shortage of petrol, won a brilliant success. Troke destroyed two 109's and damaged another; Flying Officer G. F. Ockenden and Rooney Hodgins also scored a double victory each, while Flying Officer A. J. Horrell crashed an F.W.190, to make the total seven destroyed, plus at least three damaged.

On one of these Nijmegen patrols in September a flak hit forced Flying Officer L. D. Sherwood down behind the enemy lines. His companions, seeing the aircraft crash and burst into flames, held little hope that the pilot could have survived. But Sherwood's only injury was a broken nose, for, unnoticed by his comrades, he had been able to bale out. Thanks to the Dutch underground, he regained our lines within a month.

It is of interest to note that between September 25th and 29th eight R.C.A.F. Spitfire squadrons in 83 Group of 2nd T.A.F. accounted for a grand total of 97 enemy aircraft destroyed, 3 probably destroyed, and 39 damaged. No. 443's contribution was 12-2-3; but this period of air fighting was almost the last in its career, for in the next seven months the pilots saw few enemy aircraft in the skies over Germany. Two destroyed and one damaged in air combat was the total for all these weeks of patrolling and hunting. Lacking targets in the air, the pilots went down to the ground to hunt the Luftwaffe on its airfields, and in strafing attacks wrote off at least six aircraft and sent 17 more to the repair shop.

From Le Culot the squadron moved up to Grave in the Netherlands on September 30th. The new airfield, on the banks of the Maas River near Nijmegen, was close to the lines and was frequently bombed by Me.262's. Some casualties were caused, including two pilots injured by flying

*Flt. Lt. G. W. A. Troke, D.F.C.*



fragments; and slit trenches and "twitch hats" became very popular. More serious, however, was heavy rain which made the field unserviceable and forced the wing to fall back to Melsbroek, near Brussels. Just before leaving Grave, the squadron lost two pilots under unusual circumstances. Flying Officers L. P. E. Piche and A. J. Horrell set out in an Auster to fly to Antwerp. They arrived there safely, took off again and vanished into the blue. Both pilots had been with the squadron since Gander days.

At Melsbroek, No. 443, now under the command of Sqdn. Ldr. A. H. Sager, was employed for a time on escort for Mitchell bombers operating from the same base. Then, early in November, the wing moved to Evere, somewhat closer to Brussels, where it remained until the beginning of March. The proximity of the Belgian capital afforded numerous amenities that had been lacking for months; parties, graced by C.W.A.C.'s, nurses, and Belgian demoiselles, made life more pleasant in the long dull winter months. It was at this time that No. 443 selected its badge, a hornet, with the warning motto "Our Sting is Death."

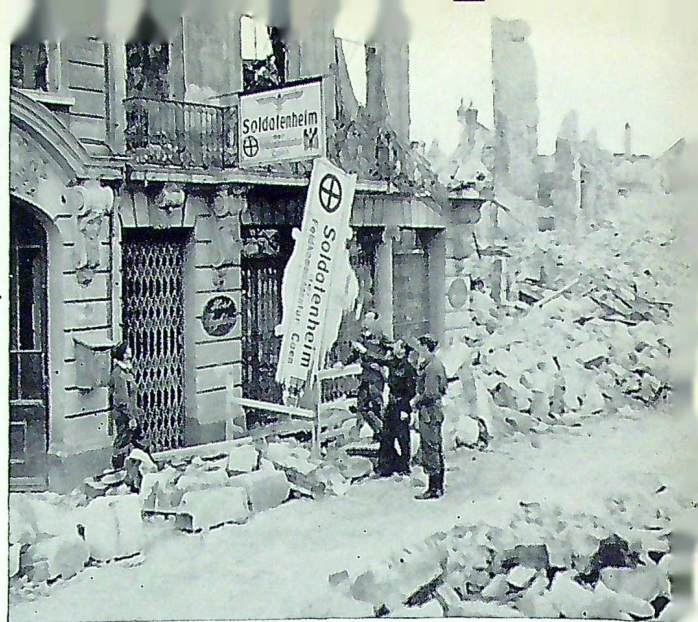
Operations from Evere consisted of patrols over the battlefield between Weert and Roermond, with frequent sweeps and armed recces into Germany in search of air or ground targets. The weather was now a serious handicap, frequently grounding the Spitfires for days, and on the whole the first three months at Evere were a quiet period. Some of the squadron's patrols in December were along the Siegfried Line between Aachen and Trier where, on the 16th, von Rundstedt launched the counter-offensive that culminated in the "Battle of the Bulge." No. 443 had no part in the early stages of the battle, as it was sent to England on December 18th for an air firing course and did not return to Evere until January 3rd, 1945. The squadron also missed the spectacular Luftwaffe strafe on New Year's Day against Allied airfields in Belgium and the Netherlands.

The first operations after the pilots returned to Evere were armed reconnaissances over the battle area in south-eastern Belgium where the "bulge" in the Allied lines was being eliminated. Then the Spitfires returned to their usual hunting-grounds

in the Koesfeld-Munster-Hamm-Dorsten sector east of the Rhine. Flying Officer T. C. Gamey was killed by the intense flak barrage over a German factory which the pilots attacked.

In February, despite persistent bad weather which stopped all flying on thirteen days and hampered it on many others, there was a sharp increase in operations. Reconnoitring in the Rheine-Munster area, the Hornets found numerous targets for their bullets and bombs, the month's total running to 52 vehicles, 20 freight cars and 6 locomotives, in addition to which rail lines were cut with bomb craters in at least five places, and a station house was destroyed. The flak sometimes appeared to be as dense as the clouds that blanketed the sky. One accurate burst hit Flt. Lt. D. M. Walz's aircraft, forcing him to take to his parachute. It was the second time Don had been brought down behind the enemy lines. On the first occasion he had been able to evade, but this time the Germans caught him. He had been with the squadron ever since its formation at Dartmouth in July 1942.

Early in March, No. 443 moved up to Petit Brogel, near the Belgian-Dutch border, in preparation for the airborne crossing of the Rhine at Wesel later that month. The three weeks which preceded the attack were busy, but comparatively quiet, for the pilots. The assault on March 24th, however, marked the beginning of a period of intense activity that continued without a break until the Nazi surrender on Luneburg heath. In March and April the Hornet squadron flew almost 2000 hours on 1446 operational sorties. There were occasional brushes with enemy aircraft, including some of the new Me.262's, but they usually got away in the clouds before the Spitfires could come to close quarters. One Me.109 was damaged — the squadron's first success in air combat since the Nijmegen battles six months previously. Attacks on enemy airfields were more fruitful — 4 destroyed and 14 damaged; and armed recces during these two months yielded at least 17 rail and road cuts, 85 mechanized vehicles, 23 horse-drawn transports, 8 railroad cars, 3 buildings, 2 guns and a petrol bowser destroyed, 173 vehicles, 27 freight cars, 8 locomotives and 13 buildings damaged.



*A German soldiers' club in Caen, July 1944.*

Sqn. Ldr. Art Sager finished his second tour late in March and was succeeded by Sqn. Ldr. T. J. de Courcy, formerly a flight commander in No. 421 Squadron. On the last operation from Petit Brogel, on March 31st, Flying Officer G. A. McDonald had to bale out over Germany and became a prisoner of war. Later that day the squadron moved to Eindhoven, the first in a series of rapid advances that took the unit across the German border to Rheine (April 12th), on to Diepholz (April 13th), and finally to Reinsehlen (April 28th.) Despite these frequent changes of base, 127 Wing had become so experienced and expert in mobility that operations continued without interruption.

While at Eindhoven, No. 443 lost another pilot, Flying Officer S. E. Messum, who crashed and was killed before he could abandon his flak-damaged aircraft. A fortnight later, on April 21st, two more pilots were reported missing. Flt. Lt. R. D. Marsh was winged by flak while strafing trains beyond the Elbe. Landing safely by parachute, he evaded capture and, after living on potatoes and wild ducks' eggs for a fortnight, made his way back to the squadron. The second pilot, Flying Officer H. R. Hanscom, disappeared following a brief engagement with some Focke-Wolfs. He was presumed dead.

While reconnoitring around Lubeck on the 25th, the pilots noted many aircraft parked on the airfield at Schwerin, and a few hours later Sqn. Ldr.



*Open-air barbers' shop at St. Croix, June 1944.*

de Courcy led a formation of eight Spitfires in a strafing attack on the attractive target. Flt. Lt. A. J. Dilworth set fire to a Ju.88 while the other pilots put damaging bursts into twelve other aircraft of various types. This attack was followed later in the day by another on the airfield at Neustadt, which resulted in the destruction of three F.W.190's and damage to two more. This time the Spitfires encountered vicious flak opposition and Dilworth crashed to his death on the airfield. The next morning two more casualties were suffered while strafing enemy vehicles: Flying Officer W. G. Conway and Flt. Lt. T. R. Watt had to land their damaged aircraft in enemy territory. Conway was a prisoner for a few days, but Terry Watt received severe injuries when his Spitfire broke up in the crash-landing.

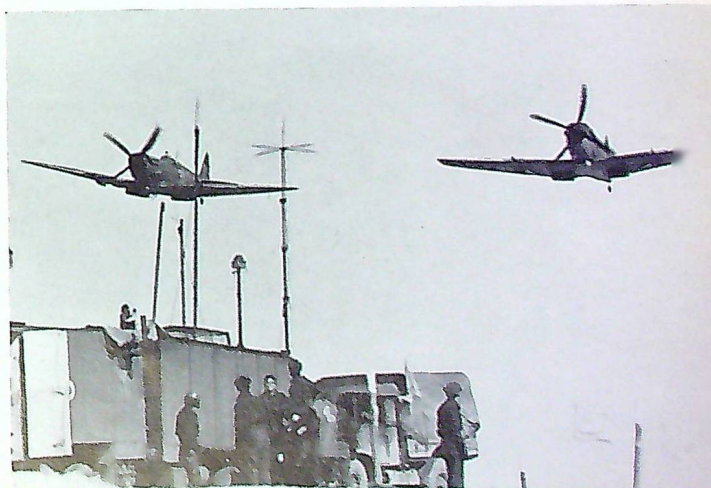
By the end of April the British Second Army had established a bridge-head across the Elbe, and the Hornet squadron's last operations consisted of patrols over this bridge-head and armed recesses in the rapidly diminishing area that was still in possession of the Nazis beyond the river. Everything was now so mixed up that the pilots were never sure whether they were flying over Russian-, British-, or German-held territory. There were only four days of operations in May, but they were very fruitful — 4 enemy aircraft, 64 M.E.T., 6 freight cars and a trawler destroyed; 2 aircraft, 104 M.E.T., 7 trawlers, 4 locomotives and 2 rail cars damaged. Five of the six aircraft were accounted for on May 2nd in a strafe of an airfield

near Bad Segeberg. A Fieseler and a Heinkel were destroyed on the ground, and two more Heinkel III's were damaged. A few minutes later, when the pilots flew back over the airfield, they caught a Ju.88 in the air, which Flt. Lt. H. R. Finley and Flying Officer M. J. Clow crashed into the ground. The Junkers' rear gunner, however, hit Hart Finley's Spitfire, forcing the pilot to bale out. Hart was back home within three days, safe and sound.

On the 3rd, when the British Army made contact with the Russians at Grabow and drove on to the Baltic coast, the Hornet squadron reconnoitred over Schleswig and Kiel, strafing and bombing trains, vehicles, and ships. On the day's final operation, Sqn. Ldr. Tommy de Courcy and two companions won the squadron's last air victory of the war by destroying a Ju.88 near Kappeln. The next day several shipping strikes were carried out around Kiel and Eckernförde; then hostilities ceased.

No. 443 remained at Reinsehlen for two months after V-E Day. A tragic loss was suffered during this time when Sqn. Ldr. de Courcy was killed in a car accident near Hamburg. Hart Finley replaced him in command. Early in July the squadron moved to Uetersen to join 126 (R.C.A.F.) Wing in the British Air Forces of Occupation. Flying practice, exercises and sports, passed the time away while the old-timers awaited repatriation and new personnel were posted in. In September

*Two of No. 443 Squadron's Spitfires fly over the mobile control vans at Petit Brogel, March 1945.*



Sqn. Ldr. Finley left for Canada and Sqn. Ldr. C. D. J. Bricker, D.F.C., took charge of the Hornets until the unit was finally disbanded on March 15th, 1946.

No. 443's final tally showed 39 enemy aircraft destroyed, 2 probably destroyed and 12 damaged in air combat, 6 destroyed and 17 damaged on the ground. Sqn. Ldr. H. W. McLeod, D.S.O., D.F.C. and Bar, headed the list with 8 destroyed; Flying Officer G. F. Ockenden, D.F.C., had 4½ destroyed and 1 damaged; Flying Officer R. A. Hodgins, D.F.C., 3 destroyed, 1 probable and 1 damaged; and Flt. Lt. D. M. Walz, 3 destroyed. Wing Cdr. Johnny Johnson also had destroyed three while flying with the squadron. Its members won one D.S.O. (Sqn. Ldr. McLeod) and five D.F.C.'s (Sqn. Ldrs. A. H. Sager and T. J. de Courcy, Flt. Lts. H. R. Finley, Ockenden, and Hodgins). Twelve pilots were killed or presumed dead; eleven others, who were reported missing, eventually returned safely.

On September 1st, 1951, No. 443 Squadron was reformed at Vancouver as a fighter unit in the R.C.A.F. Auxiliary. For some months prior to its official creation, No. 442 Fighter Squadron (Auxiliary) at Vancouver had been recruiting and training personnel for the new unit, and one of No. 442's officers, Wing Cdr. R. B. Barker, D.F.C.,



*Sqn. Ldr. C. D. J. Bricker, D.F.C.*

was appointed commanding officer of No. 443 Squadron in October. During the war Wing Cdr. Barker had served overseas as a fighter pilot in Nos. 442 and 412 Squadrons and had achieved a score of 4 enemy aircraft destroyed and 2 damaged.



## The Suggestion Box

Corporal J. P. Gray, of R.C.A.F. Station Summerside, has received a letter of thanks from the Chief of the Air Staff for having, on his own initiative, conducted an exhaustive series of tests to ascertain the reason for the high unserviceability rate of the turn gyro indicators in Dakota 3N aircraft. His resultant modification to the instrument vacuum lines has been officially adopted by the Service and promulgated as a Special Inspection.

*Cpl. J. P. Gray*

# A Cellular Concept of Air Strategy

## PART 4: THE CELLULAR FRAMEWORK

By Wing Commander H. R. Footitt

THE THUD of the guillotine echoed through France. The mere mention of the name Robespierre sent a chill through the hearts of the peace-loving nations. For this was 1794 and the "Reign of Terror" was shaping a new republic and new ideas. It was during these bloody days that the name of Napoleon Bonaparte, a young Corsican artillery officer, was first recorded in despatches. But the years passed, and the beat of Napoleon's marching columns faded into history. Then the military world slowly realized that the birth of the new republic coincided with the birth of a new era in warfare. The foundation of modern strategy had been laid.

By the end of the nineteenth century the German strategist Clausewitz and the Swiss Jomini (both contemporaries of Napoleon), and much later the German military historian Delbruck, and others, had carefully sifted Napoleon's campaigns and compared them with those of the other great captains. From these studies it was apparent that there were two distinct types of wars that had plagued mankind — an unlimited war, and a limited war. Modern history reinforces this viewpoint. Moreover, the Second World War emphasized again that it is vitally necessary to recognize these wars — and their basic strategy — if victory is the goal. From a cellular concept of strategy, unlimited and limited wars can be cast on a common framework. And from this framework the whole stature and strategy of war can be visualized.

From the broad viewpoint, "unlimited war" is another name for our global, or total, war. The object is to seize the enemy's homeland and force him completely to our will. One must therefore be bent on annihilating the enemy. Air power, land power, and sea power are thus keyed to-

gether in one gigantic offensive which will ultimately lead to the final, decisive land battle. In 1941 the U.S. Joint Board showed a sound knowledge of this type of war in the following statement: "Naval and air power may prevent wars from being lost, and by weakening the enemy strength may greatly contribute to victory. By themselves, however, naval and air forces seldom, if ever, win important wars. It should be recognized as an almost invariable rule that only land armies can finally win wars."

From the cellular concept, the framework of the unlimited war is the interconnected strategic cell, communications cell, and tactical cell. In actual war these basic cells will be built up from innumerable cellules, with connecting links, so that the whole framework twists and turns over the surface of the earth. But in the broad concept, and in order to delve into basic principles, the framework can be thought of as a central heart-land, or strategic cell, from which will emanate, in all directions, the communications cells. Attached to these cells, at the outer rim, will be a chain of tactical cells where the opposing nations come together in surface battle. (See Figure 1).

The rôle of the armed services is to dominate all one's own cells, and conduct a continuous offensive designed at dominating all those of the enemy. Air power and sea power will co-operate in the domination of the sea cells of any type, and air power and land power will co-operate in the domination of the land cells. This is the target for unlimited war, towards which all strategy and tactics must be aimed.

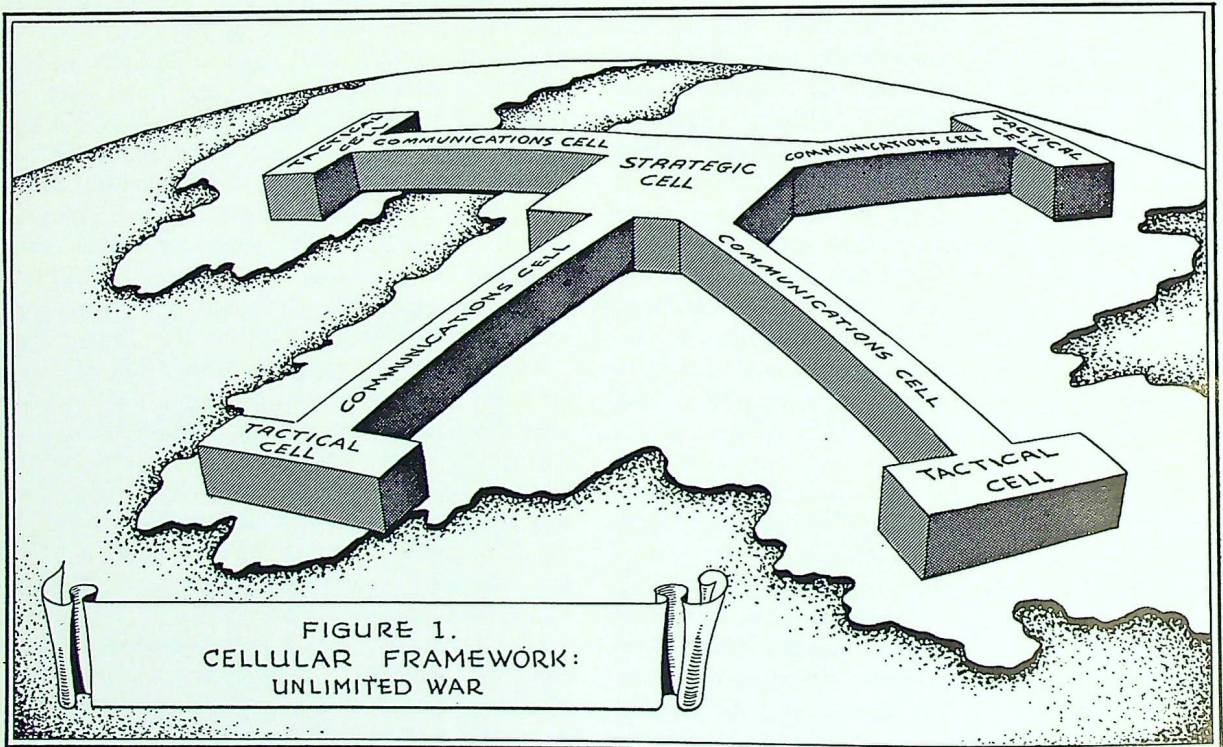
Like Alexander, Caesar, and Napoleon, English-speaking nations have a particular understanding of this type of war. The root of this knowledge is probably buried in England's national

psychology. There is some evidence to indicate that the democratic outlook of Western nations could only be born and nursed to full maturity in an isolated island nation. Even as wars first tended to spread over the face of the globe, Nelson's victory at Trafalgar gave England the sea power and the priceless opportunity to take war or leave it alone — until, in the end, the mother of democracy came to believe that the pen was truly mightier than the sword, and that wars should therefore only be fought for an overpowering principle. This meant unlimited war.

On the other hand, public opinion in these English-speaking nations shows a tendency to become frustrated and confused in limited war. Yet the object in limited war is to gain some limited, or minor, concession from the enemy. It is the war of *conditional* surrender, as opposed to the war of *unconditional* surrender. It is the war that may demand only *some* military action, as opposed to the continuous military pressure

required in unlimited war. It is the war that seeks to exhaust the enemy so that he will decide that the war is not worth the effort and will therefore be prepared to concede the point at issue, since his national life is not at stake. It is the war that may be waged by battle, political pressure, or any combined manoeuvre.

Limited wars may be fought by powerful nations. In 1900 the Boxer Rebellion in China gave Russia the opportunity to pour 100,000 troops into Manchuria. Japan, who regarded Korea as a dagger pointed at the Japanese homeland, was concerned with this occupation, since Manchuria was the approach to Korea. Early in 1902 the Japanese signed an alliance with Britain whereby the British recognized Japan's special interest in Korea. In addition, each nation agreed to remain neutral if either became entangled in a war with a third power, but agreed to join the war if a fourth nation sided with the third.



Japan had now set the political stage for a possible limited war with Russia.

Two months after this alliance was concluded, the Russians and Chinese signed an agreement whereby Russia would evacuate Manchuria within eighteen months. However, by the middle of the following year it became apparent to Japan that Russia had no intention of pulling her forces out of Manchuria. Angry diplomatic notes were despatched to Moscow, but the Russians treated them with indifference and delay. In fact, Russia was not only planning an expansion in Manchuria, but was also threatening Korea itself.

By 6 February 1904, negotiations between the Russians and Japanese had completely broken down, and Japan severed diplomatic relations. Japan, whose taste runs to starting wars without a declaration, stormed Russian-leased Port Arthur on February 8th. Two days later war was declared.

The Japanese promptly occupied Seoul, and Korea hurriedly signed a treaty and became a protectorate under Japanese control. Similar to the pattern of many limited wars, the serious fighting took place on virgin Chinese soil as the Japanese sought to drive the Russians from Southern Manchuria. The Russians sustained continual defeats as the Japanese laid siege to Port Arthur and moved north. Finally, Port Arthur fell, and in May 1905 the Japanese annihilated the Russian fleet in the Battle of Tsushima Straits. This was the end. Russian public opinion had already turned against the war. In September 1905 a peace treaty was signed at Portsmouth.

With the Russian capitulation Japan gained her limited war objective. Russia agreed to recognize Japan's interest in Korea, and Russian troops were evacuated from Manchuria. Both powers agreed that Korea would be an independent nation.

The Russo-Japanese War is typical of the pattern of limited wars which confine their object and their fighting. However, any nation may have ulterior motives to which the limited war is merely a stepping-stone. For example, the Russo-Japanese war was a Japanese prelude to the domination of Korea. Three years later, after

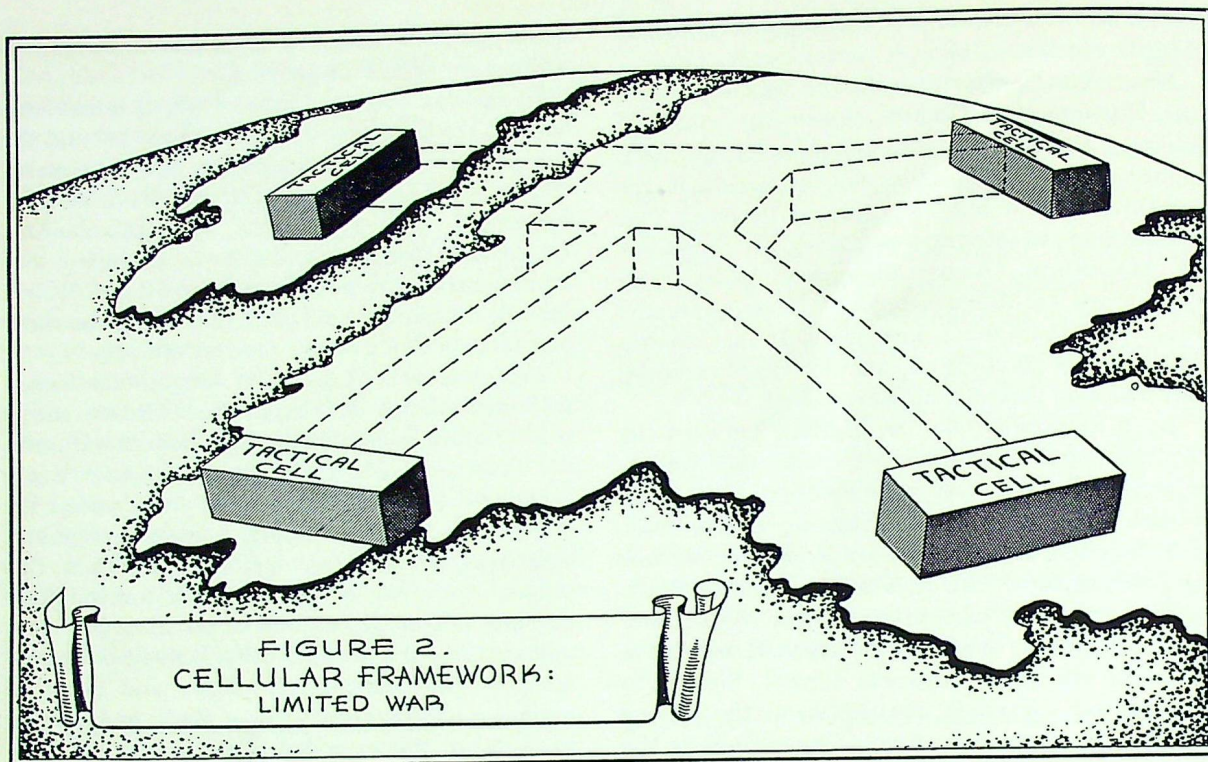
much political manoeuvring, Japan managed to annex Korea without fighting.

In essence, then, the limited war is a war confined to the tactical cell. The strategic cell and the communications cells, which are still buttressing the tactical cell battleground, are, by unwritten agreement, "out of bounds." With this concept the cellular framework for both unlimited and limited wars is the same (see Figures 1 and 2), but the rôle of the armed forces in limited war becomes one of domination of the tactical cell only.

Is a clear understanding of this cellular framework necessary to warring nations? History shows that it is absolutely vital, since a limited war, with its unwritten code of confinement, may easily generate into an unlimited war if either one of the belligerents decides to change his relatively minor objectives to relatively major ones. When this occurs, the rôle of the military immediately becomes one of domination of all strategic, communications, and tactical cells, instead of domination of the tactical cell alone; and powerful nations must have their forces ready and waiting to carry out this extended rôle.

When Japan celebrated her victory in the Russo-Japanese War in 1905, little did she realize that her strategic thinking, correct for a limited war, was to cause her downfall in unlimited Second World War some forty years later. For Japan had become limited-war-minded. Consequently, in the Second World War, she devised her strategy and built up her forces on a hodge-podge basis that recognized domination of her own cells only, and not those of the enemy. She apparently failed to recognize the cellular framework. This muddled strategic thinking cost her the war. A similar case may be made against Germany. (See Part 1 of this series in "The Roundel" for March 1952.)

By thinking in terms of cells and air power, it is readily apparent that, in unlimited war, an attack can be made on the framework behind the enemy's front-line tactical cell. Though this may seem like a modern touch, in reality the basic principle is etched in history. In the early 19th Century, when England was struggling to stem the Napoleonic tide, British forces struck at the French in the Peninsular War. Based in Portugal,



and supported by British sea supremacy, Wellington pressed every opportunity to strike behind the French forces stationed in southern Spain. In this way he could cut their long communication line stretching from Paris to Madrid. In the end, as Napoleon's empire crumbled, Wellington marched over the Pyrenees for the assault on the strategic cell of France itself.

In the U.S. Civil War some fifty years later, General Sherman followed Wellington's pattern when he led his famous "March to the Sea." This was a daring stroke to cut behind the Confederate lines and strike at the framework that supported their front-line force.

Air power, then, is another means of achieving the domination that land power sought in days gone by. The coming of air power has merely thrown into sharp relief the cellular framework. And from this framework other facts are readily apparent. For example, the point where a sea cell joins a land cell might be called a "fringe cell."

Here there is "no separate land, air, or naval war," as General Eisenhower expressed it. All three Services must co-operate in co-ordinated offence and defence.

Bases to suit the cells must also be considered. Military planning must, therefore, decide on the possible cells in a future war, and build the global bases required to ensure domination of the cells. The British, for example, have always regarded the Mediterranean as a communications cell to the Far East. Consequently they have held firmly to Gibraltar and Malta in order to dominate this cell.

There are other facets to this concept, as there are to all such crutches for man's thought. Any conflict, for instance, may be considered in a cellular light from the global viewpoint, the continental viewpoint, the national viewpoint, or merely the local viewpoint. But the thread that runs through all viewpoints is the thread of inter-Service co-operation and action. In any future war against a powerful enemy with a

sound concept, the nation whose forces are beset with inter-Service strife will be the certain loser.

History records that inter-Service conflict has marched with most armed forces since the earliest wars. In 1794 the British navy took the responsibility for an amphibious assault on French-held Corsica. Lord Nelson, then a captain, and Colonel Villettes were heavily engaged in what the army's General Dundas had previously tagged as a project "most visionary and rash." Dundas' successor, General D'Aubant, with seven direly-needed British regiments not far from the scene of action, refused to "entangle himself with any co-operation." No wonder that Lord Nelson was

later to write: "It is enough to make any lover of his country run distracted!"

However, with the thread of inter-Service co-operation firmly knotted, man needs but a concept to form a foundation for thought in building the winning forces in any war of to-morrow. Strategic concepts by themselves can never win wars. On the other hand, wars will never be won without such concepts. In the long view, clear thinking, with the aid of a concept, is vital. For, as a Japanese emperor warned in 1893, "if one mistake is made in matters of national defence, its consequences may be felt for a century."

*The End*

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## For the Harassed Parent

Robert E. K. Rourke, the Headmaster of Pickering College, writing to "Canadian Mail":  
"The following quotation from an address by Peter the Hermit in 1274, A.D., has often helped me maintain a sense of balance in dealing with the problems of teen-agers:

"The world is passing through troubled times. The young people of to-day think of nothing but themselves. They have no reverence for parents or old people. They are all impatient of all restraint. They talk as if they alone knew anything, and what passes for wisdom with us is foolishness with them. As for girls, they are forward, immodest, and unwomanly in speech, behavior and dress."

("Canadian Mail")

# Aircrew Training for N.A.T.O.

(Prepared by the Directorate of Air Intelligence, A.F.H.Q.)

(These notes on N.A.T.O. aircrew training are supplementary to the article on "The North Atlantic Treaty Organization," which appeared in our May issue.— EDITOR)

## THE FIRST AGREEMENT

Early in 1950 Canada recognized that the continental N.A.T.O. nations would require assistance in the training of aircrew if they were to meet their Air Force commitments. Accordingly — and before the machinery of the Air Training Team of the Standing Group\* was in operation — the Canadian government opened direct negotiations with the countries concerned, offering facilities for the training of 50 pilots and 50 navigators. Subsequently, early in 1951, 61 pilots and 37 navigators (even though the number of the former exceeded that originally specified), were awarded their wings at Centralia and Summerside, respectively. The countries represented were:

Belgium  
Italy  
Norway  
Netherlands  
France

## THE R.A.F. AGREEMENT

Negotiations with the U.K. in the fall of 1950 resulted in an agreement to train 300 pilots for the R.A.F. by December 1952. To do this it was necessary to arrange for an annual intake of 260. Arrangements were also made for 50 navigators annually in return for the extension of facilities to the R.C.A.F. squadrons which were to be based in the U.K.

## THE STANDING GROUP AGREEMENT

Shortly after these agreements were made, the Canadian Government decided to expand its

mutual aid programme. This entailed the provision of one Flying Training School, one Advanced Flying School, and one Air Navigation School, which would enable Canada to take care of an annual intake of an additional 433 pilots and 900 navigators. The Standing Group was requested to allow for these numbers as well as those specified in the first agreement with the continental treaty members.

	Pilots	Navigators
1st Agreement:	50	50
R.A.F. Agreement:	260	50
Standing Group Agreement:	433	900
	<u>743</u>	<u>1000</u>

## FLYING TRAINING SCHOOLS

To accommodate this training as well as the R.C.A.F.'s regular requirements, the following schools are in operation or are planned:

### Pilots:

*Basic:* 4 Flying Training Schools:

- No. 1 F.T.S. — Centralia.
- No. 2 F.T.S. — Gimli (to move to Penhold).
- No. 3 F.T.S. — Claresholm.
- No. 4 F.T.S. — Calgary (to move to Moose Jaw).

*Advanced:* 3 Advanced Flying Schools:

- No. 1 A.F.S. — Saskatoon.
- No. 2 A.F.S. — MacDonald (to move to Portage La Prairie).
- No. 3 A.F.S. — Gimli.

*Gunnery:* 1 Air Gunnery School:

- No. 1 A.G.S. — MacDonald.

*Navigators:* 2 Air Navigation Schools:

- No. 1 A.N.S. — Summerside.
- No. 2 A.N.S. — Winnipeg.

The countries which are now sending trainees to the above schools are:

U.K.            Norway  
France        Denmark  
Belgium      Holland  
Italy

\*See "The North Atlantic Treaty Organization."



*N.A.T.O. trainees at 2 A.N.S., Winnipeg. Left to right: Sgt. Felderkreiss (French Air Force), Flt. Cadet Rasmussen (Danish Air Force), Lt. Pedersen (Danish Air Force), Able Seaman Poulain (French Fleet Air Arm).*



*Six nations are represented in the above group of graduating N.A.T.O. pilots as they salute the Chief of the Air Staff at Centralia. Left to right: Belgium, Algeria (France), Italy, Holland, Norway, Canada.*

### COURSES PROVIDED FOR N.A.T.O. TRAINEES

N.A.T.O. trainees report first to R.C.A.F. Station London for a short acclimatization and orientation course before reporting to their flying training schools. First plans called for concentrating N.A.T.O. training in one A.N.S. and two F.T.S.'s This decision was later reversed, and trainees are now divided evenly at all schools. It was felt that such a policy, in addition to creating an international flavour, would also assist in overcoming language difficulties by a forced intermingling of English and non-English-speaking trainees.

From London, pilot trainees proceed to F.T.S.'s for a course of instruction on Harvards. Navigator trainees receive a course at an A.N.S., and upon graduation are returned home.

Following their basic course, graduates of F.T.S.'s will all proceed, when T-33's are available, to an A.F.S. During the interim period, when Harvards are being used, all except the R.A.F. will take a shorter advanced flying course. All countries want only the single-engine advanced course, but trainees who are found unsuitable as jet pilots will take the twin-engine course.

All continental graduates of A.F.S.'s (with the exception of R.A.F. personnel, who will take only the A.F.S. T-33 course) will proceed to the air gunnery school, presently equipped with Harvards but later to be provided with T.33's.

### FUTURE N.A.T.O. TRAINING

Canada has made an offer to the Standing Group to train a substantial number of pilots between the period July 1952 and July 1953.

A meeting of a temporary training committee, composed of representatives from the U.S.A.F., R.C.A.F., R.A.F., and French Air Force, met in Washington in January 1952 to study N.A.T.O. aircrew requirements and to ascertain if front-line commitments, as laid down in the Paris Plan, could be met by December 1954 — and, if they could not be met, to recommend methods by which they could be. As a result of this study, Canada has been requested to undertake the training of additional pilots. This request is now being considered, but under the present policy any additional training will be done with existing planned resources and facilities.



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# ROYAL CANADIAN AIR FORCE

# Association

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

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## HERE, THERE, AND EVERYWHERE

● To co-ordinate activities and avoid duplication of effort, Wings in the Montreal area have formed the Montreal Wings' Council. In conjunction with the Air Force Veterans Association of Montreal, the Council sponsored the dinner at which Lord Trenchard, first chief of the Air Staff of the R.A.F., was the guest speaker. Lord Trenchard presented the Queen's Colours, an R.C.A.F. ensign and the R.C.A.F. Association Standard, to 306 (Maple Leaf) Wing, Montreal, at this gathering. Air Vice-Marshal A. L. Morfee, the Association's national president, also presented Viscount Trenchard with an honorary life-membership card in the Association, and with a lapel pin. "Nothing you could have done would have pleased me more," said the 79-year old Viscount.

● Air Vice-Marshal Morfee and the Association were host to Lord Trenchard at a gathering in the R.C.A.F. Officers' Mess, Ottawa, to which former members of the Royal Flying Corps and the Royal Naval Air Service were invited. Between 30 and 40 attended, and everyone had the opportunity of individually talking over old times with Lord Trenchard. It was suggested that such gatherings should be continued by forming an R.F.C.-R.N.A.S. Squadron of 410 (Ottawa District) Wing.

● A quorum of the National Executive Council endorsed in principle the purchase of stationery for R.C.A.F. personnel overseas. At the same

meeting a new membership category was suggested. The proposed amendment to the by-laws is as follows: "Any person who has demonstrated that he is interested in furthering the aims and purposes of the Association, or the proper development and maintenance of Canadian air power, may individually be approved as a Privileged Member of the Association, but only by the National Executive Council." The new category is for the purpose of establishing closer co-operation with the Canadian

*Air Vice-Marshal A. L. Morfee escorts Lord Trenchard into the R.C.A.F. officers' mess, Ottawa.*





*An informal gathering of 306 (Maple Leaf: Montreal) Wing in the mess of 401 (F.) Sqn. (Aux.)*

aviation industry. It does *not* open up a whole new field of membership for Wings. Although recommendations may be submitted by Wings, National Headquarters intends to keep the number of applications severely limited, and protection against abuse will be assured by necessary national approval of each individual candidate.

- Prior to the National Convention, a Resolutions Committee met in Ottawa and considered individual resolutions submitted by Groups. Resolutions on similar subjects were consolidated, others reworded, and still other resolutions disapproved in principle. While the committee may permit the latter type of resolution to go before the Convention, the reasons why the committee did not favour the resolution will be stated. The committee also considered the introduction of useful resolutions "on its own," and gathered pertinent data as background for resolutions which would be considered by the Convention.

- On the Saint John project of "bon voyage parties" for R.C.A.F. personnel proceeding overseas, the two Halifax Wings had joined in at the outset. When sailings moved further up the St. Lawrence, Montreal Wings Council and the Quebec City Wing began to participate.

- For "Operation Library" (the provision of fiction books for R.C.A.F. units overseas), 306

(Maple Leaf) Wing has collected a large number of hard-covered books, many of which were purchased new from donations of funds. From cash donations from Wings, National Headquarters took out a number of subscriptions to book-of-the-month clubs. 401 (Air Force Association of Kirkland Lake) collected a mixture of pocket and hard-covered books in excess of 2,000 as the result of a theatre show for children, and 700 (City of Edmonton) Wing had planned a similar venture, with shows in four theatres at once.

- Reports from the R.C.A.F. indicate that Wings are taking an active part in — and getting results from — "Operation Recruiting," a programme of assistance to R.C.A.F. recruiting. Information was sent to all members-at-large to assist them to participate as individuals in the scheme.

- Interest in sponsoring Air Cadet Squadrons has been growing. National Headquarters has sent out a questionnaire to ascertain what is presently being done and what are the possibilities of expansion of effort.

- Commanding officers having been appointed for all areas of the Ground Observer Corps, and most Wings are discussing in detail their own participation in the scheme.



250 (Saint John) Wing's 1952 executive. Seated (l. to r.): P. Campbell, Agnes Bright, P. Connell, E. Fitzgerald, Betty Irwin, "Billy" Anning. Standing (l. to r.): B. Carter, R. Crowley, W. McCauley, D. Wilson, M. Cornfield, Dr. J. L. Thompson, R. Dillon. Missing from photograph: N. Jackson, W. Allwood. ("Climo" photo.)

● National Headquarters has followed through on extension of the Chipmunk Training Scheme to certain localities and requested Wings involved to co-operate with the Royal Flying Clubs Association in putting the scheme into operation.

● Arrangements have been made with the Chief of the Air Staff for appropriate officers and R.C.A.F.A. permanent staff to discuss R.C.A.F. plans for the Reserve.

● Plans for an inter-Wing gathering in Toronto of all Ontario members (during which visit aviation plants would be inspected) have had to be postponed until the aviation plants are able to make arrangements for definite dates.

● The "Wing Ding" film obtained from the American Air Force Association has been in greater demand than can be met. Two other films have been obtained, one from A. V. Roe Ltd., and the other ("The Royal Tour") from the Canadian Navy, and sent "on tour." Arrangements have been made with Group Captain F. R. West, Chief Inspector of Accidents (flying) for the R.C.A.F., to speak to R.C.A.F.A. personnel as well as the Service during a lecture tour of eastern and western Canada.

● In addition to recent conversations with the Royal Flying Clubs Association, the Air Industries and Transport Association, and the Canadian Legion, in furtherance of co-operation with



R.C.A.F.A., liaison has been established with the World Veterans Federation, with offices in London and Paris.

#### PUBLIC RELATIONS AWARD

424 (Cornwall District) Wing is the winner of the current prize. Cornwall has been doing an excellent job in a great many respects — in liaison with local publicity media, in providing accounts of Wing activities for headquarters, in recruiting, and in nearly every other project suggested to them. Specifically, the award is for the suggestion that all Wings should provide film reviews to indicate to other Wings suitable pictures to be shown at Wing meetings. The suggestion has already been put into effect by National Headquarters.

#### WATCHING THE WINGS

“Dinghy” Jones, only canine member of the Association, who agreed to come out of retirement to help with our effort for recruiting for the Air Force and the Ground Observer Corps, paid his first visit outside Montreal. When he performed for 410 (Ottawa District) Wing, he made a distinct hit and was given good coverage in Ottawa press and radio. Already other visits are planned. Dr. Arnold Jones, Montreal surgeon, “Dinghy’s” owner and trainer, has been most generous with his time.

250 (Saint John) Wing is planning an air show in conjunction with the opening of the airport at Saint John on July 1st.

702 (Lethbridge) Wing made the neighbourly gesture with a financial contribution to Medicine Hat flood relief. Lethbridge also went to town on publicity for the R.C.A.F. Training Command Band during its visit to that city.

302 (Quebec City) and 424 (Cornwall) Wings have sponsored concerts by the R.C.A.F. Central Band, as well as Wing dances.

604 (Prince Albert) Wing received its charter on April 26th. Group Capt. R. S. Turnbull, D.F.C., A.F.C., A.F.M., C.O. of R.C.A.F. Station Saskatoon, was the guest speaker, and representa-

tives from other Saskatchewan Wings were among those present. Forrest Mann was elected first president.

404 (Kitchener-Waterloo) Wing paid a refresher visit to R.C.A.F. Station Centralia.

Group Capt. R. S. Turnbull and Miss Marian Graham were among speakers at meeting of 600 (Regina) Wing.

402 (Sudbury District) Wing took up curling as an “extra-curricular” activity. 416 (Kingston) Wing is quite proud of its darts team.

412 (Air Force Club of Windsor) Wing was host to national officers of the American Air Force Association after they visited Detroit to arrange for the National Convention. 412 has agreed to look after accommodation and generally act as liaison for any R.C.A.F.A. members who will be attending the American convention during the latter part of August.

253 (Moncton) Wing has been staging a number of successful parties in conjunction with special days, such as St. Valentine’s, St. Patrick’s, etc.

100 (Bluenose) Wing, in addition to taking an active part in *bon voyage* parties, has reinstated its hospital welfare work.

#### NEW GROUP BULLETIN

Latest addition to the bulletins being published regularly by R.C.A.F.A. formations is the Maritime Group effort. Initially, at least, it is almost the single-handed effort of Armand Wigglesworth, new Group President.

#### ADDITIONAL GROUP REPORTS

##### ALBERTA

Officers of Alberta Group were previously reported. Resolutions passed by the Group for consideration by the National Convention included:

- Provision of scanners to assist the R.C.A.F. on search and rescue work.
- A special form of badge for life members.
- Fullest support for the Civil Defence Organization.
- Permission for Wings to issue membership cards to new members and to issue renewals.



1952 executive of 406 (North Bay) Wing. Seated (l to r.): Dr. L. Boland, H. Allard, D. Rumble, Miss J. Williamson, H. Bondett. Standing (l. to r.): F. Hutson, J. Douglas, M. Hume, R. Joy, R. Loney. ("Daily Nugget" photo.)

## BRITISH COLUMBIA

### Officers

President: Ivan B. Quinn (Vancouver)  
 Vice-President: A. W. Carter (Vancouver)  
 Secretary: Garfield W. Cross (Vancouver)  
 Treasurer: S. E. Parker (Vancouver)  
 Members: R. H. Little (Vancouver)  
 D. C. Birch (Vancouver)  
 Derek Inman (Vancouver)

### President's Report

A. D. Bell-Irving referred to the loss the Association had sustained in the death of Air Chief Marshal L. S. Breadner. The B.C. Group had three active Wings (two in Vancouver and one in Victoria), but generally the Association had not prospered as greatly as had been hoped. Accommodation was an urgent need, as the Reserve Centre could only be used on limited occasions.

The trend in the Association, he said, was towards administration being in the hands of younger members, and he intimated that all the present Group executive were willing to stand

down to make room for the Second World War veterans. Progress made by 802 (Vancouver) Wing in clearing up back financial problems, and the fine progress made by 804 (P.O.W.) Wing, were gratifying.

## Saskatchewan

### Officers

President: Jack Park (Yorkton)  
 1st Vice-President: S. T. Malach (Regina)  
 2nd Vice-President: James Thurgood (Moose Jaw)  
 Secretary-Treasurer: Miss Rhoda Farthing (Regina)  
 Directors: J. C. Turnbull (Regina)  
 E. Campbell (Regina)  
 C. Westerman (Regina)  
 William Fyles (Regina)  
 W. Hardy (Moose Jaw)  
 R. J. McFarlane (Yorkton)

Mr. Park was elected Group Representative to attend the National Convention, with Mr. Malach as alternate.

### President's Report

Mr. Park said that he believed the Association had reached the hard core of individuals who were

interested in making a success of the organization. "The help we have received from National Headquarters is immeasurable, but basically it is you fellows and girls from the present Wings, and from those we hope to inaugurate in the very near future, that are the backbone of the Association." He referred to the formation of a new Wing at Prince Albert and reactivation of the Moose Jaw Wing. Accommodation and retention of membership appeared to be the twin problems besetting each Wing. "Until we can each get some sort of permanent home in our own localities, it is up to us to attempt to hold the gang together," Mr. Park said.

### Resolutions

Resolutions passed for consideration by the National Convention included the following suggestions:

- That, in order to facilitate tours of R.C.A.F. personnel and R.C.A.F. bands, Association Groups be contacted to ascertain if they may assist in making arrangements.
- That the field organizer apportion his time in the ratio of eight months for the west and four months for the east.
- That membership cards and buttons be issued by the Wings rather than National Headquarters.



### "MISS CALGARY STAMPEDE"

With the approval of A.F.H.Q., attractive Airwoman Lillian Powers, a member of 403 (F.B.) Auxiliary Squadron, Calgary, is being sponsored by 701 Wing of the Association as a contestant in this year's "Miss Calgary Stampede" contest." As the photographs on this page bear out, our Air Force entry is deserving of the whole-hearted support of all units of the R.C.A.F. and Wings of the R.C.A.F. Association.

Proceeds of the contest are to be devoted to welfare and community projects of the Associated Canadian Travellers Association and other sponsoring groups. 701 (Calgary) Wing is devoting its share of the proceeds to Air Cadet work, and has made arrangements whereby other participating Wings of the Association may share in the proceeds. On this understanding and in view of the national publicity value to the R.C.A.F., the national president authorized 701 Wing to seek the co-operation of other Wings of the Association.

Air Power is Peace Power. Vote Airwoman Powers for "Miss Calgary Stampede."



# Personnel Movements ★ ★ ★

## Officers: February

- W/C C. M. Black, D.F.C.—J.S.E.S.U., Churchill, to A.F.H.Q.  
 S/L C. E. Humphreys — A.M.C.H.Q., Ottawa, to 6 R.D., Trenton.  
 S/L J. MacKay, D.F.C.—R.C.A.F. Stn. Bagotville to 416 (F.) Sqn., Uplands.  
 S/L R. C. McCrudden — T.C.H.Q., Trenton, to 25 A.M.B., Calgary.

## Officers: March

- S/L W. J. Argue — R.C.A.F. Stn. Toronto to M.G.H.Q., Halifax.  
 S/L J. C. Bruner — 400 (F.) Sqn. (Aux.), Toronto, to 14 T.G.H.Q., Winnipeg.  
 S/L E. M. Butcher — R.C.A.F. Stn. Edmonton to C.J.S. Washington.  
 S/L R. L. Davis — A.M.C.H.Q., Ottawa, to T.C.H.Q., Trenton.  
 S/L C. F. Grigg — P.R.T.S., Calgary, to 4 F.T.S., Calgary.  
 S/L K. C. Henry — 1 A.N.S., Summerside, to R.C.A.F. Stn. Summerside.  
 W/C F. W. Hillock — A.F.H.Q. to C.J.S. London.  
 W/C D. M. Holman — A.M.C.H.Q., Ottawa, to Air Div., France.  
 W/C D. J. G. Jackson — A.D.C.H.Q., St. Hubert, to 202 R.S., Lac St. Denis.  
 S/L H. H. Kochan — A.M.C.H.Q., Ottawa, to C.J.A.T.C., Rivers.  
 S/L D. C. Laubman, D.F.C.—416 (F.) Sqn., Uplands, to Air Div., France.  
 S/L E. C. R. Likeness — A.A.F.C.E., France, to Air Attaché, Paris.  
 S/L M. McArthur — A.F.H.Q. to R.C.A.F. Stn. Rockcliffe.  
 S/L J. C. McCarthy, D.S.O., D.F.C.—6 R.D., Trenton, to R.C.A.F. Stn. Chatham.  
 W/C J. W. McNee — 1 T.T.S., Aylmer, to A.D.C.H.Q., St. Hubert.  
 S/L F. W. New — A.M.C.H.Q., Ottawa, to I.A.M., Toronto.  
 S/L E. A. Peters — A.D.C.H.Q., St. Hubert, to A.F.H.Q.  
 S/L C. A. Rhude, D.F.C.—12 A.D.G.H.Q., Vancouver, to 5003 I.U. (Aux.), Vancouver.  
 S/L E. W. Smith, D.S.O.—6 R.D., Trenton, to A.D.C.H.Q., St. Hubert.  
 S/L H. Stanley — A.T.C.H.Q., Lachine, to 426 (T.) Sqn., Dorval.  
 S/L G. Sutherland — P.R.T.S., Calgary, to 4 F.T.S., Calgary.  
 S/L D. V. Thomas — T.C. C. & R. Flt., Trenton, to 14 T.G.H.Q., Winnipeg.  
 S/L G. B. Waterman — A.F.H.Q. to R.C.A.F. Stn. Uplands.

## Officers: April

- S/L J. A. Brown, D.F.C.—R.C.A.F. Stn. Uplands to 1 F.W.H.Q., U.K.  
 W/C A. A. Buchanan, M.B.E.—1 S.D., Weston, to 1 A.M.B., Weston.  
 W/C A. Folkens, A.F.C.—M.G.H.Q., Halifax, to 2 F.T.S., Gimli.

- S/L J. H. Gillmore, D.F.C., D.F.M.—R.C.A.F. Stn. Whitehorse to A.F.H.Q.  
 S/L D. J. Dewan, A.F.C.—2 A.C.W.U., Chatham, to A.F.H.Q.  
 S/L W. A. Goodall — 1 S.D., Weston, to 1 A.M.B., Weston.  
 W/C J. T. McCutcheon, D.F.C., A.F.C.—C.J.S. Washington to A.T.C.H.Q., Lachine.  
 S/L D. A. McDonald—1 S.D., Weston, to 1 A.M.B., Weston.  
 S/L G. S. Middleton — 1 S.D., Weston, to 1 A.M.B., Weston.  
 W/C W. M. Murray — 1 S.D., Weston, to 1 A.M.B., Weston.  
 S/L W. E. Spencer — R.C.A.F. Stn. St. Hubert to A.M.C.H.Q., Ottawa.  
 W/C J. M. Stroud, D.F.C.—A.F.H.Q. to A.D.C.H.Q., St. Hubert.  
 S/L R. F. Wilson — 6 R.D., Trenton, to A.F.H.Q.

## Warrant Officers: February

- WO2 A. L. Englebert — 426 (T.) Sqn., Dorval, to 4 (T.) O.T.U., Lachine.  
 WO1 W. H. Scott — C.J.S. Washington to R.C.A.F. Stn. Greenwood.

## Warrant Officers: March

- WO1 E. S. Allen — 1 T.T.S., Aylmer, to C.E. & P.E., Rockcliffe.  
 WO1 C. F. Barlow — R.C.A.F. Stn. St. Johns to R.C.A.F. Stn. Trenton.  
 WO1 T. L. Barrett — R.C.A.F. Stn. St. Hubert to 1 F.W.H.Q., U.K.  
 WO2 P. Burke — R.C.A.F. Stn. Goose Bay to R.C.A.F. Stn. Rockcliffe.  
 WO1 T. L. Crandell — R.C.A.F. Stn. Aylmer to R.C.A.F. Stn. Claresholm.  
 WO2 F. A. Creelman — R.C.A.F. Stn. Greenwood to A.M.C.H.Q., Ottawa.  
 WO2 T. Evans — 1 R.C.S., Clinton, to 12 Exam. Unit, Clinton.  
 WO2 M. W. Evoy — A.M.C.H.Q., Ottawa, to I.A.M., Toronto.  
 WO2 F. K. Fisher — A.M.C.H.Q., Ottawa, to 11 T.S.U., Montreal.  
 WO2 A. F. Jones — R.C.A.F. Stn. Aylmer to 2 P.S.U., London.  
 WO2 R. J. Lamoureux — A.M.C.H.Q., Ottawa, to R.C.A.F. Stn. Greenwood.  
 WO2 M. A. Smith — R.C.A.F. Stn. Lachine to 10 Exam. Unit, Camp Borden.  
 WO2 W. A. Thompson — R.C.A.F. Stn. Chatham to 202 R.S., Lac St. Denis.  
 WO2 B. M. Vansickle — C.N.S., Summerside, to 10 Exam. Unit, Camp Borden.  
 WO1 H. W. Watson — R.C.A.F. Stn. Camp Borden to 2 K.T.S., Aylmer.  
 WO1 T. E. Watts — 2 S.D., Vancouver, to 6 R.D., Trenton.

## Warrant Officers: April

- WO2 C. W. Atkinson — 1 S.D., Weston, to 6 R.D., Trenton.  
 WO2 O. Carnahan — 1 (F.) O.T.U., Chatham, to R.C.A.F. Stn. Chatham.

WO1 S. R. Carter — 1 (F.) O.T.U., Chatham, to R.C.A.F. Stn. Chatham.  
 WO2 A. R. Chessum — 6 R.D., Trenton, to A.M.C.H.Q., Ottawa.  
 WO1 A. J. Dale — 1 S.D., Weston, to 1 A.M.B., Weston.  
 WO2 E. Ferguson — 1 S.D., Weston, to 1 A.M.B., Weston.  
 WO1 G. F. Gayton, B.E.M.— 2 A.N.S., Winnipeg, to R.C.A.F. Stn. Winnipeg.  
 WO2 A. Heesom — 1 S.D., Weston, to 1 A.M.B., Weston.  
 WO1 W. C. Kavanagh — 1 S.D., Weston, to 1 A.M.B., Weston.  
 WO2 G. B. Kennedy — 1 R.C.S., Clinton, to 6 R.D., Trenton.

WO2 J. H. McCallan — R.C.A.F. Stn. Aylmer to R.C.A.F. Stn. Trenton.  
 WO1 B. P. Polec — 2 A.N.S., Winnipeg, to 2 T.T.S., Camp Borden.  
 WO2 S. W. Poolse — 1 R.C.S., Clinton, to R.C.A.F. Stn. Winnipeg.  
 WO2 A. G. Swartz — 1 (F.) O.T.U., Chatham, to R.C.A.F. Stn. Chatham.  
 WO1 V. R. Whitman — 1 (F.) O.T.U., Chatham, to R.C.A.F. Stn. Chatham.  
 WO2 W. D. Wilson — A.F.H.Q. to R.C.A.F. Stn. Winnipeg.

### KEY TO ABBREVIATIONS

A.A.S.	— Air Armament School.	I.A.M.	— Institute of Aviation Medicine.
A.A.F.C.E.	— Allied Air Forces Central Europe.	I.U.	— Intelligence Unit.
A.C.W.U.	— Aircraft Control & Warning Unit.	J.S.E.S.U.	— Joint Services Experimental Station Unit.
A.D.C.H.Q.	— Air Defence Command H.Q.	K.T.S.	— Composite Training School.
A.D.G.H.Q.	— Air Defence Group H.Q.	M.G.H.Q.	— Maritime Group H.Q.
Air Div.	— Air Division.	O.T.U.	— Operational Training Unit.
A.M.B.	— Air Materiel Base.	P.R.T.S.	— Pilot Refresher Training School.
A.M.C.H.Q.	— Air Materiel Command H.Q.	P.S.U.	— Personnel Selection Unit.
A.N.S.	— Air Navigation School.	R.C.S.	— Radar & Communications School.
A.T.C.H.Q.	— Air Transport Command H.Q.	R.D.	— Repair Depot.
(Aux.)	— Auxiliary.	R.S.	— Radio Station.
C.E. & P.E.	— Central Experimental & Proving Establishment.	S.D.	— Supply Depot.
C.J.A.T.C.	— Canadian Joint Air Training Centre.	(T.)	— Transport.
C.J.S.	— Canadian Joint Staff.	T.C.C. & R.	— Training Command Communications & Rescue.
C.N.S.	— Central Navigation School.	T.C.H.Q.	— Training Command H.Q.
(F.)	— Fighter.	T.G.H.Q.	— Tactical Group H.Q.
F.T.S.	— Flying Training School.	T.T.S.	— Technical Training School.
F.W.H.Q.	— Fighter Wing H.Q.		

## Link Hydro Trainer

The curious-looking object in the accompanying photograph is the prototype Link Hydro Trainer (not yet in production). Powered with a 25 h.p. marine-type engine, it is equipped with the usual flight and engine controls. The maximum altitude which the trainer can attain is about four feet above the water in which it is operated, and it is mounted on a hollow streamlined column extending to the submerged parts. Span of the Hydro Trainer is approximately seven feet, and its length six feet. It is designed primarily to follow the Link visual training course.



# The Language Problem In the Indian Air Force

By Air Commodore R. H. D. Singh

(Reprinted by courtesy of the "Indian Air Force Quarterly")

FOR THE LAST 17 years, ever since the Indian Air Force was born, English has been our Service language. Both officers and men have thought, spoken, and written in it, and have not only used it with correctness and polish but also taken a pride in making it the Service *lingua franca*. It has been the channel of communication all over — in the billets, in the messes, on the playgrounds, in the offices, and in the schools. And some of our most expressive phraseology is in English, capable of great sharpness or emphasis as the occasion demands.

All this must now change, for according to Article 343 of the Indian Constitution the official language of the Union shall be Hindi in the Devnagri script. There will be some, of course, who will point out to the provision in the Constitution of the continuation of English as the Union's official language till 1965. But this is not much of a solace. During these 15 years, Hindi will be settled firmly in the curricula of the schools and colleges. A whole generation of men will arise to whom English will no longer appear as an Alladin's lamp for prospects in life. The complexion of the press will change. There will be a demand for the rigorous enforcement of the Constitution, including the adoption of Hindi. Formerly it may have taken over a hundred years to make English prevail in the country, but now we are living in an age of spacious freedom and burning patriotism, backed by the will as well as the engines of the State. In the wake of the independence we have won, Hindi must follow like a shadow, sure and fast.

And not only Hindi. The Constitution also provides for the development of regional languages

in the various States. In the South, Tamil, Malayalam, and Kannada, and in the North, Gujrati, Bengali, and Punjabi, among others, are already being vigorously developed. Many will be amazed at the fact that this development is already having its impact upon the Air Force, the Training Command being the first to receive it. For in this Command we handle men coming straight from civil life, steeped in the atmosphere and learning of the schools. All over India, every school now appears to have entered in a race for teaching regional language. This is done not only by teaching the particular language as a subject in the curriculum, but also employing it as a medium of instruction for such subjects as history, economics, civics, mathematics and, in a number of cases, even science. In many schools English is no longer compulsory and has already lined up with the optionals out of which a student can pick and choose. Students do not speak or hear English as in the past; and in the class-rooms and laboratories and debating-halls English is fast fading out.

Imagine for a minute a student who has obtained his matriculation in a regional language and thus qualified himself for entrance into the I.A.F. The odds are, and very soon they will become a certainty, that he has done his science in Hindi or Bengali or Tamil or in any one of the one dozen important Indian languages. Such a student will be ushered into one of the Air Force Training Schools where instructors teach in English, names of tools and machinery are in English, books are in English, orders are given in English, and the whole administrative organisation has an English base and an English structure.

The inevitable will follow. Cases are in fact already being brought of trainees not imbibing lessons thoroughly, showing low comprehension and imperfect grasp, though they themselves are intelligent. There is nothing wrong in them as recruiting material, only the language of the I.A.F. is now no longer the language of most of the schools in the country. Imperfect understanding affects not only training but enforcement of discipline, and thus cuts at the root of Service life.

Have we, then, reached the cross-roads? Must we chalk out now a new path of language for the Indian Air Force? To many this heart-searching may look premature. And yet the language policy set forth by the Constitution is of such a revolutionary character that it is surprising how little flutter it has caused. Speaking purely from the angle of training in the Indian Air Force, the question has a vital bearing on the intake of fresh man-power, the training policy, the quality of technical, instructional and administrative staff and equipment, and thus, indirectly, on the future structure of the Service.

As a Service *lingua franca*, English has bestowed incalculable good upon the I.A.F. It has provided the vocabulary and the engineering literature and procured British skill, all indispensable for a technical Service; but, from a national angle, its great advantage has been in making the Service cosmopolitan. Men from all corners of the land have lived and served in the I.A.F. as a homogeneous community, and no barrier of language or province has stood in the way of acquiring unity. If English goes and no one language takes its place, province-wise alignment of the I.A.F. cannot be counted out; and it is a thing too sad to fancy, for we have always thought, and been proud, of ourselves as an All-India entity.

Just as we cannot brook provincial alignments in the I.A.F., we cannot also turn the clock back upon the days when the non-combatant servicemen were employed on technical jobs at places like Drigh Road. This class was mostly semi-educated, possessing a smattering of English, and serving as mechanics within an extremely narrow sphere. We have done away with it, and if you bring it back you must start over again revising your

trade structure. As a matter of fact, to think of the I.A.F. manned by such personnel in these days when Air Forces are equipped with machines of an exceptionally complicated nature and require technicians and engineers with deep and flexible capacity to handle them, is asking for a disaster.

It is obvious that the current of English language running through the I.A.F. cannot all of a sudden be switched off. English must remain our language for quite some time to come, but meanwhile we are being confronted with recruits with increasingly poor schooling in English and thus forming basically bad training material. Will the Air Force take up the high-school commitments, by providing a basic course to raise the standard of English to a level where training can be imparted without linguistic impediment? This will mean more staff qualified in Hindi and almost certainly prolongation of the training course. There is a limit even to this, because with the passage of years English will be more and more at a discount in the civil schools, and a time is bound to come when no amount of high-school teaching in the I.A.F. will deliver the goods. An alternative would be to enhance the entrance qualification from Matric. to Intermediate standard, but this again can be only a temporary expedient.

If eventually Hindi is going to replace English completely in the Indian Air Force, it appears reasonable to plan right now a method which will ensure its gradual taking over. This will mean that officers and men serving in the I.A.F. commence to receive extensive coaching in Hindi, even though English might continue to be the administrative language side by side for all purposes. An Air Force Order has already come out requiring all officers to pass a Hindi test by 1st October 1952, which shows that note has been taken of the shadows cast by the coming events. In order to make Hindi prevail in the Service, it may be necessary even to make it a compulsory subject for all airmen. For the trainees, separate classes in Hindi may have to be specially organised; and for the new entrants, knowledge of Hindi may be demanded as a part of their entrance qualifications. The whole idea is that, as the years go by,

Hindi becomes known correctly, fluently, and copiously, till the point is reached when it is in a position to take over from English completely.

It will, of course, be remembered that men in the I.A.F. can go in the direction of acquiring Hindi, only so far as Hindi will take them. It is extremely important that Hindi provides the necessary technical and specialist vocabulary which will

cover the whole range of Air Force requirements. Such vocabulary does not exist at present, and will have to be forged by Hindi experts and enthusiasts. The target of 15 years set in the Constitution cannot be considered very distant in terms of the development of the language, and what is wanted now is a quick pace and a grand all-round effort.

## Sports Note from Whitehorse

By Flying Officer J. E. Crofton, R.C.A.F. Station Whitehorse

WHEN IT COMES to sports in Whitehorse, Robert Service's claim that only the strong can survive the rigours of the Yukon still applies. Last winter the ice-hockey played in the Whitehorse Hockey League was as exciting as anything that could be produced in Maple Leaf Gardens—and perhaps even rougher.

During the final months of the hockey season, all that was discussed in the bars, taverns, restaurants, and offices, was hockey. Whenever one walked down the board sidewalks of the town, past the log cabins and snow-covered stores, one saw bearded sourdoughs in bear-skin caps, construction workers, and miners, all earnestly debating the burning question: "Who will win the

Johnson Trophy?" (The Johnson Trophy is the Stanley Cup of the Yukon.) It was even reported that, at a tea-party, one sweet old Whitehorse lady pulled a lace shawl up over her shoulders and demurely murmured, "I hope the Air Force murders 'em!"

But it didn't. In the fifth game of the hockey finals, as the ice in the hangar arena at the air base began to melt under a warm March sun, so also melted the R.C.A.F.'s dreams of victory. The "Flyers" had won the first game, and that was all. Their coach was Flying Officer Ray Charlton, and the players were Flt. Sgt. Laurin, LAC N. Rainboth, Cpl. A. R. Goodhue, Cpl. M. Cloutier, Sgt. O. L. Kleppe, Cpl. B. R. Cameron, Cpl. G. M. Legault, LAC C. H. Hulme, and Cpl. R. O. Carey.

... so also melted the R.C.A.F.'s dreams ...

The skates, hockey sticks, pads, and brutally battered little black pucks are now lying idle in the sports stores; but the indestructible love of sports in the Yukon still survives. Every evening from the ball diamond are heard enthusiastic cries, both laudatory and derogatory, as all the town turns out to watch the competition between the ball teams of the Air Force, the Army, the Legion, the Elks, and the Y.P.A. And after each game, as the bright midnight sun shines down on the hot dusty streets of Whitehorse, everyone is now wondering who will win the coveted White Pass and Yukon Trophy. Last year it was won by R.C.A.F.



# Flight Safety: Circa 1496



(Reprinted by courtesy of "Flying Safety": U.S.A.F.)

*"Then, in safety, take a calm flight, which will always be entirely free."*

SO SPEAKS, from the pages of history, with words which hold a warning and a promise, the world's first flying safety advocate, Leonardo da Vinci.

Painter, sculptor, architect, scientist, designer of the forerunner of the modern helicopter and propeller, he expressed, in the 15th Century, a concept of perfect flight toward which men of the 20th Century are still striving . . . flying safety . . . calm flight . . . freedom of mind. To his logical mind, one followed the other as the night follows the day.

Leonardo designed "flying machines," fully

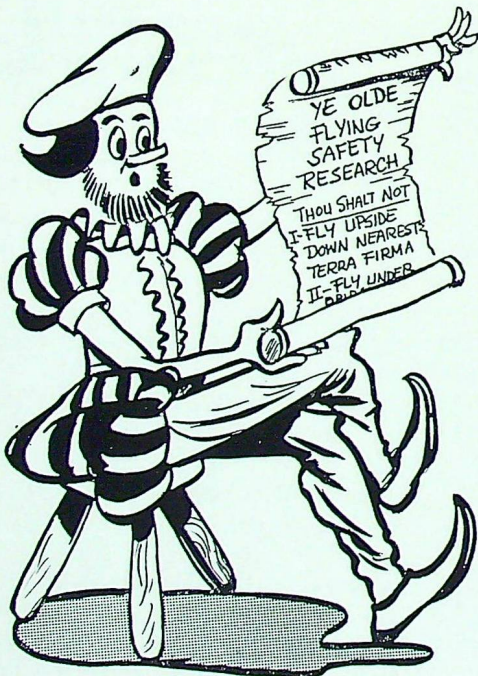
aware that flight for man involved the chance of accident, due to material failure and man's limitations. As a designer he says, "One may guard against the danger of destruction caused by the breaking of the machine by making it as strong as possible in whatever line it may turn."

The evolution of the airplane since his experiments in the 15th Century would not amaze this man who only failed to fly for lack of motive power. Neither would man's consistent qualities of carelessness and resistance to knowledge cause him much surprise. Apparently we have only managed to retain through the centuries those same qualities which caused the inventor to turn from his machines and contemplate man's potential as a destroyer of the wings which bore him.

After considering man in this new element, he set down detailed instructions that could well have served as the basis of our modern flight training manuals and safe flying programmes.

"The bird (flying machine) which I have described ought to be able, by the help of the wind, to rise to a great height, and this will prove to be its safety. The movement of the bird ought always to be above the clouds so that the wing may not be wetted, and in order to survey more country and to escape the danger caused by the revolutions of the winds among the mountain defiles which are always full of gusts and eddies of winds. And if, moreover, the bird should be overturned you will have plenty of time to turn it back again, following the instructions I have given you, before it falls down again to the ground."

Then, foreseeing the "off-chance," he went on to provide safety equipment. He offered, if not the first Mae West, at least an interesting prototype. "This machine should be tried over a lake, and you should carry a long wineskin as a girdle so that in case you fall you will not be drowned."



He also anticipated the probable necessity of bailout: "If a man have a tent made of linen of which the apertures have all been stopped up, he will be able to throw himself down from any great height without sustaining any injury."

In his first designs the wings of his flying machines were copied exactly from the birds and bats. Perhaps this is why in his writings he almost always refers to his machine as "the bird" and why he considered his flying machine and the human in it as one . . . mutually interdependent for safe operation. Later, he abandoned the flapping wing in favor of rotating wings and in his search for motive power, invented the propeller.

"I find that if this instrument be well made . . . and be turned swiftly, the said screw makes its spiral in the air and it will rise high."

While flying his model helicopters, Leonardo observed the damage done to the "instrument" when it made contact with the ground. As a result, he devised the first retractable landing gear which, being two ladders, served the added purpose of enabling the pilot to climb into the machine!

"When the foot of the ladder touches the ground it cannot give a blow to cause injury to the instrument because it is a cone which buries itself and does not find any obstacle at its point. . . These hooks that are underneath the feet of the ladder act in the same way as when one jumps on the points of one's toes, for then one is not stunned as is the person who jumps upon his heels. When you have raised yourself, draw up the ladders as I show."

These ladders were installed on his man-carrying machine which had wings 96 feet in diameter and in which the pilot was in an upright position. "The habit of long custom requires this position."

Always alert for improvement in design, he turned his attention to safety factors for the control system. "In construction of wings one should make one cord to bear the strain and a looser one in the same position so that if one breaks under the strain, the other is in a position to serve the same function."

He was concerned about the flight characteristics of his flapping wing and its control system:

“The cord A set for the purpose of extending the wing ought to be of thick dressed hide, so that if the bird should be turned upside down it may be able to subdue the fury of the wind which strikes it on the wing and seeks to close it, for this would be the cause of the destruction of the bird. But to make it more safe you should make exactly the same system of cords outside as within and you will then avoid all suspicion of danger.”

Leonardo's knowledge of flight technique and safe flying practice evolved entirely from his study of birds and from his ability to visualize in detail the problems of flight. His notes include observations which sum up the four fundamentals of flight on whose foundation all safe flying habits are still constructed. He foresaw the utility of the airplane for travel and drew what is probably the first airman's chart of the Iberian Peninsula. The hazards of weather and wind caused him much concern, and especially the chance of overturning. Plenty of altitude was always his answer to this.

Conditions which he expected his “bird” would encounter in flight led him to leave these notes which so closely parallel current SOP's, and which could, with some change of wording, appear under familiar heading in our basic flight manuals. In his observations on flight technique can be found descriptions of factors which are today recognized as the basis of common accidents.

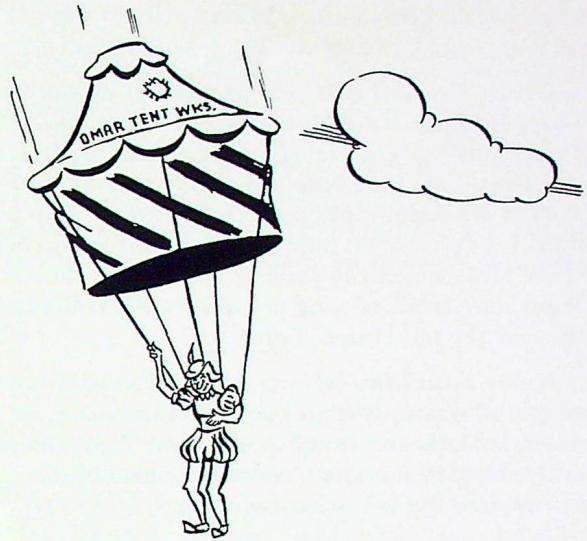
The following excerpts bring to the mind of any pilot the voice of his first instructor:

*Pick a Field and Stick To It* — Leonardo said: “The descent of birds is of two kinds, of which one is with certainty upon a fixed position, the other is uncertain upon two positions or more.”

*Set Up the Glide* — “. . . and at whatever angle the bird sets itself, in the same angle its descent will be.”

*The Spiral, or Keep Them Level* — “If one of the wings drop more than the other the straight movement will be changed to a curve and it will circle downwards around a spot below to which the lower wing is pointing.”

*Cross-wind Landing* — “If the bird were to raise its wing above the wind on the side on which



it is struck by the wind, this bird would be turned upside down.”

*Keep It Straight* — “But take care that your direction be from A to F so that the landing does not find any obstacle.” (Apparently this—and the next instruction—were accompanied by a diagram which is not now available.)

*Off-Course Correction* — “But should the wind deflect the bird's course in a more pronounced curve than its will consents to, the bird will then resume its flight against the wind . . . thus it will go where it wishes and will find itself at the spot marked C.”

*Stay Over Your Area* — “The circular movement of rising . . . will always occur when there is great agitation of the winds . . . and consists of an advancing and reverse movement against the direction of the wind in a course which takes the form of a half circle, and of an advancing and reverse movement which follows the course of the wind . . . for experience shows that in these complex movements the bird rises through the air without being carried too far by the wind along its course.”

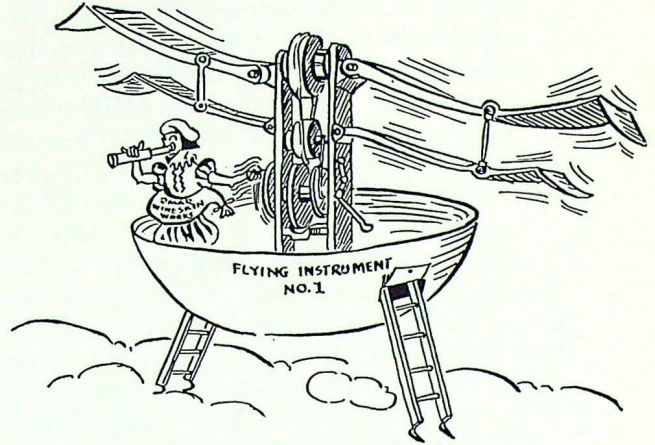
*Flaps Down* — “The bird in descending lessens its speed more and more as it is more extended . . .

that heavy body is most checked in its descent which is most extended.”

*Don't Overcontrol* —“Inasmuch as all beginnings of things are often the cause of great results, so we may see a small, almost imperceptible movement of the rudder to have power to turn a ship of marvelous size and loaded with a heavy cargo. Therefore we may be certain in the case of those birds which can support themselves, that a slight movement of wing or tail . . . will suffice to prevent the fall of said bird.”

*Know Your Limitations* —“Small birdshaving simple wings support themselves in the lower air which is thick and would not support themselves in the rarefied air which offers less resistance . . . nature does not break her own laws.”

*Weather and The Flight Plan* —“Nature has so provided that all large birds can stay at so great an elevation that the wind which increases their flight may be of straight course and powerful. For if their flight were low, among mountains where the wind goes wandering and is perpetually full of eddies and whirlwinds, and when they cannot find any spot for shelter by reason of the fury of the icy blasts among the narrow defiles of the mountains, nor can so guide themselves with their great wings as to avoid being dashed upon the cliffs and high rocks and trees, would not this sometimes prove to be the cause of their destruction? Whereas, at great altitudes, whenever through some accident the course of the wind is changed in any way whatsoever, the bird has always time to redirect its course, and in safety take a calm flight, which will always be entirely



free; and it can always pass over the clouds and thereby avoid wetting its wings.”

“We may therefore say that such an instrument constructed by man is lacking in nothing except the life of the bird, and this life must needs be supplied from that of man . . . that these movements will be capable of being comprehended by man’s understanding; and that he will to a great extent be able to provide against the destruction of that instrument of which he has himself become the living principle and the propeller.”

Leonardo da Vinci, who strived to help man claim his “deferred inheritance in the sky,” had great expectations of the being whom he understood so well. It would be a source of wonder to him if he could observe modern man, who has the advantage of the 20th Century knowledge, continuing to bring himself and his wings to destruction.

## FOR FISHERMEN

“A fishing rod is a stick with a hook at one end and a fool at the other.”

(Dr. Samuel Johnson)

# R.C.A.F. Sport Panorama

## Boxing

By Flight Lieutenant A. P. Heathcote

**L**ONG BEFORE they learned to throw rocks at one another, prehistoric men defended themselves simply by tearing their enemies apart with bare hands. Eventually one of the neanderthal intelligentsia discovered that those same hands, when clenched, became much more useful weapons, and pugilism was here to stay.

Although it has been proven that this form of human combat existed over 5000 years ago, it did not catch on as a "sport" until revived by the Greeks in 900 B.C. In those days, two opponents took their places in a sitting position, so close that their noses almost touched. At a given signal they flailed away, with bare fists. In a move to increase gate receipts, Grecian pugilists were outfitted with thin gloves to which spikes were attached at the knuckles. The carnage was, of course, frightful. The man who landed the first punch invariably won the match, and the also-ran became a matter of interest only to the official coroner. "Knock-out" artists were therefore a dime a dozen, and return bouts were virtually unknown.

Somewhere along the line a smidgeon of humanity crept into the act: spikes were barred in favour of metal slabs, which in turn gave way to hard leather casings. The Romans made their contribution to the improvement of fisticuffs by altering the mode of battle from a sitting to a standing position. Came the decline of Rome, and the sport was forgotten for hundreds of years. Revived in the 13th century, it went through a period of gradual change and refinement, with each evolution adding its touch of humaneness. Furthermore, brute force was gradually conceding much

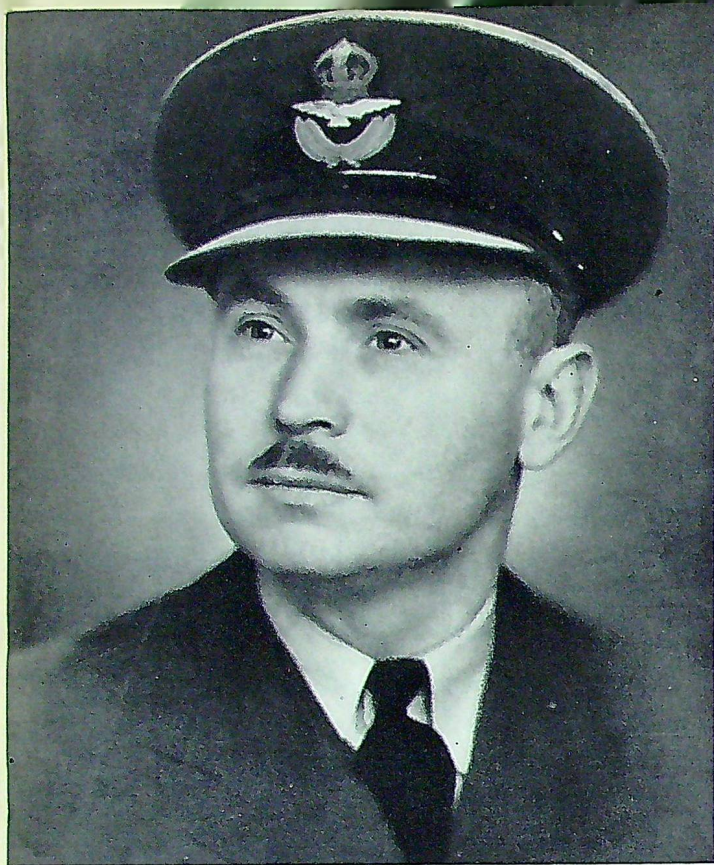
of its importance to science and ringcraft. By the late 19th century, when were introduced the Marquis of Queensberry rules, fist combat had undergone a transition from barbarous homicide to scientific contest, although bare knuckles remained in vogue until 1889.

### The Fighting "C's"

Whenever the subject of sport in the R.C.A.F. is mentioned, that beehive of sporting activity,

*Wing Cdr. A. Carter.*





*Flt. Lt. R. Cushley.*

Camp Borden, inevitably crops up somewhere in the conversation. This especially applies if the topic happens to be boxing. In the roaring twenties, often called the golden age of the ring, Borden was a veritable boxing stronghold. At that time professional boxing boasted its Tunneys and Dempseys; but the old sandpit had, among others, its fighting "C's" — Carter, Cameron, Cobb, and Cushley. Ranging in weight from 109 (Carter) to 175 pounds (Cobb), this foursome would rather fight than eat — well, almost.

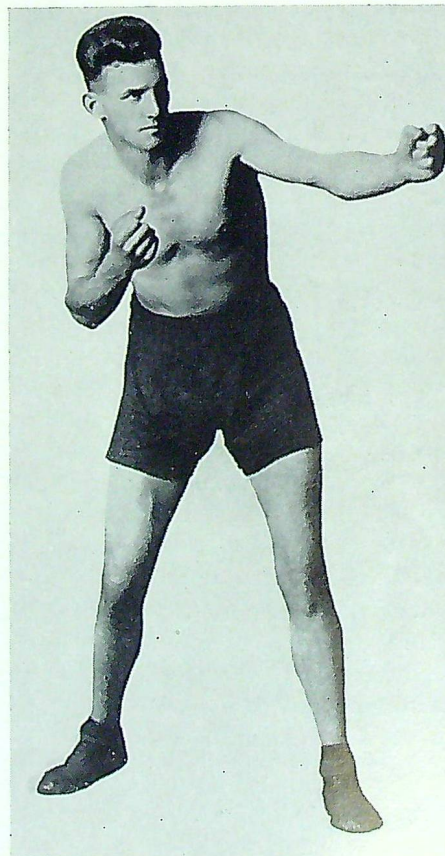
Flight Lieutenant Albert Carter<sup>1</sup> — or "Little Albert," as his contemporaries called him — was the paper-weight of the quartet. When in fighting trim, he rarely punished the scales at more than 110 pounds, soaking wet. His first success in boxing had come in France in 1917, when, as Private Carter of the 31st Alberta Battalion, he had won the bantam-weight championship of the 2nd Canadian division. Evidently aware of the importance of foot-work in the ring, he had

<sup>1</sup>Numbered footnotes are given at the end of this article.

limbered up his legs whenever possible, and had even managed to win his division's cross-country championship during one of those rare breaks in the shooting war.

After repatriation in 1919, he entered many boxing tournaments in the city of Calgary, and by 1923 had progressed enough to win the open bantam-weight championship of Alberta. The following year he joined the R.C.A.F., and was posted to Camp Borden in 1926. There, unable to resist the lure of the squared circle, Flt. Lt. Carter organized a boxing team which in addition to Cobb and Cameron, included "Tich" Furnish<sup>2</sup>, one of Ontario's better feather-weights. (It is suspected that "Little Albert" had an ulterior motive in forming this team. This was one way in which he could venture farther afield than the Station limits to find a suitable opponent to fight, for no one on the Station in his weight division would dare oppose him in the ring.) The Borden quartet tossed leather in the London Garrison

*Sgt. Harry Cobb.*



tournaments and also in the Toronto Garrison bouts. All four won smashing victories in these and numerous other outside events in and around the town of Barrie.

In 1924, the burden of Borden's boxing was carried by the Station P.T.I., Cpl. "Jock" Cameron<sup>3</sup>, a truly fine boxer in the old tradition. With a wealth of boxing knowledge to call upon, Jock turned out many high-calibre fighters. One of them was Camp Borden's first parachute-rigger, Andy Anderson<sup>4</sup>. Though there were only 112 pounds of him, Andy packed a terrific punch. In a bout with Spud Murphy, also of Camp Borden, he kayoed Spud with one blow. When Murphy emerged from the coma in the dressing room, Cameron, Murphy's trainer, distinctly heard him mutter something about London Bridge. It was a surprising knockout, as Murphy, an accomplished boxer, had won many bouts.

Among Cpl. Cameron's other ring rascals were George "Smudger" Smith and Bert Holdsworth<sup>5</sup>, two ex-Royal Navy ringmen, and Bat Bullis<sup>6</sup>. Smudger was a capable light-weight of the old English type. He was all business in the ring, and regarded all opponents as mortal enemies. Holdsworth, a middle-weight, was a rough-and-ready slugger who threw science to the winds and simply waded in, windmill-fashion. Possessing exceptionally long arms which were anchored to a "school-house" frame, Bert was a formidable opponent. It was unfortunate that he never took a more serious-minded view of boxing, for he had all the natural ring attributes. But he was a skilled mechanic, and overhauling engines was of more interest to him. Bullis also had all the makings of a good boxer, and should have gone far. But Bat was overly addicted to ring clowning, which is invariably fatal to a boxing career. All four of Cameron's charges were from Flying Training School's "A" Flight. Being in the same flight, Jock had almost a paternal interest in "his boys."

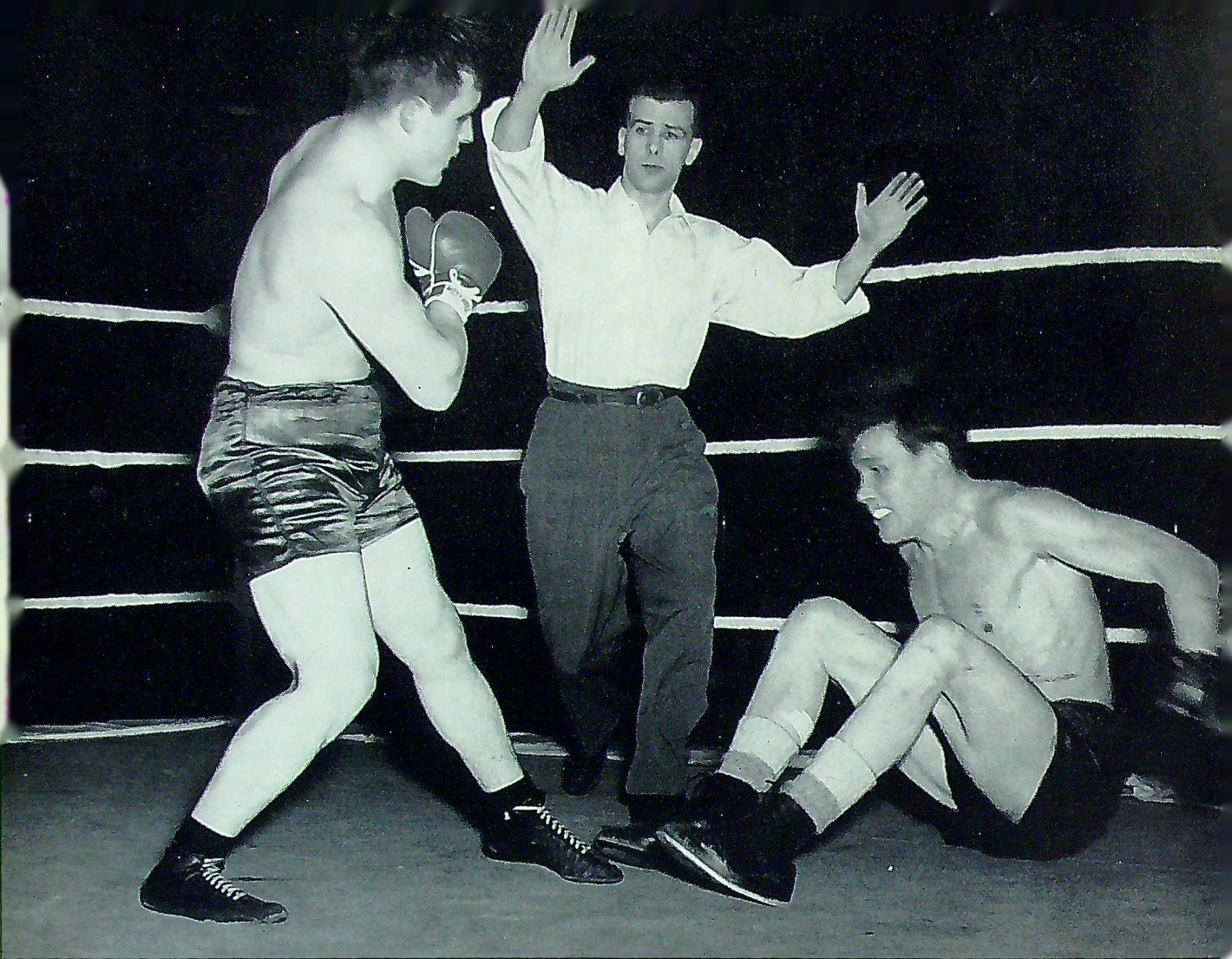
As for Jock himself, he occasionally took time out from his organizational and promotional activities to don the gloves and give some poor unfortunate a lesson in boxing's finer points. At one time he held the Toronto and London Garrison light-weight championship. He was also a finalist

in the bout for the 135-pound championship of Ontario.

Boxing is the art of hitting without getting hit, and no one was more aware of this than Harry Cobb<sup>7</sup>. He concentrated chiefly on defensive tactics and footwork, all the while developing a good straight left which was at once a defensive and offensive weapon. His style and ring generalship was said to be very reminiscent of Bombardier Wells, the British light-heavy champion of the 1st World War era. Only a few weeks after joining the R.C.A.F. in 1925, he won the Camp Borden light heavy-weight championsip, decisioning Henry Yelland of the R.C.C.S. He repeated his triumph in 1926, this time at the expense of signalman Gerry McMahan. Then came the

*Harvey Lacelle.*





*LAC Mitchell scores a knock-down against LAC St. Louis.*

Ontario championship tournament, and his ultimate win over Archie Cross of St. Catharines in the final. He stepped out of his weight division to fight one "Firpo" Williams of the same city, who was currently regarded as the strong boy among Ontario's heavy-weight crop. Later in the same year he became champion of No. 2 Military District, defeating a member of the R.C.D.'S.

By way of preparation for these tournaments, Cobb used to sharpen up his speed and punching accuracy by sparring with flyweight Carter, who provided the most evasive target he could have had. An unusually interesting boxing exhibition was the inevitable result when the pair worked out together.

Wing Cdr. Cobb still chuckles when recalling one particular sparring episode with Cpl. Lew Thompson<sup>8</sup>. "Fearless Fireball," as green as grass in ring lore, had requested some boxing instruction. The instruction period had hardly begun when Fireball suddenly unveiled his "Sunday punch." It landed flush on the Cobbian snout, and drew blood. For an awkward moment both instructor and pupil, somewhat mesmerized, stared at each other in disbelief. Then, deciding this to be enough instruction for one day, the pupil ran like hell. Cobb gazed after him, still not knowing whether to be angry or amused.

In 1927, Sgt. Cobb again won the Ontario championship. His final opponent was his old

rival, Cross, on whom he has always looked as the toughest man he ever met. (Cross later became the champion of New York State.) The Ontario light-heavy king then enlarged his domain to Dominion wide proportions by defeating Montreal's Jean Ratelle in the Canadian final.

The following year, in the Ontario final, Cobb tangled with Sgt. Red Melville of the Elgin regiment, whom he had already beaten four times. But this time the Army man won on points. It was Cobb's only defeat in some thirty Canadian bouts.

Boxing with the Ontario team in the United States against top American opposition, Harry won two bouts and lost two. In a Pennsylvania match, he found himself up against a reputed knock-out specialist with dynamite in both fists. His strategy was to keep flicking his left in the slugger's face, the result being that he absorbed most of the punishment with his shoulders. (They were black and blue at the end of the bout.) But one punch, labelled "knock-out", managed to reach his chest, and it paralysed him for several seconds. However he kept the knowledge of this to himself by maintaining a deadpan expression on his face, and the American failed to follow up his advantage.

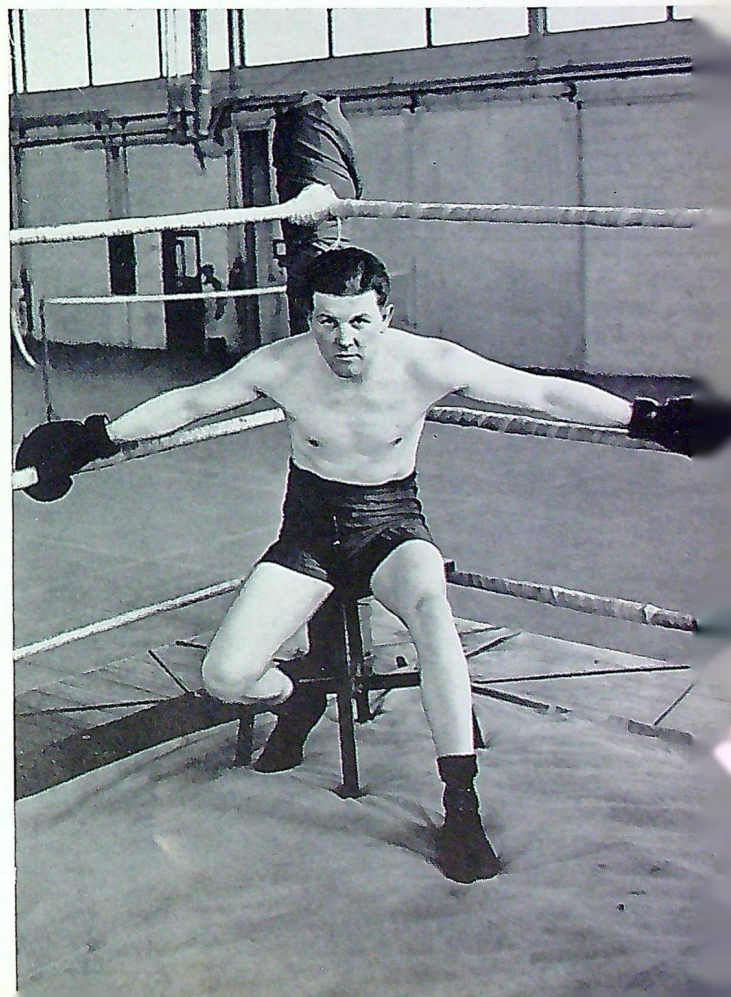
Came a lull in Cobb's ring agenda until 1932, when he won the Winnipeg City championship. His last competitive boxing came in 1941, in a tournament staged by 10 B.R. Squadron at Dartmouth. He allowed himself to be matched with an R.A.F. man who claimed to have won the R.A.F. Middle-East championship in 1940. The Cobber took the match, and convinced himself at the same time that the old legs and wind were not what they used to be. It was time to retire.

The last of the four C's to climb into the Borden ring was A.C.2 Bob Cushley<sup>9</sup>, who had emigrated from Northern Ireland in 1927. From the age of 14 years, Belfast Bob had been thoroughly indoctrinated by an elder boxing brother, who believed that good ringcraft and footwork were essential if one was to fight without incurring serious injury. Soon after enrolling in Borden's boxing fraternity, Cushley was lured into a sparring session with Sgt. Cameron. The ser-

geant's favourite gesture during either a practice bout or an actual match was purposely to stick out his chin, as if to say "Come on—hit me there." When an opponent was foolish enough to take advantage of such a seemingly easy mark by slipping over a right cross, he (not Cameron) usually wound up on his trunks. Bob was trapped only once by this little gag, but it strengthened his opinion that Sgt. Cameron was one of the craftiest light-weights he ever saw.

A.C.2 Cushley's first Borden match was against "Smudger" Smith. Early in the round, Smitty nailed Bob with a smashing blow to the temple. It would be understatement to say that Cushley saw stars. For several seconds he had a ringide seat at a constellation. Smudger, however,

*Hub Smith.*



habitually telegraphed his punches, and Bob eventually managed to reduce his excess energy to frustration, winning the fight on points.

In 1929, with the posting of Flt. Lt. Carter, Sgt. Cobb and L.A.C. Cushley to Station Rockcliffe, there began a rejuvenation of the sport in that area. All sparring and conditioning exercises were done in the basement of the airmen's barracks, there being no drill halls or training facilities available. But the young aspirants to boxing fame trained in deadly earnest. Blood, sweat, and tears were the order of the day.

It was while at Rockcliffe that L.A.C. Cushley reached his ring peak. Tireless perseverance in polishing up on the niceties of bobbing and weaving, feinting, and footwork, had made him, in the language of the trade, a "fancy Dan," or a "smoothie." It all culminated in his winning the City of Ottawa feather-weight championship. Considered a great Olympic prospect, Bob had to forego the Olympic Trials because of a lack of outside financial support. This was most unfortunate, as he was rated by many, including Cobb, among the most talented boxers ever in the R.C.A.F.

Another of Station Rockcliffe's fighting airmen was a two-fisted whirlwind named Joe "Tiger" Powers<sup>10</sup>. Mixing with Joe in the ring was comparable to stumbling into a buzz-saw. Rarely were the bouts in which he fought decided on points. So savage and sustained was the punching, that invariably Joe or his opponent was counted out.

#### Other Boxers of the Twenties

It was in 1921 that Tommy Sullivan<sup>11</sup> decided the time had come to brush up on self-defence, having left his shillelagh in Dublin twelve years before. (A Sullivan was bound to pop up sooner or later.) Between then and 1931, Tommy won several amateur championships, including the Lions' championship at Toronto and the welter-weight championship of Quebec province. He wound up his career on a victorious note by taking the United States' national title at Boston in 1931.

Since 1936, excepting his serving years, Tommy has been referee-in-chief for the Montreal Civic

Athletic Association. During this time he has been the third man in the country's most important boxing matches. This year he has been appointed Canadian Olympic boxing coach.

In 1928, an Alberta middle-weight, Art Spruston<sup>12</sup>, began to pummel his way to fistic prominence in the West. He eventually became the West Coast middle-weight champion. Soon after his triumph, this all-round athlete joined the R.C.A.F., and by 1932 was contributing his athletic prowess to Borden's sporting programme. He continued to box until 1935.

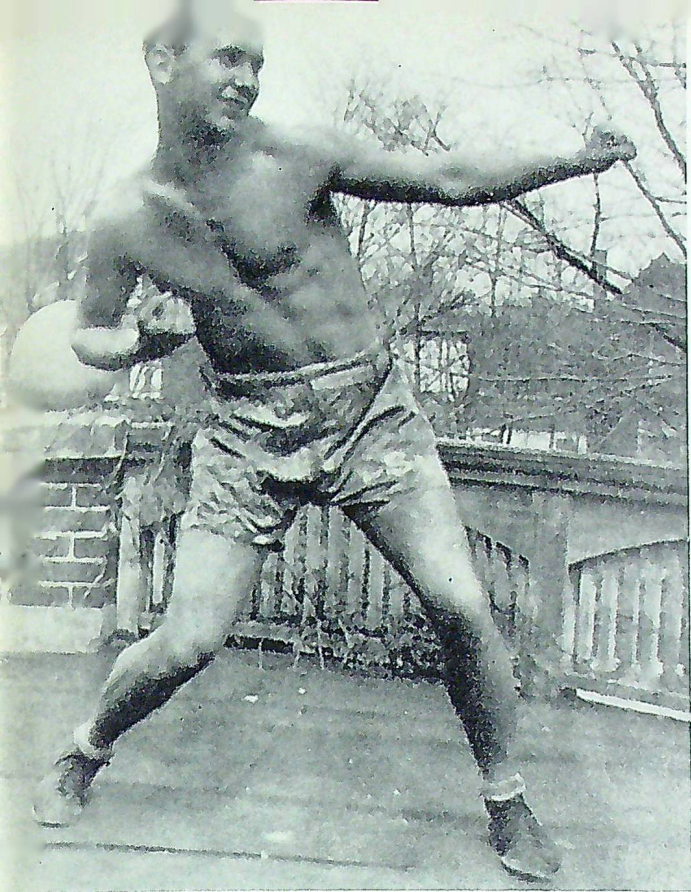
South of the Border, meanwhile, the sport was as popular as ever. Boxing with considerable success in the larger centres of New York State and Pennsylvania, was welter-weight Ted Sammon<sup>13</sup>.

#### The 1930's and Second World War Years

One of the boxing fans of the sports-mad town of Barrie who used to watch the local hopefuls in action against Borden's bombers was a young lad named Herb Dymment<sup>14</sup>. He was an all-round athlete himself a few years later, but his particular forte was boxing. An awkward fighting-style, which often confused his more orthodox opponents, was his main strategic weapon. He had a peculiar trick of purposely telegraphing his right and then landing a surprise left. It was a most effective ruse, for he had power in both hands, plus the ability to put every ounce of his weight behind his blows. Employing this style, he twice defeated Canada's middle-weight champ, Ken Robinson, in non-title bouts in 1933.

By 1934, added avoirdupois had put him in the light-heavy ranks, and he soon won the amateur light-heavy championship of Ontario. Close on the heels of this victory came the Canadian Championship, by virtue of his win over Montreal's Tommy Osborne in the Olympic Trials.

Dymment's unorthodox approach to the ring game extended even to his training, or rather to his lack of training. Up to the time of winning the Canadian championship, he had never bothered with skipping rope or with other conditioners befitting a fighter. Somehow he didn't know how to go about this method of preparing for a bout —



*Herb Dyment.*

as witness his "training" for the Ontario light-heavy weight championship bout, which consisted of three practice bouts in six months with a local middle weight. Strangely enough, after changing his ways and training in earnest for the trials of the British Empire Games, Dyment was beaten in the final by the same Osborne.

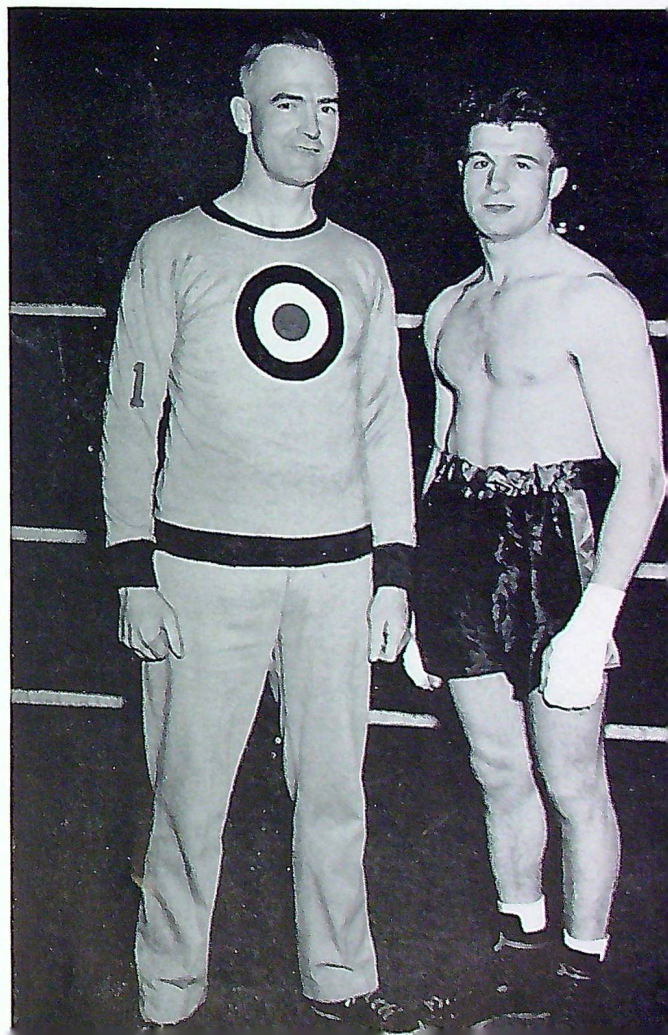
In 1936, having scaled down to the middle-weight division again, he came within a whisker of defeating Irvin Pease, the Canadian champion. It is significant that he changed his style for this fight, and lost. Later that year he sailed to England, and proceeded to run up an impressive string of victories. Of 44 fights, he lost but three and drew in one, later reversing two of the losses. His victories included decisions over champions of Italy, Rumania, Holland, and Belgium, and one of the losses was a close one to Jock McAvoy, the British Empire middle-weight champion.

He returned home in 1940, joined the R.C.A.F. in 1941, and was back in England in 1944. After a full five years of inactivity, he climbed back into

the ring to fight (and defeat) Joe Quigley, then the light heavy-weight champion of Ireland. Then came a battle with Bruce Woodcock, the British Empire heavy-weight champion, who out-weighted him by 23 pounds. This time Flt. Sgt. Dyment suffered a T.K.O. in the fifth round. It was his last appearance in the ring.

The name of "Sugar Ray" Robinson is undoubtedly familiar to boxing fans the world over. The present world's middle-weight champion has lost only twice in close to 140 professional bouts. Robinson was never in the R.C.A.F.; but what is of interest is the fact that one of his few defeats as an amateur was administered by a young man who was later a member of this branch of the Canadian armed services — Harvey Lacelle<sup>15</sup>.

*Sullivan (left) and Hurst.*



Step by step, Harvey fought his way to national prominence in the early '30's. He started by winning the Ottawa City and District 105-pound championship, and then the Eastern Ontario championship for the same weight. Eventually he became the Canadian bantam-weight champion, by defeating all comers in the Olympic Trials of 1936. At the Olympic Games he was closely decided by the Mexican Olympic representative, who went on to become world champion.

Home again, he went after the Dominion feather-weight championship, and got it. He was undefeated for three years thereafter, before turning professional. It was in one of his early bouts as a pro that he again fought Robinson (in Watertown, N.Y.). An excerpt from the Watertown Daily Times described the fight as follows:

"Ray 'Sugar' Robinson, New York's sensational feather-weight champion . . . eked out a close decision over Harvey Lacelle of Ottawa . . . in a slashing mitt duel here. Lacelle . . . made a splendid showing against the New Yorker . . . The little Canadian entered the ring with a patch over his right eye, but this did not stop him from tearing into his taller opponent . . . The pair stood toe to toe and drove punches to each other's mid-section for half a minute. In the second round, Robinson landed several hard rights to Lacelle's mid-section, forcing the Canadian to give ground. Coming back strongly in the third round, Lacelle pumped both hands to Robinson's head, causing him to retreat. With his back to the ropes, Robinson fought savagely, but could not stop his opponent from tearing into him."

After appearing in a total of 83 professional bouts, Harvey joined the R.C.A.F. in 1940, and was a trainee in the first air gunnery course at Station Rockcliffe. Pilot Officer Lacelle was lost on operations with No. 405 Squadron during a raid on Bremen in 1942.

Harvey had fought in 83 professional bouts, and in three of those his opponent was Hub Smith<sup>16</sup>. An infant of seven years when he pulled on his first glove, Hub began to win juvenile championships as a 65-pound pint-weight. Grown to feather-weight proportions by 1933, he and Lacelle tangled for the Ottawa secondary school 126-

pound championship. Hub won this one, but Harvey was to take two of three subsequent professional bouts, to even the round score between the two.

In 1936, Smith, like Lacelle, had Olympic aspirations. This miniature carbon-copy of Britain's Tommy Farr won the Eastern Ontario and Western Quebec feather title, thus earning himself a shot at Winnipeg's Billy Marquart in the final of the Olympic Trials. The Marquart fight was Hub's sixth in three nights, and he lost.

The following year, he entered professional company, and began an itinerary which embraced the southern half of the United States. A few weeks after the outbreak of war he returned home to join the R.C.A.F. He continued to fight while in the Service, appearing in 50 matches between 1939 and 1946. He made his last fight a successful one by taking the Eastern Air Command light-weight championship in 1946.

Sgt. Smith now spends much of his free time instructing airmen in fistic doctrine at Station Trenton.

During a bout at Hamilton in 1942, Smith received a concussion of the brain. He was tagged by a left hook administered by another airman who at the time was ranked the third light-weight in the world — Harry Hurst<sup>17</sup>.

Ten years before, Hurst had had his first boxing-glove laced on by Tommy Sullivan, then coach of the Old Westward A.A.A. in Montreal. He weighed only 80 pounds at the time, and was not yet in the 'teen age group. Harry lost his first fight, but the loss was no indication of what was to follow. He kept plugging away, and his perseverance brought him the Canadian light-weight title a scant six years later. Then it was on to the 1938 B.E. Games in Australia, where he lost in the final by the narrowest of margins. In 1939 he successfully defended his Canadian title.

Switching over to pro ranks in 1939, Harry began to pile up an impressive string of victories, mostly via the k.o. route. These successes put him in line for a crack at Sammy Angott, and the light-weight championship of the world. In this, the fight of his life, Harry lost by a controversial decision. The referee of the bout was Tommy



*Castilloux being congratulated by Group Capt. Adelard Raymond.*

Bland<sup>18</sup>, a former leading Canadian welter-weight, who was also to become a member of the R.C.A.F.

Shortly after entering the Service in 1942, Hurst was posted to Station Trenton, where he and W.O.2 Hub Smith staged two interesting exhibition battles. While overseas, Cpl. Hurst found time to box several top British light-weights, among them Nels Tarleton, Jimmy Milloy and Laurie Buxton.

Released in 1945, Hurst at once hit the comeback trail, and in short order defeated such "name" fighters as Joey Peralta, "Boom Boom"

Mancini, and Gaby Ferland. His two epic struggles with Johnny Greco, then Canada's welter-weight champion, are still topics for conversation wherever ring-worms gather. The first bout was especially close. In that one Harry had the champion on the deck for a nine-count, only to lose the verdict on points. He had come that close to being welter-weight champion.

It is interesting to note that one of Hurst's amateur lickings was given to him, in the 1936 Olympic Trials, by Harvey Lacelle.

One of Hurst's greatest admirers, and probably the most successful of all R.C.A.F. mittmen, was Dave Castilloux<sup>19</sup>. He was the only Canadian ever to hold three national titles at one time: the Canadian feather-weight, light-weight, and welter-weight championships. Only one other man<sup>20</sup> in boxing history had a similar record.

Having begun his career in the United States during the early thirties, Dave's first step up the fistic ladder was his winning of the New England feather-weight championship. In one of his American fights he stopped a round house swing with — of all things — his head, and thenceforth carried a permanent memento in the form of a partially paralyzed face. Up to this point a slugger who depended on knockouts to win, he was forced by the injury to alter his ring tactics considerably. From that time on he relied mainly on superb boxing artistry to upset the opposition. It was with this strategy that he won his triple crown.

As a P.T.I. in the R.C.A.F., Sgt Castilloux demonstrated his version of the art of self-defence in over 200 exhibition bouts on R.C.A.F. units across the country. He also defended his light-weight title twice while in the Service.

During his career, Castilloux fought some of the best fighters on earth, but admittedly his toughest fight was his lone match with Harry Hurst, which ended in a draw.

Early in 1940, W.O.1 Harry Cobb was transferred to Halifax. Shortly after, LAC Gerry Hawke<sup>21</sup>, formerly a member of Station Trenton's boxing club, was posted to Dartmouth. Throughout the following winter the airman benefitted from Cobb's training and instruction, and in 1941 he entered the Maritime championships in the light heavy-weight division. Winning this class, he then undertook to battle a Navy heavy-weight, who happened to be unopposed. Gerry won again, and for some time the R.C.A.F. ruled the Maritime roost in both light-heavy and heavy-weight departments.

### The Post-War Years

"The old order changeth, and giveth place to the new." At the end of the Second World War,

promising newcomers began to appear on the fistic horizon. A fresh crop was coming up, and though some of the old-timers still carried on, youth, as ever, could not be denied. One of the fledglings was LAC Don Mogard<sup>22</sup>, who, before returning to civilian life in 1946, had been runner-up for the Air Force light heavy-weight championship. After boxing with much success in Ontario, Don migrated southwards and made his boxing headquarters in Cincinnati, Ohio. In a few years he battered his way to official recognition as the 12th heavy-weight in North America. When last heard of, he was campaigning in the state of New Jersey.

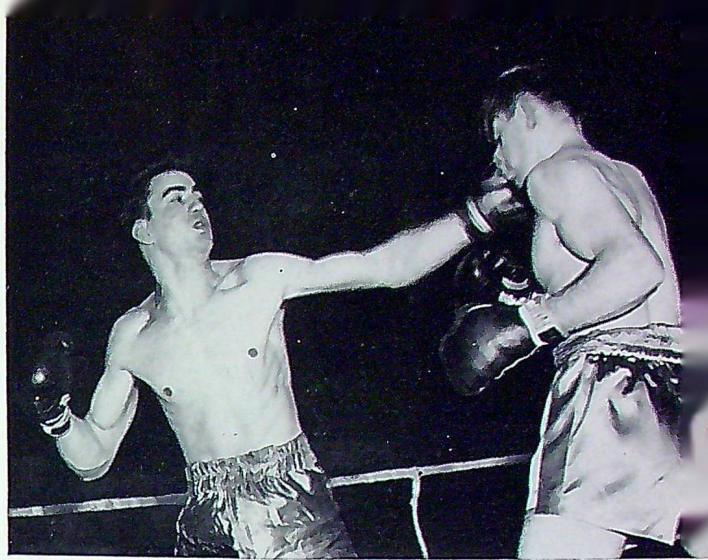
Among serving personnel of the late 40's, one of the "comers" was Eddie Senos<sup>23</sup>. He won the Eastern Ontario Middle-weight Championship in 1946, 1951, and 1952. In 1948 he was semi-finalist in the Canadian Olympic championships, in addition to being South-Western Ontario champion. The latter triumph he scored again in 1949. The same year he became unofficial Canadian middle-weight champion, defeating title-holder Alex Mason. In the last few years he has also won both Golden Gloves and Central Ontario championships.

Much to the fore of late has been LAC Fred "Pinky" Mitchell<sup>24</sup>. A welter-weight in 1945, he won the Ontario Golden Gloves title and the R.A. championship of Canada. Now, although he still can't decide whether to be a middle or light heavy-weight, "Pinky" has more than held his own in both weight divisions. For instance, he defeated Billy Pinkus of Winnipeg three out of four times. (Pinkus was Canada's light heavy-weight representative at the 1951 B.E. Games.) Mitchell also won the light-heavy championship of Eastern Ontario last year. His latest victory of note was in the Ontario final of the Canadian Olympic trials, wherein he became the Ontario middle-weight titleholder. As this article goes to press, he is fighting in Vancouver for the Canadian middle-weight championship and a place on the Olympic Team. Other R.C.A.F. boxers competing in the trials are Gerry Boucher<sup>25</sup> and Joe Tynes<sup>26</sup>, Maritime bantam-weight and welter-weight titleholders, respectively.

If anyone can be said to have started to box purely by accident, that man is Vic Trefry<sup>27</sup>. In 1948, while attending a course in Halifax as a Navy P.T.I., he was asked by the instructor to spar with a classmate. Although a complete novice, Vic complied. In the shortest bout in history, he hit his opponent once, when he first came within range, knocking him out. To test for a possible fluke, the instructor then asked Trefry to box with him. The possibility of a fluke was ruled out when the instructor suffered a similar fate. An airman a few months later, Vic was eventually posted to Camp Borden. Some of Borden's old boxing tradition must have rubbed off on him, for when fighting with the Barrie Boxing Club he compiled a record of 18 wins and no losses in six months. Seventeen were by knockouts in the second round; the other one ended in the first. In 1951, he became the Eastern Ontario welter-weight titlist by scoring two first-round knockouts again.

Those early k.o.'s give the secret of Vic's success. He moves fast and hits hard; he is continually carrying the fight to his opponent. According to Wing Cdr. Cobb, his one fault is that he knows nothing of defence.

The boxer who has handed Trefry two of his four defeats to date is A.C.1 Ronnie Lacelle<sup>28</sup>. Ten years ago he won his first championship — the Eastern Ontario junior crown. This was followed four years later by the Canadian bantam-weight championship. As a feather-weight in '48, he was semi-finalist in the Olympic Trials, being beaten by Canada's ultimate representative at the



A.C.1 Ronnie Lacelle (left) v. LAC Trefry.

Games. The next year he was nosed out by the same man in the finals of the British Empire Game trials. He is a fine defensive boxer, which perhaps explains his two wins over LAC Trefry.

Late last year, Sqn. Ldr. Cobb, who can't quite tear himself away from all association with the ring (he still judges local matches), asked permission of Station Rockcliffe's Commanding Officer, Group Capt. Cameron, to improve the unit's boxing-training facilities. With the blessing and support of his C.O., he began to lay out and equip a gymnasium which is now the pride of all athletically-minded Rockcliffe inhabitants.

Chances are that this Station will continue to be the boxing bastion of the R.C.A.F. for some time to come; and it is quite possible that, in the near future, Rockcliffe and its gym will be home and training-ground for a Canadian champion.

## FOOTNOTES

<sup>1</sup>Wing Cdr. Albert Carter, M.M. (retired).

<sup>2</sup>W.O.2 John B. Furnish (released).

<sup>3</sup>W.O.2 Duncan Cameron (released).

<sup>4</sup>Flt. Sgt. A. Anderson (deceased).

<sup>5</sup>W.O.1 Albert Holdsworth (released).

<sup>6</sup>W.O.2 Ernest Bullis, R.C.A.F. Station Camp Borden

<sup>7</sup>Wing Cdr. H. Cobb, R.C.A.F. Station Rockcliffe.

<sup>8</sup>Sqn. Ldr. L. S. Thompson, 11 T.S.U.

<sup>9</sup>Sqn. Ldr. Robert Cushley, A.F.H.Q.

<sup>10</sup>Flying Officer J. Powers (deceased).

<sup>11</sup>Cpl. T. C. Sullivan (released).

<sup>12</sup>Wing Cdr. T. A. Spruston, M.B.E., 1 F.W.H.Q., England.

<sup>13</sup>Flt. Lt. J. E. Sammon, R.C.A.F. Station Greenwood.

<sup>14</sup>Sgt. H. Dymont, M.G.H.Q.

<sup>15</sup>Pilot Officer Harvey M. Lacelle (deceased).

<sup>16</sup>Sgt. Hubert J. Smith, 6 Repair Depot.

<sup>17</sup>Cpl. Harry Hurst (released).

<sup>18</sup>Flt. Sgt. Thomas W. Bland (released).

<sup>19</sup>LAC David J. Castilloux (released).

<sup>20</sup>Henry Armstrong.

<sup>21</sup>W.O.1 Gerald W. Hawke (released).

<sup>22</sup>LAC Donald E. Mogard (released).

<sup>23</sup>Cpl. Edward P. Sencs, R.C.A.F. Station Aylmer.

<sup>24</sup>LAC Frederick P. Mitchell, R.C.A.F. Station Rockcliffe.

<sup>25</sup>A.C.1 Gerald M. Boucher, M.G.H.Q.

<sup>26</sup>A.C.1 Vernon H. Tynes, R.C.A.F. Station Greenwood.

<sup>27</sup>LAC Victor Trefry, R.C.A.F. Station Rockcliffe.

<sup>28</sup>A.C.1 J. V. Roland Lacelle, R.C.A.F. Station Rockcliffe.

# British Jets in Many Skies

The following table gives a list of the British jet engines and jet aircraft that are being built under licence outside the U.K. It does not include the de Havilland Comets that have been ordered or are about to be ordered by several of the world's great airlines.

COUNTRY	ENGINE	AIRCRAFT
Argentina	Rolls-Royce Derwent turbo-jet	
Australia	Rolls-Royce Avon turbo-jet Rolls-Royce Nene turbo-jet	Vampire fighter Canberra bomber
Belgium	Derwent turbo-jet	
Canada	Avon turbo-jet	
France	Nene turbo-jet Rolls-Royce Tay turbo-jet	Vampire fighter
Holland		Gloster Meteor F-8 fighter
Italy	de Havilland Goblin turbo-jet de Havilland Ghost turbo-jet	Vampire fighter Venom fighter
Sweden	Ghost turbo-jet Goblin turbo-jet	
Switzerland	Ghost turbo-jet	Vampire fighter Venom fighter
U.S.A.	Tay turbo-jet Nene turbo-jet Armstrong-Siddeley Sapphire turbo-jet Armstrong-Siddeley Python turbo-prop. Armstrong-Siddeley Mamba turbo-prop. Double Mamba turbo-prop. Bristol Olympus turbo-jet	Canberra bomber

# Letters to the Editor



## A LETTER FOR SGT. SHATTERPROOF

Dear Sgt. Shatterproof:

We of this Squadron, in common with every member of the Service, are avid followers of your philosophical gems and varied discourses on the techniques of dealing with the Brass.

Some of us have known you through your writings for several years, while others of us are new to the Service. As your old and new friends, however, we would deem it a marked honour if you would let us have, autographed by your own hand, a portrait of yourself — perhaps seated behind your desk.

This picture would hang in the Squadron crew-room, a constant reminder of your friendship and a symbol of what you and yourself have referred to as “the manly give-and-take prescribed by Q.R. (Air).”

Flying Officer E. Massey.  
404 (M.R.) Squadron.

We recently received a letter from someone who is “young in the Service and very puzzled.” It was a rather furious letter, but there were parts of it that we would have liked to publish, because they said something quite constructive. The letter was, however, anonymous, and has therefore been regrettably consigned to the wastepaper-basket. We take this opportunity of reminding our readers that all “Letters to the Editor” must be signed with their writers’ proper names, though they may be accompanied by a pseudonym which will be used if desired. Except for confessions to the murder of people whom the Editor likes or plans for the overthrow by violence of any reasonable form of government, the contents of all unpublished “Letters to the Editor” are treated as confidential.

*(Flying Officer Massey's letter, having been passed on to the old wardog, elicited the following answer: “Though unable, for reasons of security, to reply directly to my correspondents, I would ask, Sir, that you assure Flying Officer Massey and his comrades in 404 Squadron that I am deeply touched both by their request and by their implication that they stand shoulder-to-shoulder with me in the stern and unceasing struggle. I am proud indeed to be forwarding to you, for onward despatch to Greenwood, the autographed portrait requested.”—EDITOR.)*

## MR. HILL RIDES AGAIN

Dear Sir:

Since publication of my letter in “The Roundel” last December, I have encountered some form of needling in almost every subsequent issue. Upon reading the Association section of the March issue, however, I feel that the time has come for me to sally forth in my own defence.

First, let me repeat my suggestion that the Association section be dropped from “The Roundel” to make room for more articles on subjects of general interest. I still think it's not such a bad idea — and I venture to say that a poll taken among all members-at-large would bear out my conviction. News of the doings of far-off Wings, of trips and cars won in raffles on the other side of Canada, of who spoke to whom at what gathering — such items hold little interest for the average (or above-average) reader. Wings are, very naturally, interested in comparing notes about their work and projects, but they can read of such matters in “Wings At Home.” So why bore them by repeating news of this kind in “The Roundel”?

Secondly, I feel that there are far too many “if's” and “perhaps's” in the Association's sad answers to my letter. Let us stop assuming quite so much and ascertain the actual facts and figures. Why not insert a slip in every Association copy of “The Roundel,” explaining what “Wings At Home” contains, and asking everyone to indicate (by filling in and mailing the detachable portion of the slip) whether they would be interested in receiving “Wings At Home” for an additional, say, \$2.00 per year?

Thirdly, I take issue with the Association's disagreement with my so-called “wants.” My suggestion that the Association's space be used for “reminiscing” was not aimed at the Association. Naturally, reminiscing is not among its functions: I quite realized that. But it is undeniable that stories on the past work of the Air Force have brought much pleasure to readers of “The Roundel” — and there are still dozens of squadrons to be written about. This, of course, was the type of reminiscing I had in mind.

J. A. Hill (R.C.A.F.A.)

## A SCOT IS GRIEVED

Dear Sir:

Being a Scot, I am a little grieved by that almost blank back page of “The Roundel.” Would it not be possible to use it for some appropriate cartoon and pithy comment — as was done in the case of “Tee-Emm”? It might also be profitably devoted to such things as reminders of coming Red Cross and Red Feather drives, exhortations to “support your local R.C.A.F.A. Wing,” warnings of the need for strict Service security, inculcation of necessary safety precautions, etc., etc.

J. Cruikshank (R.C.A.F.A.)

*(We are sorry to learn that Mr. Cruikshank is disturbed by our back cover, upon whose classic purity we had hitherto rather prided ourselves. We have, as a matter of fact, been using the inside of the back cover for miscellaneous purposes akin to those he mentions — but pithy comments for appropriate cartooning must come from the field. The most bedevilling task with which an editor can be faced is sitting down and trying to conjure up aphorisms.—EDITOR.)*

## WAR SERVICE MEDALS

Dear Sir:

Would you please let me know to whom I should write regarding my medals for service during the last war? I have been living abroad for some years, and am therefore out of touch with the current procedure for obtaining them.

Mrs. H. Curtis  
(ex-Sgt. M. R. Anderson).

*(Mrs. Curtis—and other readers who may be similarly situated — should write to: War Service Records, Dept. of Veterans' Affairs, Ottawa, Ont.—EDITOR.)*

## Letters to the Editor (cont'd)

### THE "CELLULAR CONCEPT"

Dear Sir:

I have read with considerable interest the excellent article entitled "A Cellular Concept of Air Strategy," by Wing Cdr. H. R. Foottit, in the March 1952 edition of "The Roundel." This article presents persuasive arguments for a particular place for air power in the field of military strategy. However, as the article admits, the rôle of air power in war is still unsettled and is a matter about which considerable diversity of opinion exists. I think it important that your readers, who may be influenced in favour of the air power rôle which the article advocates, be made aware that it may not have considered all the factors bearing on the problem, and that the conclusion stated may, on that account, be invalid.

Wing Cdr. Foottit has ably drawn on military history in support of his stand, but he simultaneously demonstrates still another lesson to be learned from history: the danger of using past experience as a basis for projecting into the future without full consideration of new elements which have entered

into the picture. Furthermore, history requires interpretation, and I believe there is room for an honest difference of opinion about the lessons to be learned from the Second World War.

There are many statements made in the article with which I do not agree, but a point-by-point refutation is not necessary to serve my purpose. It is sufficient that a basic fallacy has been introduced by the failure to consider a new factor, namely, the effect of the availability, in quantity, of weapons of unprecedented destructive power and the ability to deliver them effectively against practically every important segment of the enemy's capability and will to wage war. With a proper evaluation of this new factor as being truly revolutionary in its effect on the formulation of military strategy, it becomes apparent that the concept of "the decisive land battle" is no longer applicable or valid (as, indeed, it was not even in the Second World War). Furthermore, the now notorious concept of the so-called "balanced force" is completely discredited.

Wing Cdr. W. Weiser,  
C.J.S., Washington.

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## Cavalry

STUDYING the harsh tactical lessons of Korea, we can't afford to concentrate on fighting mechanized wars on Autobahnen, only to be confronted with murderous mountainous terrain that makes "war on wheels" a deadly mockery.

Barring an all-out war, it may be expected that the politburo will . . . provoke fighting in the "bad" lands of the world, where sole reliance upon mechanized forces would be an invitation to disaster.

It is worthy of note that whereas the United States abolished its cavalry, the Russians are strengthening theirs. From the crucial campaign in the Caucasus, where cavalry played havoc with Hitler's mechanized hordes, the Soviets had their proof of the value of this indispensable fighting arm.

— For lack of the horse, the war may be lost.

(The Hon. D. J. Flood, Member of Congress from Pennsylvania, quoted in the "Army Navy Air Force Journal": U.S.A.)

## The Basis of War

All warfare is based on deception. Hence, when able to attack, we must seem unable; when using our forces, we must seem inactive; when we are near, we must make the enemy believe that we are away; when far away, we must make him believe we are near. Hold out baits to entice the enemy. Feign disorder, and crush him.

Sun Tzu. ("Indian Air Force Quarterly")



## Don't Crate my Baby!

. . . Who would expect to discover that the irate man who had entered the office had come to protest the ruling that his baby gorilla be crated before being shipped by air? It happened in Toronto.

("Between Ourselves": T.C.A.)

## R.A.F. Maintenance Command Tie

*Those who have served in the Royal Air Force's Maintenance Command may be interested to learn of a tie that has recently been designed for members and ex-members of that formation.*

*It is of dark blue silk, with the inset of the Command's badge (a raven) superimposed in light blue.*

*The price of the tie is 18s. 6d. (\$2.56), and it may be obtained by writing to:*

*Personal Assistant to the A.O.C.,  
Maintenance Command, R.A.F.,  
Amport,  
Andover, Hants.,  
England.*

*In order to ensure that the tie is worn only by those entitled to wear it, it is asked that all orders be accompanied by particulars of the purchaser's service with the Command.*

