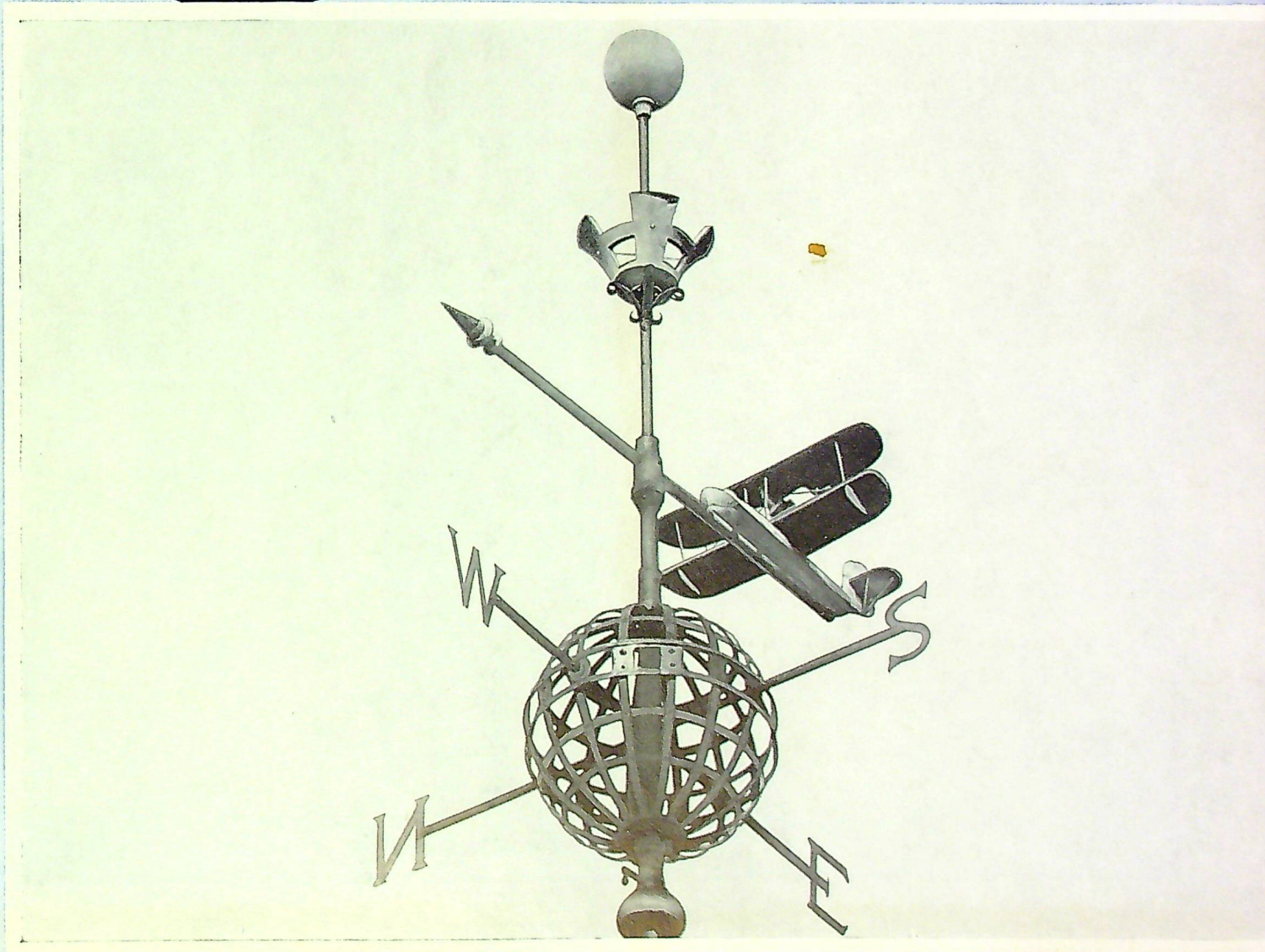


The **CROWNDDEL**

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ROYAL CANADIAN AIR FORCE



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 Royal Canadian Air Force

VOL. 5, No. 6

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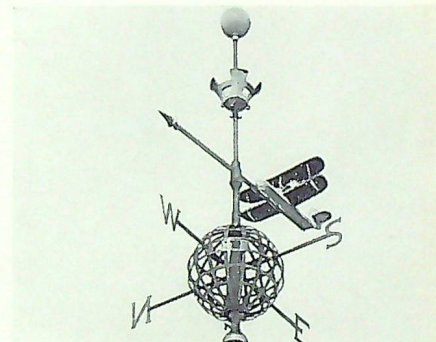
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This Month's Cover

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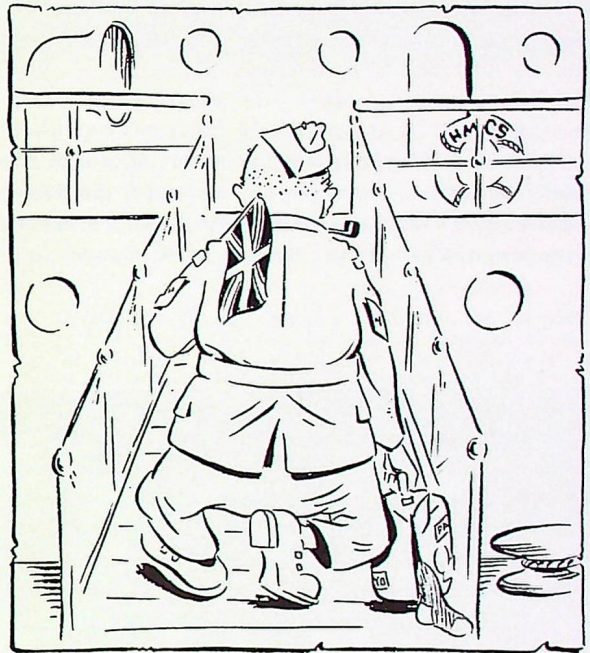
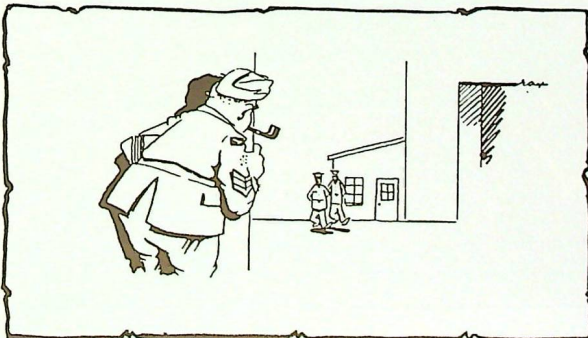
EDITORIAL OFFICES:
 R.C.A.F., Victoria Island,
 Ottawa, Ont.

SGT. SHATTERPROOF GOES FORTH STRENGTHENED

Sir:

Since the first week of June will, I trust, see me in England as the representative of the boys in the field at the coronation of Her Majesty Queen Elizabeth the Second, I shall be unable to deliver that last-minute touch to the helm that has hitherto guided "The Roundel" safely through each month of its precarious voyage. I therefore send you, at this early date, a message that will serve to guide infinitely more majestic ships than "The Roundel" through whatever shoals may lie ahead of them. It was spoken, on her twenty-first birthday, by the Royal Lady upon whom (let us hope) I shall shortly wait.

"If we all go forward together with an unwavering faith, a high courage, and a quiet heart, we shall be able to make of this ancient commonwealth which we all love so dearly an even grander thing — more free, more prosperous, more happy, and a more powerful influence for good in the world — than it has been in the greatest days of our forefathers."



And now I must buckle on my harness and go forth to join battle with W.O.1 Gallstone and Flight Lieutenant Hornet on the issue of my embassy. But, Sir — win, lose, or draw, I go forth strengthened by the certainty that, on the day of the Coronation, forty-thousand pre-prandials will be raised aloft to Her Majesty by the men and women of the Royal Canadian Air Force.

Shatterproof

R.C.A.F. Sport Panorama

Hockey: Part One

(First World War Era to 1938)

By Flight Lieutenant A. P. Heathcote

(Flt. Lt. Heathcote's series on sport in the R.C.A.F., which was temporarily discontinued last November, is herewith resumed. He has already dealt with football, rifle-shooting, boxing, baseball, swimming and diving, and wrestling. The present two-part article, together with one on miscellaneous sports, will complete the series.—EDITOR.)

OF ALL our major Canadian sports, the one which is of special significance to the military is hockey. Its prototype was introduced to this country in 1846 by soldiers of the British garrison stationed at Fort Frederick, in Kingston, Ontario. (They, too, had "sports afternoon"?) Their sticks were scarcely more than tree branches, their puck was a bit of stone or any frozen material that happened to be lying about, and their rink was a broad expanse of natural ice between Shoal Tower and Fort Frederick. They wore crude skates. As many as fifty or more players comprised each side, and the rules, if any, were made up as play went along. This particular manifestation of man's sporting instinct, which, more than anything else, resembled mass military manoeuvres, was undoubtedly the shinny game to end all shinny games.

Hockey, complete with rules, referee, and a regulation-size rink, did not evolve until some thirty years later. (As to where, a controversy still rages between the cities of Montreal, Ottawa, Halifax, and Kingston, all of which claim to have given birth to the game.) Nevertheless, the glacial mayhem perpetrated by that Kingston garrison must be considered a corner-stone in the development of the great Canadian game.

Air Force Teams: 1924 to 1928

If anyone were to consult the sports pages of a certain Ottawa newspaper dated January 18th, 1924, he might happen upon the following item:

Machine Guns Win First Garrison Title

Defeat Air Force Sextet by Odd Goal

The opening game of the Ottawa Garrison Hockey League last night saw a spirited contest between the teams of the Royal Canadian Air Force and the Machine Gun Corps, the latter winning out by the close score of 3 to 2. The Flyers jumped into the lead with two nifty goals by Gerald La Grave¹ . . . but in the final period the Emma Gees made three direct hits in quick succession, taking the match . . .

The line-up of the team, which we nominate as the first to represent an Air Force unit, was as follows:

Goal: McDonald.
Defence: McEwen and Evans.
Centre: Hirsch.
Wings: La Grave and Drolet.
Subs: Duggan, Dobson, Horner, Frobert, Boone.

A new entry in the old Garrison League, the upstart Air Force team found itself battling with

¹Footnotes appear at end of article.

representatives of the P.L.D.G., the G.G.F.G., the R.C.C.S., the R.C.M.P., the 38th Highlanders, and the Machine Gun Corps, all well established in the league. Then, too, more often than not, the airmen found themselves minus a player or two. This posed no problem for the team's manager and triple threat man, Captain Mike McEwen², who climbed into the bladed boots and did a turn out there himself. In the above instance he was a blue-line basher, but he also guarded the net occasionally.

If and when things got really desperate, there was always a small army of rink rats haunting Dey's arena—'teen-aged eager beavers who stood by, hanging on the boards, only too willing to substitute whenever necessary. Perhaps a goodly number of them were themselves soon to be wearing Air Force uniforms.

Despite the shortage of playing talent, the airmen managed to give at least as good as they received. With Gerry La Grave, Fred Evans³, and Walker Drolet⁴ supplying most of the scoring punch, they compiled a season's record of three wins, three ties, and three losses.

The lads of '24 did not win a championship. Theirs was far from being the best team ever to represent the R.C.A.F. The league in which they played would be snubbed by the upper strata of hockey organizations. The reports of their games never occupied a position of distinction on the sports page. But, the important thing is that they did compete, and with a will. Their spirited tussles with the various Army units helped to establish a healthy inter-Service rivalry, and also reminded onlookers that Canada had a new military Service, which, though not yet even

The 1933-34 A.F.H.Q. team. Seated (l. to r.): LAC's E. White, J. Brisson, A. Giroux, Flt. Lt. C. Turner, LAC A. Deslauriers, Sgt. H. La Grave, LAC F. Nielson. Standing (l. to r.): Sgt. H. Bryant, LAC's R. Roberge, R. Goss, B. Kehoe, R. A. Gilmour, J. Cullen, Cpl's J. McManus, H. Ward, Sgt. W. Drolet, LAC Ellis, Warrant Officer Phillips.



officially christened, was bent on carving itself a quick slice of athletic tradition.

Now let's divert our attention momentarily to Camp Borden, the only R.C.A.F. Station whose formula for gritty athletes was a daily diet of sand. Just as they did with about every other sport known to man, the men of Borden were wont to dabble in hockey, too. Every year from 1925 to the late thirties the Camp entered a team in the Ontario Hockey Association intermediate series, and although its entries never quite copped the brass ring, they always made things interesting for the enemy from nearby Collingwood, Stayner, Orillia, or Midland. But, there was also Barrie.

Many a former Borden player or fan has learned never to underestimate a Barrie hockey team, even if it is of mere junior status. The reason behind this is that for three long winters the intermediates of Camp Borden suffered the slings and arrows of outrageous hockey fortune in exhibition games with the young men of Barrie town, long noted for its powerful junior teams.

The chief offender from an R.C.A.F. viewpoint was Stan Partridge⁶, who alone poured a small avalanche of rubber into the Borden net. In an effort to remedy this maddening situation, the team's strategist, Flt. Lt. Dave Harding⁶, on whose shoulders defeat did not rest lightly, whether the sport was hockey, football, or mumblypeg, employed the direct approach to the problem. He put to work in reverse the old baseball axiom, "If you can't beat 'em, join 'em," by prevailing upon young Partridge to join the R.C.A.F. The latter was soon to turn down an offer to play professional hockey with the Detroit Falcons in favour of an Air Force career. Another former Barrie junior who had joined the R.C.A.F. earlier and had played with hardrocks Harding and Van Vliet⁷, was high-scoring forward Jerry McManus⁸.

In their own intermediate league the Flyers comported themselves more creditably, and although they never tacked a championship to their belts, they did come close on one or two occasions. In the seasons of 1927-'28 and 1928-'29,

The 1935-36 Camp Borden Flyers. Seated (l. to r.): N. Kipp, F. Lowrey, S. Partridge, Sqn. Ldr. T. A. Lawrence, Flying Officer W. Jones, D. K. Cowley, Lt. R. Houston, Y. Renaud. Standing (l. to r.): A. T. Mason, W.O.1 F. Aldridge, B. Cook, J. McAskin, J. Teaffe, W. Robinson, S. G. Cable, P. McKerrall, N. Baker, Cpl. W. N. Rielly, L. Hook. (All ranks not known.)



they won their group handily, but were twice bumped out by Bracebridge. During the latter season they compiled a five-game winning streak in which they scored thirty goals while limiting their opponents to five. Stout defenders like Harding, Van Vliet, and "Newsie" Lalonde⁹ kept down the rival scoring, while forwards Partridge, McManus (league scoring champion), Jerry Ault¹⁰, and Ernie McNab¹¹, furnished the offensive power. Late in the schedule the team was weakened by the loss of its star centre and play-maker, Cpl. Ault, who was killed in a flying accident.

The following year brought new blood into the team, in the persons of forwards Joe McAskin¹² and Jack Kennedy, both Barrie alumni, and defenceman Pete McKerrall. When play-off time rolled around again, the Flyers found themselves battling the boys from the marshes of Bradford. After slugging it out to a 2-all tie in the first game and a scoreless tie in the second, the Flyers lost the third game 2-1, and the season for them was over. Disappointing though it was to lose by so close a margin, from a standpoint of individual play it had been a most entertaining year. Fans would especially remember the lone-eagle rushes of Partridge, the scoring punch of McManus and McAskin, and the tenacious checking of Lalonde, who won himself the alias of "The Nuisance" for his knack of fouling up the opposition's scoring thrusts and generally getting into everybody's hair.

In 1930-'31, with much the same line-up as in the previous year, the Flyers swept through their group and went on to eliminate teams from Midland and Newmarket. Then came a four-game, total-goals-to-count O.H.A. semi-final series with R.M.C. Each side won its home game 2-1. Then, after thirty minutes overtime, they tied, 3-all, at Oshawa. In the deciding game the cadets squeaked through, 1-0, taking the round, 7-6. That was the nearest the airmen ever came to winning a provincial championship, and they couldn't have come much closer. Throughout each campaign — win, lose, or draw — the Flyers never failed to attract a throng of supporters. (Attendance at matches by all personnel except the duty watch was practically a Station Standing Order).

A hockey game at Borden was more than just a hockey game; it was a prime event. For transportation to and from games, players and their supporters commandeered two or three railway coaches, and the pre-game enthusiasm on board would have rivalled that of the "Grey Cup Special" of today.

The Borden team also built up a large following among the civilians of the surrounding district, and more especially in Barrie, which had adopted the airmen as its second team. Even today, that town's junior team, twice Canadian champions, carries the traditional Camp Borden name, "The Flyers."

In the opinion of many who have seen Borden teams in action, one of the better, if not the best, squads to represent the old station was the 1935-'36 aggregation. Before the season had even begun, in point of fact, not long after completing a month of conditioning under the supervision of Jock Cameron, the team gave notice of becoming a power to reckon with in anybody's league. Since 1931 a wealth of new players had joined the team. Left winger Dan Cowley¹³ and centre Frank Lowrey¹⁴, who had cut a wide swath through the Ottawa Senior City loop the previous year, teamed up with Bus Cook to form a line which was to become the most goal-productive in the league. Other newcomers were Barrie graduates Alf Mason¹⁵ and Les Hook¹⁶, who alternated between the pipes, defenceman Nels Kipp¹⁷, formerly with the Atlantic City Seagulls, senior champions of United States, Lt. Bob Houston, another fine forward imported from the R.C.C.S., Jack Teaffe¹⁸, a versatile forward with years of O.H.A. experience, and defenceman Yvon Renaud¹⁹. Also on defence was the veteran "Pop" McKerrall, playing in his seventeenth season in the O.H.A., dashing Stan Cable,²⁰ the one-man track team, and, of course, stellar Stan Partridge, who often went the full sixty minutes. The manager was Sqn. Ldr. T. A. Lawrence²¹, and the coach, Walter Robinson.

Right off the bat the Flyers were put to a stern test in a pre-season exhibition tilt with the power-laden Toronto Dominions, later champions of that city's senior league. The result was a 2-all tie,

and both Borden goals were scored by Lowrey. Looking even more impressive in their first home appearance, the airmen humbled the Gravenhurst Indians, 1935 group champions, 6-3. This time Lowrey's wing-mate, Cowley, handled the bulk of the scoring, potting four goals. Although they had formed a highly effective forward combination for two seasons, Cowley and Lowrey were strangely dissimilar in their style of play. While Cowley was a speed demon, Lowrey could have slid faster in his bare feet. But he compensated for his leg lethargy with a rare stick handling wizardry which was the despair of opponents. Frank usually spent about two-thirds of his time on the ice playing hockey; the rest was evenly divided between arguing with the referee and fighting.

In the group semi-finals, Gravenhurst was blanked for the first time in its history. The score was 2-0, and the shutout was administered by Camp Borden. Standing out over every one else in that game was the determined figure of little 117-lb. Alf Mason and his forty pounds of pads in the Flyers' goal. It was a win he would not soon forget.

Borden went on to eliminate the Indians, but later received similar treatment itself from Midland. So another entry went into the books about a good team which had about everything necessary to take an O.H.A. championship, but which, for some inexplicable reason, just missed the boat.

No. 1 Aircraft Depot team, 1936-37. Front row (l. to r.): LAC A. Ault, Cpl. J. Buckland, Flying Officer J. Easton, LAC A. Deslauriers, Sgt. H. La Grave. Middle row: E. Pollard, LAC's L. La Grave, L. Fallis, Hawshaw, L. Wentzloff, O. O'Connor. Back row: LAC's Ellis, E. White, L. Duggan, R. Roberge, Cpl. H. Ward.



The scene shifts to Ottawa, circa 1931, where off and on, teams have been waging ice wars for the glory of the R.C.A.F. since its formative days. Defencemen Harding and Van Vliet were now giving vent to their limitless athletic zeal by handing out bodychecks for the Ottawa Air Station team in the Intermediate City League. There was nothing timid about the hockey style of that pair. Theirs was the rock-'em, sock-em type of play with no quarter given or asked. On the blueline they certainly made beautiful music together. They were at their slam-bang best especially during a game in 1932 against their old mates from Camp Borden. It seems that their commanding officer, Wing Cdr. A. E. Godfrey²², had made a wager with Sqdn. Ldr. Lawrence, manager of the Flyers, that his station's team could take the measure of the vaunted Bordenites. The Squadron Leader accepted, and arrangements were made for a game to be played at Belleville, which would be a neutral battle ground for both teams. The exact score of the game is not known, but that really doesn't matter. The important thing is that Wing Cdr. Godfrey collected his bet.

In the year 1930, or thereabouts, another R.C.A.F. unit in Ottawa, No. 1 Aircraft Depot, Victoria Island, was just beginning to stretch its hockey legs, and it was only a matter of time until A.F.H.Q. would throw a team into the fray. Finally, in 1933, a handful of hockey-minded Headquarters types, who decided it would be a good idea periodically to forget their administrative troubles, began to abandon their highly-polished desks once weekly in favour of the highly-polished ice surface of the local arena. They constituted the first team officially to represent A.F.H.Q.

Considering that this was their initial venture into intermediate company, the hopefuls from Headquarters didn't fare too badly, scoring their share of wins during the regular season and winning entry into the league play-offs. Unfortunately they were forced out in the semi-finals. Oddly enough, a defenceman, Joe Brisson²³, was the team's leading point-getter. However, the line of Jerry McManus, Bruce Kehoe²⁴, and Freddy Nielsen²⁵ also notched a goodly number of goals.

By this time most games were being played in the shelter of the Auditorium's new artificial ice plant. But those earlier struggles on the old outdoor rink at Cartier Square in temperatures as low as thirty below zero are still remembered by Wing Cdr. Kehoe and Flt. Sgt. Brisson.

It was in 1936 that the R.C.A.F. in Ottawa finally came into its own in a hockey sense. During the off-season some athletic brain deduced a plan well calculated to bring the Air Force its first championship. The plan was simple enough. It was based on the truism that the more teams entered by the Service in any given league, the greater would be its chances of winning. In any case, there were no less than three R.C.A.F. teams in the National Defence League. (Three other teams rounded out the loop.) One was left at the post and another faded in the stretch. But the third entry romped home a winner. It was the R.C.A.F.'s first National Defence title, and the honour went to a scrappy gang of hockey roughnecks from the other side of the tracks on Victoria Island. The also-rans were from Headquarters and Ottawa Air Station.

To review the championship series, the Depot lads reached the finals by virtue of a 2-1 sudden death triumph over the R.C.M.P., on a goal by defenceman Len Fallis²⁶ at the 9:30 mark of the second overtime period. In the title series with the R.C.O.C., a scheduled 2-game, total-goals-to-count affair, the first game ended in a scoreless tie, and featured some clever netminding by Al Deslauriers²⁷. Another 3-all tie necessitated a third game. The airmen took that and the championship by winning, 4-3. Les Duggan²⁸ assumed the hero's rôle by scoring the clincher with ten seconds of play remaining. Other scorers were Robbie Roberge²⁹, with two goals, and Ed White³⁰. Those scoreless deadlocks are indicative of the play which resulted whenever Service teams ran head-on. Most games were "blood and thunder" affairs from the opening whistle, and victories didn't come cheaply. Indeed, so savage did they continue to be up to the early war years, that the Army brass came to look upon the Defence league as a sort of proving ground for those proceeding on combat duty.

mentor of old, assisted by player-coach Flying Officer F. C. Carling-Kelly³⁷.

After only a few practices, the team was invited to play in the pre-season Vanhorne Trophy series in Kingston. They accepted, and won the trophy, hands down.

The season proper began, and the Flyers lost no time in making a name for themselves everywhere from Ottawa to Toronto, and beyond. Using as few as nine players in a game, they steam-rolled through their own league and proceeded to knock off Peterborough, Gananoque, Sarnia, and finally, the Toronto Pontiac Chiefs, in provincial play-offs. For defeating the Chiefs, powerful Toronto Mercantile League Champions, the Flyers won the Robertson Trophy, emblematic of Ontario intermediate supremacy. Thus, on their first attempt, the Flyers had won not just one, but two historical and much-sought-after trophies for which Air Force teams had been gunning for twelve years.

Recategorized as seniors for Allan Cup competition, they next faced the Port Colborne Sailors. Weakened by the absence of key players who were sidelined with injuries, the Flyers were not themselves, however, and bowed out in a gruelling two-game series, when the Sailors scored in the final minute of the second game.

It was disappointing for them to lose after having gone so far, but it had still been a glorious and gratifying season. While team work had, in truth, been the keynote of their efforts all season long, several Flyers had scintillated individually in game after game. Offensively, it was centre Le Compte (the team's chief goal-getter) who led the way. But right up there in the scoring records were his wing-mates, Ernie and Eric McNeely, and those slick veterans of the ice lanes, canny Cowley and loquacious Lowrey. Defensively, Partridge, large John Lalonde, and goalkeeper Gibson were standouts. Stan, the sixty-minute man, besides being a great two-way player, was ever the ice general, the steadying influence, the man who could whip up a victory mood with his caustic criticism in the dressing-room. Lalonde was one of those players who suddenly catch fire and achieve stardom almost overnight. He and

Gibson eventually received professional offers from the Detroit Redwings and Montreal Maroons, respectively; but, for them, life in the Air Force held greater appeal.

The Flyers of that day were far from being the pampered pets of today's hockey scene. Their transport for trips up to two hundred miles consisted of a stake truck with a canvas covering. Late in the season, Frank Lowrey, assisted by some sympathetic airframe mechanic, built a protective wooden cabin over the stake. The conversion of the truck to a sleeper coach was later complete when mattresses became part of its standard equipment. Nevertheless, reflecting back on those years, former Flyers still consider this to be a rather rugged way to get from A to B.

Of considerable importance in the success of the Flyers was the rabid support given them by all ranks at Station Trenton and by the townspeople of Trenton and Belleville. They provided a steady flow of gate receipts which, when turned over to the station fund, purchased improvements for the unit's recreational and entertainment facilities.

Broadbent.



Classified as seniors the following season, the Flyers again won the Vanhorne Trophy and led their league in the O.H.A., but were defeated in the finals. Additions to the team that year were: Flying Officer Paul Desloges³⁸, Bob Wiggett³⁹, and Aurèle Legris⁴⁰. Flt. Lt. Wiggett still has memories of an exhibition series involving the Ottawa (R.C.A.F.) Flyers, of which he was a member, and the Montagnards, a civilian team. The series was played in midsummer in the indoor arena at Lake Placid, N.Y. It seems that one day the arena's refrigeration system, unable to cope with the 90-degree heat which prevailed outdoors, produced one inch of ice and one inch of water. With a show of initiative and co-operative spirit so typical of the R.C.A.F., the airmen turned this adverse situation to their own advantage. While one man splashed water in the enemy goalkeeper's face, another pushed the puck past him as he wiped his eyes.

Professionals

Now to touch on the athletic adventures of former R.C.A.F. officers and airmen who polished their techniques on stickhandling, shooting, skating, and checking sufficiently well to coax a living from the game. To do so, however, we must reverse the time machine to the years immediately preceding the First World War.

In 1912 a youthful right winger named Harry "Punch" Broadbent⁴¹, fresh from three amateur seasons with Ottawa Cliffside and New Edinburghs, decided to take a fling at professional hockey with the Ottawa Senators. So began the fourteen-year career of one of the cleverest right wingers in National Hockey League history. Harry's first taste of Stanley Cup competition came in 1915, when his team played Vancouver a 3-game series, and lost. After that he forgot hockey for three years while attending to the business of fighting a war with the 25th Battery, Canadian Field Artillery. While overseas, he was buried alive for three hours, decorated with the Military Medal, and commissioned, in that order.

Demobilized and back in the hockey wars, Punch took a season or two to get back into shape, and then, teamed with Frank Nighbor and Cy

Denneny, he began to burn up the N.H.L. as never before. From 1919 to 1923 he was on three Stanley Cup-winning Senator teams, and in his club's one unsuccessful year he was the league scoring leader with 32 goals and 14 assists, in only 24 games. (From 1919 to 1929 he was always well up in goals and assists.) In '23, in the Ottawa-Edmonton Cup series at Vancouver, he was the big noise, scoring the only goal of the second game.

In 1924 there came the cry to break up the Senators, who were obviously too strong for the good of the league. Thereupon Punch was sent to bolster the Montreal Maroons, who proceeded to win themselves a Stanley Cup. It was while with this team that he achieved his greatest scoring trick. During a game with the Hamilton Tigers, he scored a fat five goals. One may well wonder what could have been the incentive for this inspired performance. Shortly before game time, Punch had received word that he was the father of a newborn baby girl.

The Broadbent attacking style was always well-known for its effective use of the elbow. One evening, while trying to elbow his way through a rival defence, Harry was struck a terrific blow on the funny-bone by the nose of defenceman Lionel Conacher. That was only the first step in the progressive demolition of one of the most celebrated probosces in Canadian sport. Punch's elbow emerged unscathed.

After three seasons in Montreal, it was back home to the Senators for a year, then on to the New York Americans, where he wound up his professional career.

Joining the R.C.A.F. in 1929 as a supply officer, Flying Officer Broadbent played his last two seasons as a defenceman for the No. 1 Depot team. During his entire career as a professional, he had never once incurred an injury more serious than a bruise or a scrape, and consequently the Broadbent hide hadn't been stitched even once. Ironically enough, it was while upholding the honour of the Depot in one of those inter-Service ice brawls that he received his first and only injury requiring stitches.



Campbell.

When the Edmonton Eskimos played the Ottawa Senators for the Stanley Cup in 1923, one of their number was Earl "Spiff" Campbell⁴², up from the Saskatoon Crescents of the Western Canada Hockey League. A slight fellow, weighing only 140 pounds, Spiff made up for his lack of heft with his speed and rare stickhandling ability.

After two seasons with the Senators, he went to New York to play with that city's first professional hockey team — the Americans. Successive seasons with Hamilton, Kitchener, and Stratford followed, before he hung up his competitive skates for good. His last connection with hockey involved the coaching of the A.F.H.Q. team in the National Defence League of 1941, shortly after he entered the R.C.A.F. Sgt. Campbell died last February in the Rockcliffe Station Hospital.

Other Senators of the roaring twenties were: fighting Frankie Finnigan⁴³, a rugged, high-scoring forward who went on to star with the Toronto Maple Leafs until 1937, and played as an airman four years later with an R.C.A.F. team in Ottawa; and Allan Shields⁴⁴, a tough, workman-like defenceman who also did duty with the Montreal Maroons and the Boston Bruins until

the late thirties. One of their opponents in those later years was Eddie Wiseman⁴⁵, who, for a few years prior to joining the R.C.A.F., was a key man with the New York Americans and the Boston Bruins.

No review of this type would be complete without a mention of Frank Fredrickson.⁴⁶ This son of Icelandic parents began his hockey career in 1914, captaining the University of Manitoba team. During the First World War he flew with the Royal Flying Corps in Egypt. (Flying was his first love. He was the second person ever to solo in Iceland.)

Home again, he captained the Winnipeg Falcons to Allan Cup and Olympic titles. In so doing he caught the eye of the Victoria Cougars, and he presently found himself in a Cougar uniform. Victoria won its one and only Stanley Cup five years later, and were runners-up in 1926. By this time Fredrickson was fast becoming recognized as one of the all-time greats at the centre position.

It was on to Boston for Fredrickson a year later, where he teamed up with Harry Oliver and Perk Galbraith to form the strongest attacking unit the Bruins had had up to that time. After another Stanley Cup series with Boston, he retired from professional hockey. In the early days of the Second World War he became a flying instructor with the R.C.A.F.

On their way to the west coast to fulfil a 1921 Stanley Cup engagement in Vancouver against Fredrickson and company, the Ottawa Senators stopped off in Winnipeg for an exhibition game with Regina. The Westerners won, and a partial explanation for their triumph was the presence in their line-up of George Hay.⁴⁷ His check that evening was Punch Broadbent. The latter was renowned as a tireless checker who could cling like a leech to his opposite number. But if ever he did have trouble covering a man, then that man was Hay. "He was," claims Punch, "the fastest skater I ever chased."

Hay spent most of what was left of the roaring twenties playing with the Detroit Cougars, and, later, the Falcons of the same city. He remained a constant scoring threat with that team until his

retirement in 1931. Less than a decade later he was an administrative officer in the R.C.A.F.

While it is generally conceded that Boston's Fredrickson was the greatest centre player of his time, it is the opinion of many present-day experts that the greatest centre in modern hockey is Boston's Schmidt.⁴⁸ His ice career began in earnest when he became a Bruin in 1936. He must have lost no time in putting in a good word for two sidekicks named Dumart⁴⁹ and Bauer⁵⁰ back in Kitchener, for, before the season's end, they were also in Boston uniform.

The Bruins got off to a flying start in 1937, and

led the league practically all season. Rolling right along with them were the "Kitchener Kids," who, once acclimatized to the rarefied atmosphere of hockey's top circuit, began to click for goals in clusters. Consequently it occasioned no small surprise when they were held scoreless in a three-game play-off between Boston and Toronto, which was won by the latter team. But their turn was to come a year later, when they were to inspire the Bruins to their first Stanley Cup victory since 1929.

(End of Part One)

FOOTNOTES

- ¹A.C.1 G. LaGrave (released).
²Air Vice-Marshal C. M. McEwen, C.B., M.C., D.F.C. (retired).
³Flt. Sgt. G. F. Evans (released).
⁴Flying Officer J. E. W. Drolet (retired).
⁵Sqn. Ldr. S. O. Partridge, A.F.C.
⁶Group Capt. D. A. Harding, O.B.E., A.F.C. (retired).
⁷Group Capt. W. D. Van Vliet (deceased).
⁸Flt. Lt. J. G. McManus.
⁹Sgt. E. A. Lalonde (released).
¹⁰Cpl. J. G. Ault (deceased).
¹¹Group Capt. E. A. McNab, O.B.E., D.F.C.
¹²Flt. Lt. J. M. McAskin.
¹³W.O.2 D. K. Cowley.
¹⁴LAC F. Lowrey (released).
¹⁵Wing. Cdr. A. T. Mason, M.B.E.
¹⁶Flt. Lt. W. L. Hook.
¹⁷Sqn. Ldr. E. N. Kipp.
¹⁸Sqn. Ldr. J. B. Teaffe.
¹⁹A.C.2 Y. J. Renaud (released).
²⁰W.O.1 S. G. Cable.
²¹Air Vice-Marshal T. A. Lawrence, C.B. (retired).
²²Air Vice-Marshal A. E. Godfrey, M.C., A.F.C. (retired).
²³Flt. Sgt. J. H. Brisson.
²⁴Wing Cdr. B. D. Kehoe.
²⁵Sqn. Ldr. F. H. Nielsen.

- ²⁶Flt. Lt. L. E. A. Fallis.
²⁷Flt. Sgt. A. Deslauriers.
²⁸W.O.2 L. W. H. Duggan.
²⁹W.O.1 R. Roberge.
³⁰Flt. Sgt. E. White.
³¹Flying Officer J. H. L. LeCompte.
³²Flt. Sgt. W. E. McNeely (deceased).
³³Flt. Lt. J. E. McNeely.
³⁴Flt. Lt. J. J. Lalonde.
³⁵Flt. Sgt. R. L. Laing.
³⁶Sqn. Ldr. L. C. Gibson.
³⁷Group Capt. F. C. Carling-Kelly, A.F.C.
³⁸Wing Cdr. J. P. J. Desloges (deceased).
³⁹Flt. Lt. R. S. Wiggett.
⁴⁰W.O.1 A. Legris.
⁴¹Sqn. Ldr. H. L. Broadbent, M.M. (released).
⁴²Sgt. R. E. Campbell (deceased).
⁴³Cpl. R. A. C. Finnigan (released).
⁴⁴Cpl. J. A. Shields (released).
⁴⁵Flt. Lt. E. R. Wiseman (released).
⁴⁶Flt. Lt. F. Fredrickson (released).
⁴⁷Sqn. Ldr. G. Hay (released).
⁴⁸Flying Officer M. Schmidt (released).
⁴⁹Flying Officer W. C. Dumart (released).
⁵⁰Sgt. R. T. Bauer (released).

CHURCHILL ON SUPPLY

It often happens that in prosperous public enterprises the applause of the nation and the rewards of the Sovereign are bestowed on those whose officers are splendid and whose duties have been dramatic. Others whose labours were no less difficult, responsible, and vital to success are unnoticed. If this be true of men, it is also true of things. In a tale of war the reader's mind is filled with the fighting. The battle . . . with its vivid scenes, its moving incidents, its plain and tremendous results . . . excites imagination and commands attention. The eye is fixed on the fighting brigades as they move amid the smoke; on the swarming figures of the enemy; on the general, serene and

determined, mounted in the middle of his staff. The long trailing line of communications is unnoticed. The fierce glory that plays on red, triumphant bayonets dazzles the observer; nor does he care to look behind to where, along a thousand miles of rail, road, and river, the convoys are crawling to the front in unnoticed succession. Victory is the beautiful, bright-coloured flower. Transport is the stem without which it could never have blossomed. Yet even the military student, in his zeal to master the fascinating combinations of the actual conflict, often forgets the far more intricate complications of supply.

(Quoted in the "R.C.O.C. Quarterly" from one of Sir Winston Churchill's earlier books, "The River War", published in 1899.)



THE CANADIAN JOINT STAFF, WASHINGTON

By Wing Commander G. G. W. Lewis

(Since the Second World War there has been a notable increase in the activities of the R.C.A.F. outside Canada, until today the Service has major formations operating in England, the European continent, and the United States. It will be among the tasks of "The Party Line" to explain how and why these formations function. The present article will, it is hoped, answer most of the questions our readers may have asked themselves about the R.C.A.F.'s headquarters in Washington, D.C.

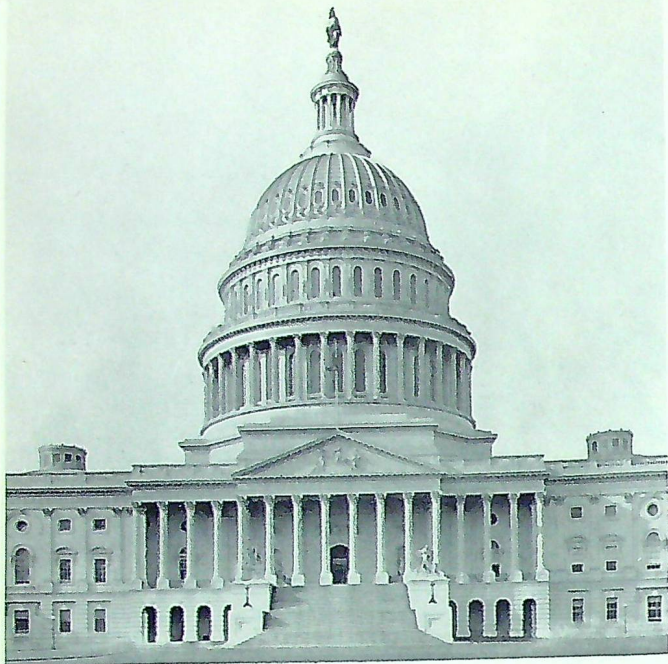
Wing Cdr. Lewis, a graduate of the University of Saskatchewan, joined the R.C.A.F. as a Pilot Officer in 1935. At the outbreak of the last war, he was serving as Accountant Officer at No. 1 Aircraft Depot, Ottawa. Transferred in March 1940 to the Directorate of Supply Administration at A.F.H.Q., he was sent to R.C.A.F. Headquarters Overseas in September of the following year. He remained there for a little more than eighteen months until he was brought back to Canada as Senior Equipment Officer at No. 3 Training Command, Montreal. Subsequent positions held by him, before appointment to his present job of Staff Officer Supply at C.J.S. Washington, included those of Senior Supply and Organization Staff Officer at No. 1 Air Command H.Q., and of Commanding Officer at No. 12 and No. 11 Equipment Depots.—EDITOR.)

HISTORY

IN THE period between the First and Second World Wars, there was no Canadian military representation in Washington. However, in the fall of 1938 and again in August 1939, a small group of R.C.A.F. officers under Air Commodore (now Air Vice-Marshal, retired) E. W. Stedman was sent to the then Canadian Legation in Washington to discuss with U.S.A.A.F. and U.S.N. officers the possibility that the R.C.A.F. might acquire American-built aircraft. Owing to

the outbreak of the Second World War, the 1939 mission resulted in the first Canadian war-time purchase of United States aircraft, a handful of North American Yales and Douglas Digbys. As is well known, these first aircraft orders were multiplied a thousand-fold before the war ended.

The 1938 and 1939 missions were of short duration, and permanent Canadian military representation in Washington did not commence until Air Commodore (later Air Vice-Marshal, now deceased) W. R. Kenny was appointed as Air



The Capitol.

Attaché on 18 January 1940 and took up his duties in the following month. Late in the year the first naval and military attachés were also appointed.

After the attack on Pearl Harbour on 7 December 1941, the entry of the United States into active operations required a much closer liaison with the United States Armed Forces than could be provided by the three attachés. Accordingly, in mid-1942, the Canadian Joint Staff was formed and a Chairman was drawn on a rotational and part-time basis from each of the three Services in Washington.

When the Canadian Joint Staff was formed in 1942, the then Air Attaché became the Air Member, and a new Air Attaché was appointed. The duties of the two positions were quite distinct from each other. From 1942 until the middle of 1948, the Air Member acted as the representative of the Chief of the Air Staff, handling such items as operational intelligence, supply and trade matters, reports on United States training centres, and matters jointly affecting the U.S.A.A.F. (later U.S.A.F.) and R.C.A.F. On the other hand, the Air Attaché acted as the diplomatic representative of the R.C.A.F., and his air force duties were confined to routine matters which were not the responsibility of the Air Member, such as visits and courses of the R.C.A.F. personnel in the United States.

Under this system, unfortunately, the duties of the Air Member and the Air Attaché often overlapped, as did those of the corresponding Naval and Military Members and Attachés, with resultant duplication of work. Accordingly, in June 1948, the whole R.C.A.F. representation in Washington was unified by combining the positions of Air Member and Air Attaché in one officer, and by establishing a new position of Assistant Air Attaché to double as Chief Staff Officer to the Air Member. At the same time, the Naval and Military staffs were similarly combined.

Following the establishment of the Defence Research Board in Canada, in August 1947, a Defence Research Member was appointed to the Canadian Joint Staff, with duties in scientific matters closely paralleling those of the other three Members.

The employment of a part-time Chairman continued until 20 October 1949, when the increasing interest of Canada in N.A.T.O. affairs resulted in the appointment of a full-time Chairman, to act as the Canadian representative to the N.A.T.O. Military Representatives Committee. The first Chairman under this plan was Air Vice-Marshal Hugh Campbell, who retained the position until 14 December 1952, when he was appointed as A.O.C. of the R.C.A.F. Air Division in Europe and was replaced in Washington by Rear-Admiral H. G. DeWolf, the present incumbent.

Today, the Canadian Joint Staff at Washington consists of a Chairman; a senior officer each from the Navy, Army, and Air Force; a representative of the Defence Research Board; and their associated staffs. The Chairman is the representative in Washington of the Canadian Chiefs of Staff Committee on all matters relating to the North Atlantic Treaty and of a joint-Service nature. He is also the Principal Military Adviser to the Canadian Ambassador in Washington, keeping him informed on matters of military importance.

The senior Navy, Army, Air Force, and Defence Research Members of the Canadian Joint Staff, with their staff officers, come under the direction of the Chairman as representatives of their respective Services in connection with the North Atlantic Treaty and other joint-Service matters.

These Members are responsible to their Service Chiefs of Staff for the interests of their respective Services in the United States, and they effect liaison with the United States Armed Forces. They also act as Attachés to the Canadian Ambassador.

The present senior officers of the Canadian Joint Staff are:

- | | |
|--|--|
| Chairman | — Rear Admiral H. G. DeWolf, C.B.E.,
D.S.O., D.S.C. |
| Naval Member and
Naval Attaché | — Commodore M. A. Medland. |
| Army Member and
Military Attaché | — Brigadier J. W. Bishop, O.B.E. |
| Air Member and
Air Attaché | — Air Commodore W. E. Bennett. |
| Defence Research
Member and Defence
Research Attaché | — Brigadier H. E. Taber, C.B.E. |

DUTIES

The senior Canadian official in the United States is the Canadian Ambassador, Mr. Hume Wrong, and, in the final analysis, all Canadian Government employees, both civilian and military, are responsible to him. Between the Canadian Joint Staff and the staff of the Canadian Embassy there is a high degree of co-operation. The Embassy staff assists our work by arranging for United States customs and immigration clearances for R.C.A.F. freight, personnel, and dependents, at various points of entry. The Canadian Joint Staff, in turn, assists the Embassy by arranging for the transmission of diplomatic mail to Canada on R.C.A.F. aircraft.

The Canadian Joint Staff is operated by the four Services on a highly co-operative basis, with the Army providing motor transport and domestic services, the R.C.A.F. providing the telecommunication centre, and D.R.B. providing facilities for photostating and microfilming documents. Through the operation of a number of joint committees on subjects of common interest to all the Services at C.J.S., a large measure of integration has been achieved.

The Air Member's staff includes officers in the fields of air staff, aeronautical engineering, telecommunications, armament, supply, and personnel (including training), together with an administrative officer, a paymaster, and a staff pilot.

The various R.C.A.F. staff officers maintain continual liaison with the specialist officers of the U.S.A.F. and U.S.N. (Regarding R.C.A.F. liaison with the U.S.N., it should be borne in mind that in the United States the Navy is responsible for shore-based maritime aviation, whereas this is an air force responsibility in Canada. Hence, there are many matters of common interest between the R.C.A.F. and the U.S.N., especially in the field of maritime reconnaissance).

The Air Staff Officer spends the predominant portion of his time working with the N.A.T.O. Military Representatives Committee in Washington, to assist in the detailed resolution of the thousand and one recurring problems which concern the military forces of Canada and the other thirteen N.A.T.O. countries. Representatives are also supplied for frequent visits to the Headquarters of the Supreme Allied Command Atlantic (SACLANT) at Norfolk, Virginia, to discuss matters relating to the various N.A.T.O. training exercises and the logistics support of the forces assigned to these exercises in particular and to SACLANT in general.



Air Commodore W. E. Bennett, the present Air Member



*Air Vice-Marshal W. R. Kenny, D.F.C., Air Attaché
from Jan. 1940 to Nov. 1941.*

Contact with American industry also absorbs a substantial portion of C.J.S.'s effort. Because the United States is the largest industrial nation in the world, there are almost unlimited sources of information to be delved into by the enquiring technician and scientist. This is a field which the Canadian Joint Staff attempts to tap within the limits of its manpower resources. Thus, its technical officers in engineering, armament and telecommunications are not only required to maintain liaison with their counterparts in the U.S.A.F. and U.S.N., but are also expected to keep constantly in touch with the leading manufacturers of aircraft, armament, and electronic equipment.

Similarly, C.J.S. is responsible for the procurement of publications and technical documents not only from the U.S.A.F. and U.S.N., but also from the various civil departments of the United States Government, and from industry. Every mail brings countless cartons and packages of publications to the Canadian Joint Staff from military and civilian consignors all over the United States, and these must be recorded and forwarded to the specialist directorates at Air Force Headquarters and Air Materiel Command, in Ottawa, which are eagerly awaiting them.

Another task of the staff is to negotiate with the United States Services for loans of equipment required by the R.C.A.F. Although the volume of such loans is not great, each case requires comprehensive study on our part to enable us to make a proper presentation of Canadian needs to the American authorities. Loans which have been obtained include aircraft of several types, radar equipment, meteorological equipment, armament, publications, and motion-picture films.

The close war-time liaison with the Department of Munitions and Supply is continued today in the co-operation between the Canadian Joint Staff and the Washington office of D.M.S.'s successor, the Department of Defence Production. Serving officers of the R.C.N., Canadian Army, and R.C.A.F., are seconded to D.D.P. (Washington), and, in addition, C.J.S. frequently supports D.D.P. in presenting Canadian military requirements to the U.S. Department of Defense. Attendant upon A.F.H.Q. and D.D.P. production planning, clearance must be obtained from the U.S. Government to manufacture American military equipment in Canada. Through C.J.S. the groundwork is laid for negotiation by the Canadian Government on proprietary rights which may be held by the U.S. Government or a U.S. contractor. At the same time channels of communication are set up to ensure that the latest technical information and production "know how" flow from the American manufacturer to his Canadian counterpart.

Within the personnel field, C.J.S. is responsible for arranging for visits of R.C.A.F. personnel to United States military installations and to civilian factories. Since the majority of American factories of interest to the R.C.A.F. are engaged, to a greater or less extent, in the manufacture of military equipment, visits of Canadian personnel to the plants must, in almost all cases, be approved by one or more of the United States Services in the same manner as visits to actual military installations.

From time to time, every C.J.S. staff officer finds that the search for information leads him far afield from Washington. Visits made by the Air Member and his staff range all over the

United States, including military schools, operational bases, experimental establishments, aircraft factories, and electronic plants. Some of these trips are made in company with U.S.A.F. officers, or with officers from Canada. Others are made unaccompanied.

Through agreement between the United States and Canada, numerous R.C.A.F. personnel attend military schools and training establishments in the United States, and other R.C.A.F. personnel are on exchange with the United States Services. The personnel staff at C.J.S. is also charged with arranging for R.C.A.F. attendance at these courses and for R.C.A.F. assignments to exchange duties.

There are also R.C.A.F. officers employed on special duties which lie outside the normal scope of courses or exchange duties. For instance, there is an officer with the Monitoring Group, in Washington, of the Air Standardization Coordinating Committee, which monitors joint R.A.F.-U.S.A.F.-R.C.A.F. standardization working parties and projects. There is an interchange officer in H.Q./U.S.A.F. who deals with aircraft operational requirements. From time to time R.C.A.F. officers are attached to the secretariat of the Standing Group in Washington. There is also R.C.A.F. representation at SACLANT and at the Headquarters of the Commander of the Western Atlantic (WESTLANT), both at Norfolk, Virginia.

With the exception of the staff of No. 1 Requirements Unit in Dayton, which comes directly under the A.O.C. of Air Materiel Command, in Ottawa, all R.C.A.F. personnel in the United States are attached to the Air Member's establishment. Furthermore, the Air Member is responsible for the pay of all members of the R.C.A.F. in the United States (including No. 1 Requirements Unit) and for the pay of R.C.A.F. officers serving with the U.S.A.F. in Korea.

The Communications Centre is operated by the R.C.A.F. as a service to the whole of the Canadian Joint Staff and handles all signal messages between Washington and Ottawa for the Chairman and the four Services. In addition, the Centre handles considerable traffic for the R.A.F., R.A.A.F., and

R.N.Z.A.F., and at times takes messages for the Canadian Embassy and D.D.P.(W).

Although the Canadian Joint Staff does not have direct representation on the Permanent Joint Board on Defence (since the Canadian military representation is limited to senior officers from National Defence Headquarters in Ottawa), nevertheless it does have important day-to-day contacts with the American military representatives on this Board. Organized as a result of the Ogdensburg Agreement of 17 August 1940, the P.J.B.D. is an advisory body, composed of senior officials of the Canadian Departments of National Defence and External Affairs and of the United States Departments of Defense and State, formed in order to study military matters of joint interest to the United States and Canada. Such projects as the chain of air bases known as the North-West Staging Route, and the joint garrisoning of Newfoundland bases by American and Canadian troops, were initiated on the recommendations of the P.J.B.D.

The activities of the Canadian Joint Staff are not confined entirely to liaison with American agencies. It has numerous dealings with members

Air Vice-Marshal G. V. Walsh, C.B., C.B.E., Air Attaché from Nov. 1941 to June 1942, and Air Member from July 1942 to Aug. 1945.



of other British Commonwealth missions, including Great Britain, Australia, New Zealand, South Africa, India and Pakistan, and, less frequently, with military officers from other countries. In fact, its contacts in Washington are so numerous and so diverse in nature, that a good memory for names and faces is an essential and fully exercised talent among its personnel.

LIFE IN WASHINGTON

What is so gratifying to the Canadian personnel in Washington is the genuine warmth and friendliness with which they are accepted by the Americans, both military and civilian. This attitude is evidenced day after day both by the United States Services and by the general public. It is not, however, permitted to become one-sided. All members of the Canadian Joint Staff are encouraged to remember that, in effect, they are ambassadors of goodwill to the United States, and every Canadian Serviceman has a responsibility for fostering the happy relationship between the American and Canadian people.

In their dealings with the United States Services, R.C.A.F. personnel time and time again tread the halls and stairways of the Pentagon, which is an

Air Vice-Marshal G. E. Wait, C.B.E., Air Member from Aug. 1945 to Mar. 1947.



Air Commodore R. C. Gordon, C.B.E., Air Member from Mar. 1947 to Jan. 1950, and Air Attaché from July 1948 to Jan. 1950.

excellent Defense building despite the many jokes which have been made about its size and design. At present, the Pentagon houses the Headquarters of the United States Army and United States Air Force, and the Chief of Naval Operations of the United States Navy (the remainder of H.Q. /U.S.N. is in the Navy Building on Constitution Avenue). Strictly speaking, the Pentagon is not in Washington, but across the Potomac River in nearby Arlington County, Virginia. Completely air-conditioned, the atmosphere of the Pentagon is comfortable both in winter and summer. Excellent facilities are provided right in the building for meals, shopping, banking, barbering, purchase of transportation tickets, and paying for utilities.

Life in Washington is not all work (at least, not in the conventional sense), and social activities have their part in the staff officer's routine. That great American institution, the cocktail party, is particularly important here. Although the responsibility for giving parties and attending others



as guests falls largely on the Air Attaché and Assistant Air Attaché, all R.C.A.F. officers stationed in Washington partake in these functions to some extent.

One of the outstanding social events for the R.C.A.F. is the Air Member's annual reception to celebrate the R.C.A.F.'s Air Force Day. The invitation list for this function includes senior American, British, Canadian, and foreign officials and officers, as well as representatives of industry, and additionally all of the national Air Attachés stationed in Washington. As can well be imagined, the array of uniforms at such an affair is truly striking and dazzling to behold. The R.C.A.F. staff officers and their wives are on hand to assist the Air Member in the entertainment of his guests, and the airmen personnel also play their part on this occasion of "showing the flag."

Another outstanding social effort is the semi-annual "representational" party presented by all the R.C.A.F. officers in the Washington area, including those at the Canadian Joint Staff and

Air Commodore M. M. Hendrick, O.B.E., Air Member and Air Attaché from Jan. 1950 to Dec. 1951.



Air Vice-Marshal H. L. Campbell, C.B.E., Chairman from Oct. 1949 to Dec. 1952.

those on various duties in the Pentagon. To this event are invited C.J.S.'s American military contacts up to and including the rank of colonel or naval captain.

On a joint basis, all ranks take part in the annual golf tournaments, picnics, and children's Christmas parties, and there are several entertainments arranged solely for the airmen.

From time to time, newspaper articles indicate that the cost of living in Washington is higher than in any other American city. To compare Washington costs with those in Canadian cities is somewhat difficult, because there is great variation depending on the type of commodity or service being considered. This statement is also true of housing. Generally speaking, it may be said that mass-produced machine-made goods are cheaper in the United States, but goods and services requiring hand-labour are more expensive. For instance, appliances of all sorts are much cheaper in Washington. On the other hand, the standard price in Washington for a man's haircut is \$1.25, and the barber expects a tip to boot! In spite of the many supermarkets with their supposedly cut-rate prices, food costs are higher than in Canada, with meat and dairy products costing considerably more, and canned goods a cent or two extra per can. Clothes of good quality usually cost about the same as in Canada.

To a Canadian brought up in the dryness of the prairies, and even to Canadians from the more humid provinces, the climate in Washington becomes at times almost unbearable. Summer commences early here, and ends late, and is marked by excessive heat and humidity. Mid-day temperatures in the high eighties and low nineties are commonplace in the summertime, and the humidity remains consistently high. Even night-fall brings little relief. The methods employed by individuals to combat this sub-tropical heat are diverse, and in some cases quite ingenious, but out of range of an air-conditioner there is no real alternative to just grinning and bearing it.

On the other hand, winter weather in Washington is delightful. A snowfall is unusual and remains only briefly; and although the grass on the lawns stops growing, it remains green all winter. A raincoat generally suffices throughout the season.

The city of Washington is a beautiful city, with imposing public buildings, magnificent national memorials, and splendid parks. The Capitol, the White House, the Washington Monument, the Lincoln Memorial, the Jefferson Memorial, the Library of Congress, the National Museum of Art, the Smithsonian Institution, the Washington Cathedral, Ford's Theatre (where Lincoln was assassinated), the National Zoological Park — these and other landmarks of the American capital are already too well known to most Canadians, from movies and photographs, to warrant description here.

Westward across the Potomac River lies the State of Virginia, the "Old Dominion" of King Charles II. In Arlington are located the Arlington National Cemetery, where any American who has ever served in his country's military forces may be buried, and Lee Mansion, the home of the Confederate hero of the war between the States. Further south, in the city of Alexandria, are many buildings of interest dating back to the days of George Washington and earlier. In the centre of Alexandria stands the statue of the unknown Confederate soldier, facing his beloved South. Proceeding south again, we come to Mount Vernon, where the home and estate of George Washington are preserved intact as a national shrine. In the gardens at Mount Vernon the same



The Jefferson Memorial, viewed across the Tidal Basin in cherry-blossom time.

species of plants are grown today as flourished there in 1799, when America's first president died.

At the time of writing, the magnificent ceremonies attendant upon the inauguration of President Dwight D. Eisenhower are still fresh in everyone's memory. Apart from the Presidential Inauguration, which occurs but once every four years, probably the most interesting event in Washington is the annual Cherry Blossom Festival. The cherry trees were presented to the United States Government by the city of Tokyo, for transplanting in Washington. The single-flowering trees, planted around the Tidal Basin in West Potomac Park, burst into bloom about the first week in April and remain in flower from ten to twelve days, while the double-flowering trees, set out in East Potomac Park, start to bloom about two weeks later. Although the exact date of the first Cherry Blossom Festival is not known, the annual fête has become increasingly popular since its renewal in 1947, after a war-enforced stoppage. Each year, Princesses representing the 48 States and Hawaii, Alaska, Puerto-Rico, and Guam, compete for the coveted honour of Queen. The Queen reigns during the Festival Week and she and her consort are feted in a week-long series of colourful pageants and parades.

Taking all things into consideration, life in Washington for the Canadian Serviceman is very full and rewarding, and he gets the feeling that, in living and working so near the Capitol and the White House, he has seen history in the making.

The Suggestion Box

The Chief of the Air Staff has sent letters of thanks to the undermentioned N.C.O.'s for original suggestions which have been officially adopted by the R.C.A.F.

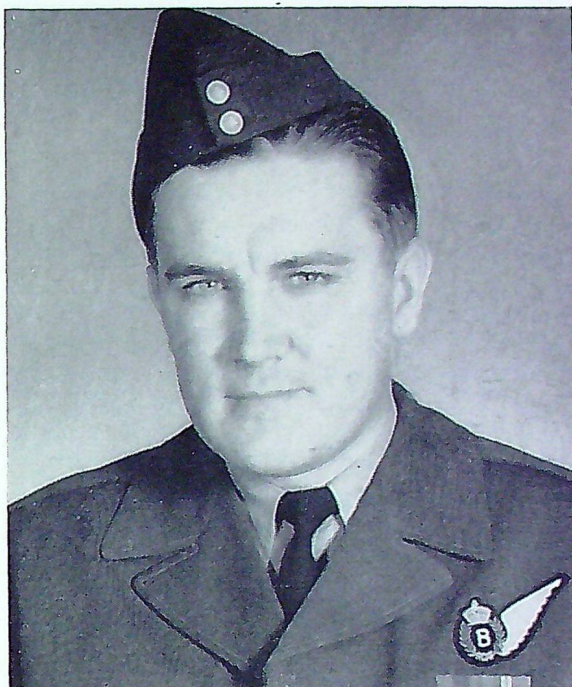
W.O.2 P. Palylyk, then of R.C.A.F. Station Sea Island, designed a warning device for use on all refuelling tenders equipped with drive shaft emergency brakes. Employing a light-signal, and costing only about \$6.00, the device will eliminate the possibility of dangerous fires resulting from driving with the brake on.

Cpl. J. B. Cowley, of R.C.A.F. Station Summerside, suggested an amendment to Part I of the Clearance Certificate which will reduce the work of orderly room staffs by rendering it unnecessary for them to refer for authority to correspondence, postings books, etc., when personnel are transferred or posted.

Cpl. D. C. Siegner, of No. 2 Technical Training School, effected an economy in the supply of stylus pencils by using ball-point pens, of which the ink supply had become exhausted, for wax stencil work. He found, furthermore, that the ball-point pen is even superior for this purpose to the regular instrument.

W.O.2 P. Palylyk.

Cpl. J. B. Cowley.



Cpl. D. C. Siegner.



NO. 430 SQUADRON

By Wing Commander F. H. Hitchins, Air Historian

WHILE the British Second Army was fighting its way from the beaches of Normandy to the shores of the Baltic, the fighter-reconnaissance pilots of No. 39 (R) Wing kept it fully supplied with information about the disposition and movements of the opposing enemy forces. Included in No. 30 Wing, one of several R.C.A.F. wings in No. 83 Group of Second Tactical Air Force, were three Canadian fighter-recce squadrons (Nos. 400, 414, and 430), with their servicing echelons, two mobile field photographic sections, and an army photo-interpretation section. An R.A.F. squadron, No. 168, also flew with the wing until the beginning of October 1944.

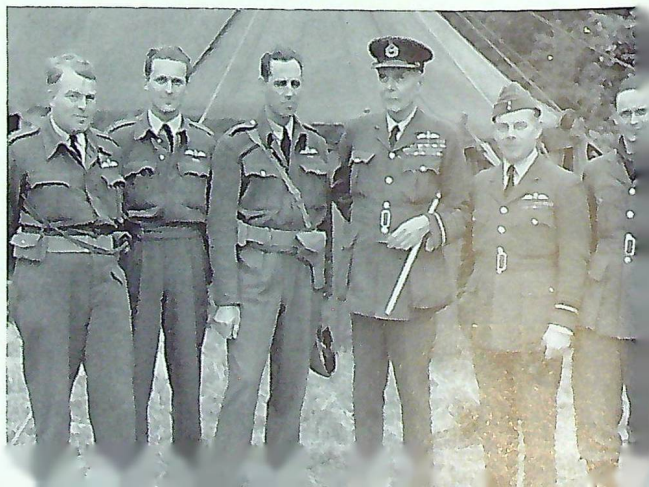
No. 430 Squadron was formed on New Year's Day of 1943 at Hartford Bridge, a satellite of R.A.F. Station Odiham. The first commanding officer of the new unit was Wing Cdr. E. H. G. Moncrieff, A.F.C., who had recently come overseas after a long period of service as chief flying instructor and C.O. at No. 12 S.F.T.S. (Brandon, Man.) where his outstanding work had been recognized by the award of his decoration. Nos. 400 and 414 Squadrons provided a nucleus of experienced personnel for the new squadron, which soon reached a strength of 16 pilots (all officers) and 240 ground staff, including a small army liaison section.

As soon as the initial stages of organization had been completed at Hartford Bridge, No. 430 moved to Dunsfold, a new airfield which the Royal Canadian Engineers had constructed in Surrey to accommodate the R.C.A.F. army co-operation squadrons. Here Wing Cdr. Moncrieff's unit began intensive air and ground training to prepare for operations against the enemy. Exercises with the British and Canadian Armies were an important part of this training, on which the pilots practised tactical, photographic and artillery reconnaissance, message-dropping, and "beat-ups." Initially the squadron was equipped with Tomahawks.

These were soon replaced, late in January, by Mustangs, and this latter type remained in use until the end of December 1944. Flying accidents during the early months of training resulted in the death of three officers, Flying Officers G. F. R. Jackson, R. B. Reed, and P. R. S. Brouillette. Another pilot was seriously injured.

On 1 June 1943, Army Co-Operation Command, to which No. 430 Squadron had been assigned since its formation, was disbanded; Wing Cdr. Moncrieff's unit was transferred to Fighter Command, and then, a few weeks later, was assigned to No. 83 Group in 2nd T.A.F. The change in designation from an army co-operation to a fighter-reconnaissance squadron coincided with the beginning of No. 430's operations against the enemy. There was no opportunity at this time for the pilots to carry out on the field of battle the various army co-operation tasks which they had been practising (they had to wait a year for that opportunity to come), but in the interval they were able to flex their muscles on "rhubarbs" and "populars." "Rhubarb" was the code-word for an

Ashford, September 1943. L. to r.: Group Capt. D. M. Smith (C.O. 39 Wing), Sqn. Ldr. R. A. Ellis (C.O. No. 430), Wing Cdr. E. H. G. Moncrieff (C.O. 129 Airfield), Marshal of the R.A.F. Lord Trenchard, Air Vice-Marshal W. F. Dickson (A.O.C. 83 Group), Sqn. Ldr. H. P. Peters (C.O. No. 414).





Mud.

offensive operation against ground targets, carried out normally by a team of two pilots who flew "on the deck" in search of freight trains, vehicles, or other suitable targets for their bullets. Adequate cloud-cover was essential for the success of these sorties, and, as a result, the ratio of abortive missions was always high. The first five "rhubarbs" attempted by the squadron had to be abandoned on account of unsuitable weather over the French coastal area, but the sixth mission, by Flt. Lt. N. S. Clarke and Flying Officer T. M. Pethick on 1 June, finally succeeded. Two locomotives and several freight cars were damaged by the pilots' bursts of fire.

"Rhubarb" operations continued at intervals, when weather conditions were favourable, through the next six months and resulted in a total bag of at least 30 locomotives, about 15 electric pylons, and a miscellaneous collection of freight cars, boats, sheds and vehicles, destroyed or damaged; a power sub-station, a hangar, and a flak post, were also targets for the strafing Mustangs. Particularly noteworthy was one "rhubarb" on 2 November by Flying Officers R. B. Moore and V. C. Dohaney, who ranged over the Somme valley, leaving behind them a trail of ten or eleven damaged engines and five battered pylons. Enemy fighters had little chance to intercept the fast low-flying Mustangs, but flak was a constant menace. Three pilots (Flying Officers T. M.

Pethick, R. G. McKessock and J. R. Wardrope) were killed on these operations.

If the "rhubarbs" may be taken to represent the fighter aspect of the squadron's rôle, its reconnaissance function was carried out in a long series of "populars," or photographic missions along the enemy-held coast. Like the "rhubarb," the "popular" sortie was usually done by a team of two pilots, one of whom did the camera runs while the other acted as "weaver" to guard against surprise attack by enemy aircraft. Most of the missions were flown over the French coast, between the mouth of the Seine and the tip of the Cherbourg peninsula, to gather information required by the staffs as they drew up the plans for "Overlord," the landings in Normandy. Sometimes the Mustangs went farther afield, to Brittany, the Pas de Calais, or the coast of the Netherlands. Flying Officer B. Emmerson was lost on one long sortie across the North Sea to photograph enemy coastal batteries, when engine failure caused his aircraft to crash into the waves.

Shortly after starting its strafing and photographic operations, the squadron moved from Dunsfold to Gatwick, and then, six weeks later, went to Ashford to spend two months under canvas. Wing Cdr. Moncrieff left the squadron when it moved to Gatwick, to take command of No. 129 Airfield, of which No. 430 now became a unit. Sqn. Ldr. R. A. Ellis, D.F.C., succeeded Moncrieff as C.O. of the squadron until the middle of September 1943, when he was posted to No. 400 Squadron and relinquished his command to F. H. Chesters.

When summer ended and tent life became less pleasant, the squadron returned to winter quarters at Gatwick, where it remained, except for two brief interruptions, until the end of March 1944. One interruption took it far north to Peterhead, in Scotland, for a fortnight on an air-firing course. The other interruption, in February, was to participate in an army exercise at York, on which the pilots learned many valuable lessons and received commendation for their "magnificent" work. During this period No. 430 was adopted by the City of Sudbury, an act which not only gave the unit its war-time nickname, but also resulted in



V.E.-Day. Airmen of 39 Wing listening to Prime Minister Churchill's announcement of the end of the War in Europe.

many generous gifts of cigarettes, food, and other comforts.

Weather conditions through the winter months were seldom favourable for photographic reconnaissance, and as a result the squadron's record of operations fell off sharply between October 1943 and February 1944. This quiet period ended with the advent of spring and the opening of the intensive aerial preparation for "Overlord." Between 28 February, when the squadron resumed operations after its excursion to Yorkshire, and the eve of D-Day, Sqn. Ldr. Chesters' pilots flew 359 sorties over northern France and Belgium. Much of their work was to photograph the flying-bomb sites which the Germans were busily constructing in several coastal areas. They also continued to gather information about coastlines, bridges, defences, and rail traffic, which the invasion planners required; and frequently the Mustangs accompanied formations of fighter-bombers to obtain on-the-spot pictorial evidence of their attacks upon enemy targets.

The work which the fighter-recce squadrons did during the pre-invasion period elicited an expression of gratitude from Supreme Headquarters Allied Expeditionary Force for "the magnificent way our demands for photography of all descriptions have been met, both in the past few weeks and in the long months of planning that now lie behind." The railway reconnaissances in particular were "of outstanding value" for the light which they threw upon the enemy's intentions.

On 1 April 1944, Sqn. Ldr. Chesters' squadron left its comfortable quarters at Gatwick and set up

its tents at Odiham, transferring at the same time to No. 128 Airfield, the other component of No. 39 Wing. When D-Day came, the squadron had been on operations for just over one year; in that time it had recorded about 750 sorties on photographic and other missions. The invasion — which at last gave the pilots the opportunity to carry out the army co-operation rôle which they had been practising for the past year — brought a sharp increase in the tempo of operations; and in the three months, June to August 1944, the squadron flew more than double the number of sorties it had logged in the previous twelve months.

Casualties also were more numerous, five pilots being reported missing in the first three weeks of the invasion. Flying Officer J. S. Cox was shot down and killed in an encounter with some Focke-Wulfs in the late afternoon of D-Day. On 17 June, Flt. Lt. R. B. Moore was lost in another engagement with enemy fighters; and four days later, Flying Officers C. E. Butchart and H. K. Jones did not return from a reconnaissance into the Dreux area. Butchart was later reported a prisoner of war; his companion was presumed dead. Then, on the 28th, Flying Officer F. H. Bryon was shot down by some Me. 109's while making a sortie from a landing-strip on the beach-head. To provide greater protection, the recce missions were increased for a time to four pilots and, when possible, were tied in with our own fighter patrols.

For three weeks after D-Day the squadron continued to operate from Odiham, flying across the Channel to make tactical recce over the roads and railways leading to the battle area. Significant concentrations of vehicles and rolling stock were photographed. Some artillery "shoots" were also carried out in order to range our guns on hostile targets.

On 22 June the pilots began using landing-strips on the beach-head to refuel and rearm between sorties. A week later the squadron flew across to B.8, one of the new strips at Sommervieu, near Bayeux, where it was within very close range of the fighting-front. While the Army was battling to capture Caen and fight its way down the highway to Falaise, No. 430 was busy on tactical recce to keep daily check on the enemy's movements and

bring back photographs which were printed in wholesale quantities for the Army staffs. On 25 July, when the Canadian 2nd Corps opened an offensive south of Caen, the squadron's operations reached a peak with 50 sorties flown between dawn and dusk. Flt. Lt. Wolf was lost on a recce around Vire in the last days of July.

August was the busiest month in the squadron's history, with a record total of 608 sorties. The wing's photographic sections were especially busy answering the Army's requirements for pictures: the total for the month was well over 800,000 prints, the output for one day being no less than 44,236. Enemy road traffic increased as the Nazis first tried to move their armour westward in a vain attempt to check the American break-through, and then sought to pull their forces out of the iron pocket that was closing in on them at Falaise and

Argentan. The fighter-recce pilots found many attractive targets for our fighters and fighter-bombers. No. 430's Mustangs couldn't resist the temptation to take a few cracks at the enemy, and claimed three vehicles and four armoured cars. An F.W. 190 was also damaged by Flt. Lt. R. F. Gill when he and a companion were attacked by more than 40 enemy fighters near Alençon. Turning in to meet the attackers, the two Mustang pilots got in quick bursts before diving to the deck to make their escape. Flak, always a much greater menace than the German fighter force, was responsible for the only casualty in August, when Flying Officer F. C. Goring was shot down on a reconnaissance around Falaise.

As the battle moved farther inland, the wing advanced on 14 August from Sommervieu to B.21 at St. Honorine de Ducey, near Caumont. For the

Squadron personnel at Gatwick, Jan. 1944. Front row (l. to r.): L.A.C. Boles, Flying Officers R. G. Belli-Bivar, M. Marcoux, Sgt. Sanderson, Flying Officer C. E. Butchart, Sqn. Ldr. F. H. Chesters, Flt. Lt. N. S. Clarke, Flying Officer R. A. Walker. Middle row: Flying Officers J. A. F. Halcro, T. H. Lambros, G. A. Linton, R. H. Rohmer, E. Winiarz, V. C. Dohaney. Top row: L.A.C.'s Dumouchelle, Fretterman, Flying Officers H. L. Sutherland, E. J. Geddes, Flt. Lt. J. B. Prendergast, Flying Officer C. P. St. Paul.



next fortnight the pilots kept watch over the Falaise "pocket" and the Nazi retreat eastward to, and beyond, the Seine. As the Allied armies raced onward in pursuit, the recce pilots added "contact/R's" to their repertoire. After taking off, the pilots reported by R/T to a forward control post (a recce car moving with the advance ground elements) and received instructions for any special mission which the Army desired. One day, when Flying Officers J. A. Lowndes and K. K. Charman were flying near the Seine, a pair of F.W. 190's sought to engage the Mustangs. Lowndes quickly got on the tail of one, which he destroyed, and then drove off the other fighter.

By the end of August the battle had receded out of effective range of the airfield at St. Honorine. On 1 September the wing moved forward again to B.34 at Avrilly, about 40 miles west of Paris. After a few days, however, this base too was left out of range, and it was a fortnight before Sqn. Ldr. Chesters' unit was able to re-enter the battle. In the interval, a detachment of four pilots was sent ahead to Poix and thence to Melsbroek to continue work with the Army as it advanced across Belgium into the Netherlands. On 20 September, No. 430 moved up to Diest (B.66) in north-eastern Belgium. On one of the first operations from this base, Flt. Lt. J. W. Cowling was lost, probably as a result of bad weather. Early in October, Sqn. Ldr. Frank Chesters reached the end of his tour and was succeeded in command by Jack Watts, one of the flight commanders.

The airfield at Diest was poorly drained, with the result that the frequent autumn rains soon made it a sea of mud. After a fortnight the wing pulled out of the mud and moved on to Eindhoven (B.78), in the Netherlands, where the pilots settled down for a long five-month stay, during which their major occupation was keeping watch on the enemy along the Rhine and Maas rivers. October was fairly busy, but thereafter the tempo of operations diminished as the persistent fog of late autumn and winter made its effect felt. In the four months, November 1944 through February 1945, No. 430 averaged only 260 sorties. Five pilots were lost while the squadron was at Eindhoven. Flt. Lt. I. M. Duff, Flt. Lt. J. N. McLeod, and Flying

Officer G. S. Taylor, were killed in accidents due to engine trouble, while the enemy flak gunners brought down Flt. Lt. J. D. McIllveen and Flt. Lt. E. F. Ashdown, both of whom baled out behind the lines and were taken prisoner.

By the time the squadron moved to Eindhoven, the Mustangs were beginning to show the effect of age; for, despite the zealous work of the ground crews, serviceability was a depressing problem. In November, conversion to Spitfire XIV's began, the change-over being completed by the end of the year.

On 16 December, the Nazis launched their counter-offensive through the Ardennes. For the next six weeks much of No. 430's activity was concentrated over the area to the south, where the "Battle of the Bulge" was being fought. To shorten the flying time to this new front, a detachment of eight pilots and ground crews was sent to Ophoven (on 31 December), where operations were carried out in support of the 30th Corps until 21 January, when the detachment returned to Eindhoven.

While the detachment was away, the airfield at Eindhoven was strafed by a force of enemy fighters in the famous New-Year's-Morning raid. No. 430 had two pilots and three airmen wounded in the attack, while four of its thirteen aircraft were destroyed and three more badly damaged. Lack of aircraft and bad weather curtailed activities for some days, but by the middle of January the squadron was again operating normally.

In February, the Battle of the Rhineland began as the Canadian First Army opened an offensive from the Nijmegen area south-eastward through the Reichswald. No. 430 was not directly involved in the battle to the north of its tactical area, but, so far as the handicap of low skies permitted, it made recce over the road and rail centres in the Rhineland to keep tab on enemy movements, and also carried out numerous "shoots" against targets in the Geldern, Roermond and Venlo sectors. Early in March the left bank of the Rhine was cleared of the enemy, and preparations began to cross the river and advance to the Elbe.

Sqn. Ldr. Jack Watts had now reached the end of his tour, and Cal Bricker took over command of

the squadron as it moved to Petit Brogel (B.90), in northeastern Belgium, in readiness for the attack across the Rhine at Wesel. Prior to the assault, No. 39 Wing was particularly busy securing up-to-date photographs of objectives for the use of the airborne troops. In the five days preceding the Rhine crossing, the wing's two photo sections produced 286,500 prints from 32,091 negatives, using four miles of film and thirty-six miles of photographic paper. When the Rhine defences had been breached and the Second Army drove northeastward to Bremen and Hamburg, and across the Elbe to the Baltic coast, the fighter-*recce* pilots flew along the axis of the advance, keeping the troops informed of the situation on their immediate front. In the last two months of the campaign Sqn. Ldr. Bricker's pilots made almost 1000 sorties on photographic, tactical, contact, and artillery reconnaissance. Two pilots were killed in this period: Flying Officer L. P. Hedley, as a result of engine trouble, and Flying Officer G. W. Bouck, probably due to weather conditions.

From Petit Brogel the squadron crossed the frontier into Germany on 10 April, operated from Rheine (B.108) for a week, pushed on to Wunstorf (B.116) for twelve days, and then advanced to Reinsehlen (B.154), near Soltau, where it remained until V-E Day. Despite these frequent moves, operations continued without interruption. The German flak defences remained in action to the very end, but little was seen of the enemy air force. In one of the rare encounters, Flt. Lt. W. M. Middleton destroyed an F.W. 190 which attempted to intercept his section while the two pilots were reconnoitring around Ulzen. Some of the squadron's last operations were shipping-reconnaissances from the mouth of the Weser around to the Elbe and north to Kiel. Other *recce*s over the area between the Elbe and the Baltic brought back reports of confusion along the German roads as troops and civilians fled before the converging Allied and Russian forces.

Sqn. Ldr. Cal Bricker's tour ended just as operations ceased, and H. W. Russell took command during the squadron's final three months overseas. On V-E Day, No. 430 moved from Soltau to B.156,

at Luneburg, where it settled down in luxurious accommodation to a routine of flying training, sports, and speculation about the future. Late in July the squadron returned to England for an air-firing course. Before the course ended, the pilots and ground crews were recalled to Luneburg, and, on 7 August 1945, No. 430 Squadron was disbanded.

Just over 31 months had elapsed since the squadron had been formed at Hartford Bridge. In that time 97 pilots had served with the unit; training accidents had caused three fatalities, while operational casualties totalled 19 (three pilots killed, 13 presumed dead, and three prisoners of war). Seventeen pilots received the Operational Wings badge for completing a tour with No. 430, and eleven were decorated for their services: Flying Officers V. C. Dohaney, R. H. Rohmer, Sqn. Ldr. C. D. Bricker, Flt. Lt. J. B. Prendergast, Flying Officer E. J. Geddes, Flt. Lts. C. F. B. Stevens, E. S. Dunn, W. M. Middleton, and E. F. J. Clark, were awarded the D.F.C.; Flt. Lt. R. F. Gill received the U.S. Air Medal, and Flying Officer J. A. Lowndes the French Croix de Guerre.

The story of No. 430 Squadron's long tour as "the eyes of the Army" may be closed with a tribute which the commander of the British Second Army sent to No. 39 Wing after operations ended.

"We of Second Army realize very well how much we owe to the Royal Air Force and, in particular, to 83 Group. And none of their achievements in the air has been of greater help to us than the consistently splendid work of 39 Reconnaissance Wing, R.C.A.F. In all weathers and in all conditions you have flown for us on your reconnaissance and photographic missions. The results you have achieved have enabled us to set about our business as fully-equipped with information of the enemy as we could ever hope to be. On behalf of Second Army, I give you my thanks."

On 1 November 1951, No. 430 Squadron was reformed at North Bay, Ontario, as a Sabre jet fighter unit in Air Defence Command. After a period of training, it was detailed for duty overseas, and, in the autumn of 1952, took part in "Leap-Frog Two," the mass flight of three Sabre squadrons from Canada to Europe. No. 430 is now based at Grostenquin, France, as one of the three squadrons in No. 2 Fighter Wing of the R.C.A.F.'s Air Division.

★ What's the Score?

"What," enquires the poet, "is so rare as a day in June?" He may have been a pretty sound man on both poetry and meteorology, but he certainly wasn't remarkable for his familiarity with the calendar. June days are no more scarce than those of several other months, and they've left just as many marks on naval, military, and air history. In fact, the only truly rare thing about June seems to be the Editorial Committee's unexpected knowledge of it. The members' average score was 14. Correct answers appear on page 48.

- In the Roman calendar, June was:
 - The first month.
 - The fourth month.
 - Non-existent.
 - The last month.
- Our word "June" is probably derived from:
 - The French word for "young" (jeun).
 - The name of an Italian goddess (Juno).
 - The name of a Roman gens, or family (Junius).
 - The Sanskrit word for "spring".
- June 21st is the traditional date of:
 - The vernal equinox.
 - The summer solstice.
 - The beginning of daylight-saving time.
 - The annular eclipse.
- The June bug is:
 - A kind of beetle.
 - A moth that feeds on the juneberry.
 - A female jitterbug.
 - A disease that afflicts young couples in that month.
- June 30th always occurs:
 - Exactly at mid-year.
 - Nearer December 31st than January 1st.
 - Nearer January 1st than December 31st.
 - Exactly at mid-year, but only in Leap Year.
- Q.R. (Air) 17.10 permits the wearing of a maple leaf in Service head-dress on 24 June because:
 - It is the day on which the creation of the Dominion of Canada was authorised by Act of Parliament.
 - It marks the completion of the C.P.R.
 - It is the feast day of St. Jean Baptiste.
 - It is the beginning of the octave of Dominion Day.
- The battle which, it is said, was "won on the playing fields of Eton" was fought on 18 June 1815 at:
 - The Plains of Abraham.
 - Gettysburg.
 - Waterloo.
 - Austerlitz.
- 22 June 1941 was the date of:
 - The Japanese attack on Pearl Harbour.
 - The "miracle of Dunkirk".
 - The beginning of the Nazi attack on the U.S.S.R.
 - The beginning of the Battle of Britain.
- The shots that sparked the Great War of 1914-1919 were fired in June 1914 at:
 - Salonika, Greece.
 - Strasburg, Germany.
 - Smolensk, Russia.
 - Sarajevo, Bosnia.
- The first public demonstration of the hot-air balloon was given at Annonay on 5 June 1873 by:
 - Santos-Dumont.
 - Count Ferdinand von Zeppelin.
 - The Montgolfier brothers.
 - The Wright brothers.
- The first Canadian air V.C. was won in June 1917 by:
 - 2/Lt. A. A. McLeod.
 - Capt. W. A. Bishop.
 - Major W. G. Barker.
 - Major R. Collishaw.

12. The R.C.A.F. held its first Air Force Day in June of:
 - (a) 1938.
 - (b) 1945.
 - (c) 1947.
 - (d) 1950.
13. The first non-stop trans-Atlantic flight was made in June 1919 by:
 - (a) James Mollison.
 - (b) The R. 34.
 - (c) John Alcock (pilot).
 - (d) Charles Lindbergh.
14. D-Day was on:
 - (a) 5 June 1943.
 - (b) 6 June 1944.
 - (c) 7 June 1945.
 - (d) 8 June 1944.
15. The Air Board was formed in Canada in:
 - (a) June 1918.
 - (b) June 1919.
 - (c) June 1920.
 - (d) June 1921.
16. The R.C.A.F. ensign, approved by H.M. The King in June 1940, was:
 - (a) The first ensign approved for a British air force.
 - (b) Authorized for display on ceremonial occasions only.
 - (c) A modification of the R.A.F. ensign.
 - (d) Flown for the first time when King George and Queen Elizabeth visited Canada.
17. In the Second World War, two members of the R.C.A.F. were awarded the V.C. for deeds of gallantry performed in:
 - (a) June 1942.
 - (b) June 1943.
 - (c) June 1944.
 - (d) June 1945.
18. June 25th, 1950, is significant because it was the date of:
 - (a) The beginning of the war in Korea.
 - (b) The first demonstration flight of the CF-100.
 - (c) The appointment of Rt. Hon. Louis St. Laurent as Prime Minister.
 - (d) The first issue of "The Roundel".
19. The King's Colour and the Colour of the R.C.A.F. were formally presented in Ottawa on 5 June 1950 by:
 - (a) Rt. Hon. Vincent Massey.
 - (b) Rt. Hon. Louis St. Laurent.
 - (c) H.R.H. the Princess Elizabeth.
 - (d) Field Marshal Viscount Alexander.
20. *Not* correct is the statement that couples married in June 1903:
 - (a) Exceeded in number those married in the first half of the year.
 - (b) Consisted of an equal number of men and women.
 - (c) Were an important factor in the birth rate in 1904.
 - (d) Were considerably greater in number than those who are celebrating their golden wedding in June 1953.

(The foregoing questionnaire was contributed by Wing Cdr. F. H. Hitchins, Air Historian.)

KAMIKAZE BIRDS

A collision between an airliner and a bird is reported every twenty-three hours on the average. But during spring and fall, when birds are migrating, strikes are ten times as frequent as in winter. The largest number of collisions with birds involves ducks, gulls, and buzzards.

("Air Force": U.S.A.)

Forty-eight in Ottawa

"H'm," remarked Cpl. Alice Twitterwhistle reflectively, "Ottawa's not really the ghastly place a lot of people think it is — not if you forget that A.F.H.Q. is there, anyway."

The Sergeant directed a curious look at her. He got up from his desk and strolled over to where she sat before her typewriter, thumbing through some photographs that had arrived with the day's first mail. He glanced causally over her shoulder — then bent suddenly to stare. He whistled.

"I'll say it isn't!" he exclaimed. "Who are they?"

Cpl. Twitterwhistle hastily passed on to the next picture.

"Oh, just a couple of airwomen, swimming in the Chateau Laurier pool.— Isn't that a dandy close-up of a titanother?"

The Sergeant eyed the skull without any enthusiasm at all.

"Yeah," he said, "it's peachy. But those two gals — er —"

Cpl. Twitterwhistle swivelled round in her chair and looked up at him sternly.

"Sergeant," she said, "if you'd devote one tenth the energy to your work that you do to the pursuit of your own questionable ideas of happiness, you'd be at least an A.V.M. by now. These are not under-the-counter Art Photos. They're just a few shots of a bunch of Uplands airwomen."

A gleam entered the Sergeant's eyes.

"Uplands, eh? Well, I'm due for a transfer in August —"

"It won't do you any good. Chances are they've been moved by now. These photos were taken last Spring."

"What photos?" broke in a voice behind them.

It was the Warrant Officer, who had entered the Orderly Room unnoticed.

The Sergeant retreated as Cpl. Twitterwhistle began to explain.

"They're for me, Sir. Flying Officer Blackburn, up at A.F.H.Q., sent them along. She thought we

might like to use them for the airwomen's section we're trying to get started in 'The Roundel.' They're photos of a group of Fighter Control girls on a forty-eight in Ottawa last year. What do you think of them?"

The Warrant Officer took them and seated himself at his desk. He went through them fairly quickly until he came to the one at the bottom of the pile. There he paused; and, oblivious of the Sergeant's almost clinical scrutiny, he studied it long and carefully . . .

"Well, Sir," repeated Cpl. Twitterwhistle, a trifle impatiently, "what do you think of them?"

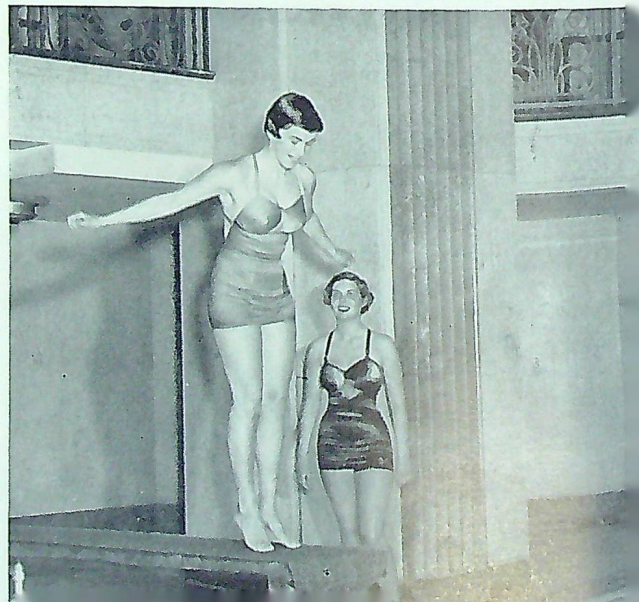
The Warrant Officer, who had been married for sixteen years, gave a guilty start. He cleared his throat with needless vigour and moved the photos aside.

"They should," he told her, avoiding her clear blue eyes, "arouse considerable comment."

* * *

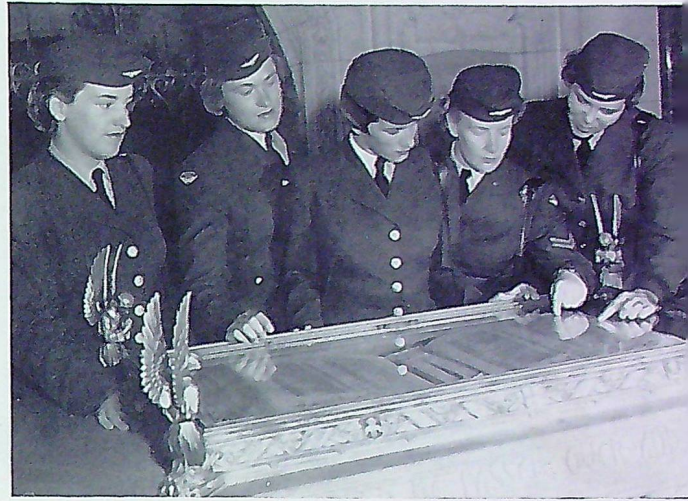
As everyone knows, a Warrant Officer is rarely wrong. So here they are.

A swim in the pool of the Chateau Laurier Hotel.





During their tour of the Houses of Parliament, our five airwomen are shown a book by the Prime Minister, Mr. St. Laurent.



The Book of Remembrance in the Memorial Chamber of the Houses of Parliament. Left to right: Airwomen Marie Lemay, Dolores Wach, Jean Tapley, Cpl. Pauline Hatten, Airwoman Pat Ward.



Constable Michel Rantis directs Pat and Dolores.

The old bell from the tower of the former Houses of Parliament which were destroyed by fire in 1916.



Admiring the peonies in front of the Parliament Buildings.

Pauline and Pat do a little window-shopping.





Marie and Pat deduce the age of a titanothera.



In the French Embassy grounds.

Off to church on Sunday morning.



COME ON, GIRLS!

Where are all those Airwomen's Section contributions we're waiting for in Barrack Block 17? The inside of the back cover of the April "Roundel" described the sort of thing we'd like — though there are hundreds of other things too that'll interest all us W.D.'s. Shoot your material in any-how you like. As long as you write in English or French, we can read it. Just send it along to me, c/o "The Roundel," R.C.A.F., Victoria Island, Ottawa. The Editor will forward it to me in the next mail.— Incidentally, my eyes aren't blue, as he says in his little stories about me. They're hazel; but I suppose you can't expect editors to notice the colour of a girl's eyes. They seem to be more interested in a girl's ideas.

Alice Twitterwhistle Cpl.

The ROYAL CANADIAN AIR CADETS



(Mr. A. Macdonald, of the Air Cadet League, who is responsible for the Air Cadet section of "The Roundel," has asked us this month to publish the following verbatim report of Mr. J. Fisher's C.B.C. broadcast of April 11th.—EDITOR.)

THE "RESCUE" SQUADRONS

WE'LL CALL this Canadian boy "Bobbie." It wouldn't be fair to him to reveal his true name, although the authorities know all about him and so does the Royal Canadian Air Force.

Bobbie grew up in Princeton, British Columbia. Princeton is 150 miles east of Vancouver, between the Okanagan and the Fraser Valley. It is at the junction of the Similkameen and Tulameen rivers— heavy country of majestic beauty, roaring streams, and mountain walls. Bobbie saw his first airplane here. Mr. A. R. Eastcott, chairman of the Princeton Air Cadet Squadron (No. 217), knew that Bobbie was crazy about airplanes. So, he took him aloft a few times one summer. He knew too that Bobbie was the product of a broken home. His mother and father were divorced when he was six months old. The mother remarried. There was no place for Bobbie in this extremely unhappy set-up.

He started to be a waif at an early age. Like a stray dog, he wandered from place to place. He was never washed or properly dressed. To get rid of him, he was sent to Vancouver. No one seems to know just where he lived or what he did in Vancouver, except he was always out at the airport. Attending school regularly, and such normal functions of a young boy, didn't fit in with the whims of this lonely urchin. He had formed some bad habits. He was a problem for his troubled home back in Princeton. Finally he was sent to Seattle to live with some relatives. As far as we

can tell, Bobbie never even went to see them. At the ripe age of 15 he was a man of the world, shifting for himself.

Every morning he was out at Boeing Field talking to the pilots. He was like a friendly mongrel, always under the feet of the pilots and mechanics every time they turned around. Like a stray dog they treated him— candy, ice cream, sandwiches. He never seemed to leave Boeing Field. They say he would stand and stare at airplanes for hours without saying a word. Despite his shifty habits, he was very bright. He would listen to the pilots and mechanics and ground-crew fellows. He could even talk their jargon. He never missed a trick.

Living alone at 15 must be pretty tough. So, Bobbie began to think of a return to Princeton, B.C. After all, he has a few friends there— and Mr. Eastcott of the Air Cadets . . . well, perhaps he could help him. Things were getting tougher— and the urges of the 15-year-old stronger.

Oh, that Cessna 140 on the field— it looked so slick and birdlike. It flew so smoothly in the air too; he had been watching it. I don't suppose Bobbie even gave a thought to stealing. In his mind was a challenge: could he fly it? Could he get her off the ground? Could he climb aboard without anyone seeing him? He crouched low before the instrument panel. He studied the instruments . . . and soon the men in the control tower saw an airplane taxi down the runway and roar into the sky without clearance. "Someone is stealing an airplane!" they shouted over the loudspeaker.



This fine window display appeared in T.C.A.'s Regina office during National Air Cadet Week last April.

Imagine the thoughts that must have surged through the head of that 15-year-old boy. It wasn't the mountains, which loom like brooding giants behind Seattle, that stirred him. Not the tricky flight up the coast and over the hump to Princeton. No, no, no — it was revenge — childish, boyish, proud revenge against his broken home life. Now, he would be a big shot. Now the people of Princeton would know that he could fly an airplane. Now the whole town would talk of his exploit and perhaps they would forget that his mother and father quarrelled and that he was an outcast. Yes, he would circle the town. He would roam in the clouds, and he would bring her down like a bird — right in front of the Air Cadet League building. Oh boy, oh boy! On and on he droned.

The fifteen-year-old aviator was in jail one half-hour after landing. And he made a perfect landing on his solo flight! One summer before he had flown with Mr. Eastcott for 2½ hours, and that was all. How he did it in this mountainous country is a tribute to his genius. But the wheels of justice were already grinding slowly against him. At the jail appeared his old friend, A. R. Eastcott. He bailed him out of jail while Canadian and American authorities argued over jurisdiction of the airplane thief. Federal authorities in Seattle contacted the owner of the 'plane. He was deputized as a sheriff and permitted to go to Princeton and bring back his airplane and the prisoner.

The owner of the Cessna 140 was one of those big-hearted American businessmen, the kind who is a sucker for kids. On the flight back to Seattle the American asked the prisoner many questions. "Where's your father?" "I ain't got one."

"Where's your mother?" "I dunno." "Well, why did you steal my airplane?" Bobbie's answer was direct: "Cause I wanna learn to fly. I wanted to get back to Princeton and join the Air Cadets and the R.C.A.F." The big-hearted American refused to prosecute the Canadian boy. He was sent to a home for juvenile delinquents in Seattle.

Meanwhile, back in Princeton, the kindly Air Cadet leader, Mr. Eastcott, was busy telephoning and writing. "Give the lad to me and I'll make a man out of him. I'll find a home for him." Mr. Eastcott has devoted his life to helping boys, especially Air Cadets. After all, he and other boys in Princeton had led all Canada by building their own Air Cadet headquarters. Every stone and timber they put up together. The Americans knew this, so they released Bobbie. He went to live with Mr. Eastcott. The waif, delinquent, had a home at last. It was more than a home, because Mr. Eastcott was chairman of the Air Cadets, and the Air Cadet League is an "open sesame" to careers in aviation, to the Royal Canadian Air Force, and aeronautical engineering, and jobs with T.C.A. and C.P.A. and commercial flying.

Flt. Sgt. N. Gaudet, of No. 529 (Halifax) Squadron, receives the R.C.A.F.A. Trophy from Hazen B. Jewitt, President of the Association's No. 101 Wing. The Trophy is awarded annually to the best all-round cadet in No. 529 Squadron.





Cadet E. Lanthier, of Hull, Quebec, receives a cheque for \$100 from A. Laflamme, of No. 500 (Larocque) Squadron's Sponsoring Committee. Cadet Lanthier, who is attending Collège Militaire Royal de St. Jean, is the first member of No. 500 Squadron to qualify for admission to the Canadian Services Colleges.

And besides, Mr. Eastcott had faith in him, despite his bad habits.

Bobbie was enrolled like the almost twenty thousand other Canadian lads in the Air Cadets. He joined Squadron No. 217, Princeton, B.C. He worked hard. He went to school, finished high school, too. He became an N.C.O. Like all junior Air Cadets in Canada, he went to summer camp at Air Force expense. He lived the life of an airman. He wore the Air Cadet uniform. He lived in barracks, looked at engines, studied navigation and drill. He was shown how airmen of the R.C.A.F. take classes. Like other boys, he was taken on familiarization flights and shown how to work with maps.

When he became a senior cadet — like the thousands of others — he won a flying scholarship and was given flight training by the Royal Canadian Flying Clubs. He was bright all right. In Vancouver, in competition with 33 Air Cadets from all over British Columbia, he won the trophy put up by the R.C.A.F. Association. He was top boy. He soon won his Air Cadet wings and then his private pilot's license — just like so many other Air Cadets before him.

In the meantime, another top honour came to

Bobbie. Each summer, in co-operation with the Air Force, 59 Air Cadets are chosen to visit the United States, Great Britain, Norway, Sweden, Holland and Denmark. Bobbie was on the flight to Great Britain. An equal number of Air Cadets from Britain come here to visit Canada each summer. They exchange with the States and the Continent, too. Air Cadets have a wonderful summer life of instruction and play, and the top ones, who have earned it, hop over oceans. They may visit Hollywood, Texas, New York, London, Paris, Copenhagen, Oslo, Stockholm, Montreal, Ottawa — all at no expense. Bobbie left Princeton for Vancouver, where an R.C.A.F. North Star whipped him across the continent to Montreal. He flew to Goose Bay, had breakfast in Iceland and lunch in London. He met the King and Queen, and lunched in the British House of Commons — all as an Air Cadet!

In 1951 the R.C.A.F. accepted him as a flight cadet. He was stationed at Gimli, Manitoba, at 2 F.T.S. The airplane thief was now gaining altitude, on his way up, thanks to the kindly Air Cadet chief in Princeton.

One day when Mr. Eastcott was in his office, a telegram arrived. It was from Bobbie. He was to get his wings at Gimli on such and such a day. Would Mr. Eastcott please come? Other boys would have their parents — proud, grinning parents, watching the chests rise beneath the tunics to receive the wings. Bobbie had Mr. Eastcott.

There were 49 Canadian and British flight cadets at this parade. The high-ranking Air Force

Led by the C.G.E. Pipe Band, No. 534 Squadron marches to church at the beginning of Air Cadet Week in Peterborough, Ontario.





The Ottawa-Hull Air Cadet band, sponsored by the Ottawa Wing of the R.C.A.F. Association, parades through the capital city to mark the opening of National Air Cadet Week. Group Captain P. A. Gilchrist, D.F.C., takes the salute as the Cadets pass in front of National Defence Headquarters.

officers from Ottawa and Edmonton were at Gimli. The scrambled eggs seemed to be so thick their hats were tilted over their eyes as they pinned the wings on the young men. From the parade square came the sharp bark of commands. The band music was precise and military. Legs were as rigid as steel poles. Tunics were strained — for this was a Wings Parade. The neophytes of flight were on parade.

An officer's voice rang crisp and clear: "Flight Cadet Blank!" From the straight row of inflated tunics, one cadet stepped forward to the platform. He returned the salute and waited for the citation. Slowly the officer pronounced the award. "It gives me great pleasure to award to you the R.C.A.F.'s Scroll of Honour for the highest proficiency in your class. You are the top man of your class and the Air Force is proud to etc. We are once again grateful to the Air Cadet League of Canada for sending us men of your type. May your career etc."

The young hero of No. 2 F.T.S. Gimli, Manitoba, class of 1951, saw the Brass of the R.C.A.F. clap their gloved hands in the reserved protocol of their profession. Sincere, but reserved. The N.C.O.'s and airmen were less inhibited: they shouted approval. The civilians — the mothers, fathers, relatives, and friends — had no restraint. They

shouted and clapped and banged their feet. All except one. He was frozen. He couldn't laugh. He couldn't shout. He couldn't clap. He couldn't cry. All he could do was swallow. His name: A. R. Eastcott. Address: Princeton, British Columbia.

Well, the lost boy of Princeton who stole an airplane in Seattle is today one of the better types of officers in the R.C.A.F. He's flying Sabre jets somewhere in France with No. 416 Squadron. They say that someday he'll be an Air Vice-Marshal with scrambled eggs on his hat. His career was rescued by one of the many businessmen who gave their time to the Air Cadet League of Canada.

* * *

Last year, 1,142 cadets joined the R.C.A.F., while another large group signed up with the Reserve Squadrons. Many of them go into commercial aviation. Some of them study aeronautics at university. Most of them go into civilian life, better equipped because of this training. Here is companionship, team work, summer camp, smart uniforms. Here is discipline, training, learning. Here in the Air Cadet squadrons is something practical, something that restless youth can put their teeth into. Those who deal with the problems of young boys call the Air Cadet League one of the great youth movements of our time.

Other countries have sent survey crews here to study the Canadian technique. It is like a giant prep. school. There are 238 squadrons in Canada. It is very strong in the smaller communities.

This summer, on the 12th anniversary of the Air Cadets, more than 4,000 boys will have a chance to go to camp, where they study at R.C.A.F. bases, where they learn from competent instructors how to swim, play games, drill, first aid. They enter into body-building programmes. They always come back heavier and healthier. They get a chance to fly as passengers; they are encouraged to take pride in their appearance.

At home the squadrons usually meet one or two nights a week. They learn things that will fit them for any career. The movement is growing so fast that they expect to have 20,000 Canadian lads enrolled by next year. They work closely with the Air Force — and that is one of the exciting things. They can win scholarships enabling them to study at universities. They also

have an international drill contest each year with the United States. Boys are picked for this from all parts of Canada. A lad from Newfoundland, if he proves himself at summer camp, could go to Toronto or to the United States to compete with fellow-Canadians against an American team.

And there are special courses for those who do not want to fly. They can learn about radar and technical trades, meteorology, study of clouds, etc. There are other courses for potential officers and instructors. All free — and in many cases they get paid for their time away.

The Air Cadet League is a natural for boys who must be doing something. It gives outlet to their urges to play, build, and learn. And who wouldn't work hard for a free trip to Hollywood, or London, England, or a chance to meet the Royal Family of Sweden? Who wouldn't find it exciting to be whipped up in a North Star and flown through space?

Yes, it's grand to be young.

Family Promotion

An unusual coincidence occurred last April 1st, when Sgt. J. W. Murchie and his son, Cpl. J. K. Murchie, received their promotions on the same day and at the same station, namely Chatham. Sgt. Murchie, an aero-engine technician, served in the R.C.A.F. from 1940 to 1945, re-enlisting in September 1946. Cpl. Murchie, who is now 21, enlisted in September 1949 and is serving as an M.E. driver-mechanic.



Personnel Movements ★ ★ ★

OFFICERS: MARCH

S/L K. C. M. Dobbin — CJS Washington to 436 (T) Sqn, Dorval.
 S/L J. W. Fiander — 1 PRC, Lachine, to 422 (F) Sqn, Uplands.
 W/C E. J. I. Gauthier — AFHQ to CJS Washington.
 S/L S. W. Hansen — 2 ANS, Winnipeg, to AFHQ.
 S/L M. G. Holdham, MBE — 2 KTS, Aylmer, to 1 Air Div HQ, France.
 S/L M. C. Kearns — RCAF Stn Rockcliffe to RCAF Stn Uplands.
 S/L J. J. Killarn — 2 (M) OTU, Greenwood, to 405 (MR) Sqn, Greenwood.
 S/L G. W. La Rocque — SCHQ, Ottawa, to AFHQ.
 S/L J. E. Ledbetter — AFHQ to RCAF Radio Centre, Ottawa.
 S/L A. Lehn — AFHQ to RCAF Radio Centre, Ottawa.
 S/L R. H. Mack — AFHQ to RCAF Stn St. Johns.
 W/C C. W. Macnab — 2 FWgHQ, France, to 3 FWgHQ, Germany.
 S/L P. J. Roy, DFC — AFHQ to RCAF Radio Centre, Ottawa.
 W/C R. O. Stabler — AMCHQ, Ottawa, to 3 FWgHQ, Germany.
 W/C W. M. Stephen, DSO — AFHQ to RCAF Radio Centre, Ottawa.
 S/L G. F. Stubinski — AFHQ to SCHQ, Ottawa.
 S/L W. H. Vincent — CJS Washington to ADCHQ, St. Hubert.
 S/L J. H. Woods, DFC — 2 (M) OTU, Greenwood, to 404 (MR) Sqn, Greenwood.
 W/C W. J. Young, DSO, MBE — 12 ADGpHQ, to IAM, Toronto.

OFFICERS: APRIL

S/L A. A. Bishop, DFC — AFHQ to 12 ADGpHQ, Vancouver.
 S/L S. E. Bourne — AFHQ to RCAF Stn Camp Borden.
 W/C N. Burden — 14 OWgHQ (Aux), Toronto, to 2 FTS, Gimli.
 S/L L. R. Chodat — CJS Washington to 31 ACW Sqn, Edgar.
 S/L R. Cushley — AFHQ to CJS Washington.
 S/L D. R. Cuthbertson — RCAF Stn Portage La Prairie to 1 (F) OTU, Chatham.
 S/L J. H. Dempster, AFC — CJS London to RCAF Stn Trenton.
 W/C D. F. Dunning — RCAF Stn Trenton to RCAF Stn Gimli.
 W/C G. A. Folkins, AFC — 2 FTS, Gimli, to RCAF Stn Trenton.
 S/L K. R. Grimley — AMCHQ, Ottawa, to RCAF Special Force, Korea.
 S/L C. E. L. Hare, DFC, AFC — ATCHQ, Lachine, to 426 (T) Sqn, Dorval.
 W/C E. J. W. Higgin — AMCHQ, Ottawa, to 1 Air Div HQ, France.
 S/L R. G. R. Lang — 11 TSU, Montreal, to AMCHQ, Ottawa.
 S/L J. B. Lawrence — AAS, Trenton, to TCHQ, Trenton.
 W/C J. H. C. Lewis — RCAF Stn St. Hubert to 3 FWgHQ, Germany.
 W/C R. C. H. McCrudden — 25 AMB, Calgary, to AMCHQ, Ottawa.

S/L K. A. McLeod — 2 CMU, Calgary, to RCAF Stn Greenwood.
 S/L G. H. D. Marriott — TCHQ, Trenton, to RCAF Stn Summerside.
 W/C D. R. Miller, AFC — ADCHQ, St. Hubert, to RCAF Stn Uplands.
 W/C J. D. Mitchner, DFC — RCAF Stn Uplands to AFHQ.
 S/L J. W. Murphy — RCAF Stn Trenton to Queens USqn, Kingston.
 W/C W. F. Parks, DFC — AFHQ to CJS London.
 S/L A. B. Singleton — TCHQ, Trenton, to AFHQ.

WARRANT OFFICERS: FEBRUARY

WO1 J. M. Morrison — 1 MLU, Winnipeg, to 10 TSU, Calgary.

WARRANT OFFICERS: MARCH

WO2 W. H. Cassidy — 6 RD, Trenton, to 25 AMB, Calgary.
 WO1 M. S. Arbuckle — RCAF Stn Rockcliffe to 3 FWgHQ, Germany.
 WO1 C. F. Barlow — RCAF Stn Trenton to 1 OS, London.
 WO1 J. H. Bowman — AMCHQ, Ottawa, to 1 OS, London.
 WO1 D. F. Burgess — 1 SD, Weston, to 1 OS, London.
 WO1 L. Cadieux — RCAF Stn St. Johns to 1 OS, London.
 WO2 C. W. Clark — AFHQ to 1 OS, London.
 WO1 W. A. Craig — 441 (F) Sqn, UK, to 1 OS, London.
 WO2 E. R. Eggenberger — TCHQ, Trenton, to 1 OS, London.
 WO1 J. T. Gates — RCAF Stn Centralia to 1 OS, London.
 WO2 A. G. Grant — RCAF Stn North Bay to 445 (AW) Sqn, North Bay.

KEY TO ABBREVIATIONS

AAS	— Air Armament School
ACW	— Aircraft Control and Warning
ADCHQ	— Air Defence Command Headquarters
ADGpHQ	— Air Defence Group Headquarters
Air Div	— Air Division
AMB	— Air Materiel Base
AMCHQ	— Air Materiel Command Headquarters
ANS	— Air Navigation School
ATCHQ	— Air Transport Command Headquarters
(Aux)	— Auxiliary
(AW)	— All Weather
CJS	— Canadian Joint Staff
CMU	— Construction and Maintenance Unit
(F)	— Fighter
FWgHQ	— Fighter Wing Headquarters
FTS	— Flying Training School
IAM	— Institute of Aviation Medicine
KTS	— Composite Training School
(M)	— Maritime
MLU	— Maintenance Liaison Unit
OS	— Officers School
OTU	— Operational Training Unit
OWgHQ	— Operational Wing Headquarters
(Ph)	— Photographic
PRC	— Personnel Reception Centre
RD	— Repair Depot
SCHQ	— Security Control Headquarters
SD	— Supply Depot
(T)	— Transport
TCHQ	— Training Command Headquarters
TSU	— Technical Services Unit
USqn	— University Squadron (Primary Reserve)



WO1 E. R. Harkin — RCAF Stn St. Hubert to ADCHQ, St. Hubert.
WO2 A. Heesom — 2 CMU, Calgary, to 1 SD, Weston.
WO2 R. Hodge — RCAF Stn Bagotville to 3 FWgHQ, Germany.
WO2 D. B. Hogg, BEM — 25 AMB, Calgary, to 1 OS, London.
WO1 J. H. MacDonald — 6 RD, Trenton, to 1 OS, London.
WO1 W. E. H. Nichol — TCHQ, Trenton, to 1 OS, London.
WO2 S. B. Otto — 2 SD, Vancouver, to 52 ACW Sqn, Tofino.
WO2 C. A. Pinneo — RCAF Stn Centralia to 1 OS, London.
WO2 C. S. Pratt — RCAF Stn Saskatoon to RCAF Stn Clinton.

WO2 G. P. Simboli — TCHQ, Trenton, to 1 OS, London.
WO2 A. T. Sunderland — 435 (T) Sqn, Edmonton, to RCAF Stn Rockcliffe.
WO2 F. J. M. Sullivan, BEM — ATCHQ, Lachine, to RCAF Stn Rockcliffe.
WO1 A. J. C. Watson — TCHQ, Trenton, to 1 OS, London.
WO1 F. J. Welsh — 2 CMU, Calgary, to RCAF Stn London.

WARRANT OFFICERS: MAY

WO2 K. C. Carter — 408 (Ph) Sqn, Rockcliffe, to 3 FWgHQ, Germany.

BATTLE OF BRITAIN CASUALTIES

My husband, the late Hilary Saunders, author of the first pamphlet *The Battle of Britain*, was naturally deeply concerned over this question of German casualties in the battle. In this connexion it may be interesting to quote from a personal interview, lasting an hour and a half, that he had with Göring in April, 1946, at Nuremberg. The whole talk was on a frank and friendly note, and Göring's explanations of the failure of the Germans threw light, at that time, on certain obscure aspects of the battle.

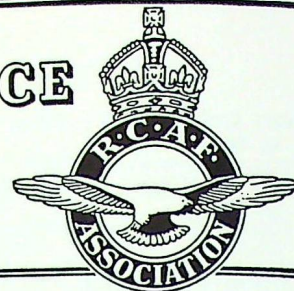
Speaking of his own pilots' claims Göring says: ". . . it goes without saying, especially when you have to deal with battles of pursuit planes against other pursuit planes, an exaggeration will occur. . . . During the first weeks I had to subtract 30 to 40 per cent. from the reports as claimed by our pilots, and later even more." The Reichsmarshal was himself a distinguished pilot and answered the

question as to whether he had taken a personal part in the battle "with a broad grin"—"Not in this war." On the subject of his own losses he denied that they were crippling. His reserves in trained pilots at that time were more than sufficient — "At that time it was not a problem at all." He said: "I cannot remember any particular day, but I can recall this about the losses, that they were strikingly low. If I should take the period of time from 1940 to the spring of 1941, and only considering the machines, and not the pilots, I would say on any one day I did not lose more than 40." Hilary repeated, "Not more than 40?" Göring answered, "Never more than 40." My husband returned to the September figures and Göring, an old soldier, answered: "I would consider them (the claims) exaggerated in the same manner in which our own air force exaggerated the loss of your planes. You should be able to see from the reports of the Quartermaster-General, where the machines and planes are listed by number, how many we lost day by day."

(Letter to "The Times Weekly Review": U.K.)

ROYAL CANADIAN AIR FORCE

Association



GROUP CONVENTIONS

Reports of the annual meetings of the Maritime, Quebec, Ontario, and Alberta Groups were carried in previous issues. Brief reports of the remaining three conventions follow.

Manitoba-Northwestern Ontario

The Brandon Wing was host to the convention of the Manitoba-Northwestern Ontario Group, presided over by E. R. McGill, who reported on activities throughout the year. Delegates were in attendance from the Winnipeg and Lakehead Wings as well as from the host Wing.

A dinner was held following the meeting, at which the guest speaker was Flt. Lt. E. Glover, D.F.C. The new club rooms of the Brandon Wing were officially opened after the dinner.

The new executive is as follows:

President:	C. H. H. Moss
Vice-president:	W. A. Meldrum.
Vice-president:	G. Phillips.
Secretary-treasurer:	D. Groombridge.
Wing representatives:	D. Roffey (Winnipeg). N. Holland (Lakehead). C. T. Rogers (Brandon).

Saskatchewan

The convention of the Saskatchewan Group was held in Saskatoon, with retiring president Jack Park in the chair. Delegates attended from Regina, Moose Jaw, Saskatoon, Yorkton, and Prince Albert. Encouraging reports were presented by all Wings, showing considerable progress throughout the year.

Newly elected members of the executive are:

President:	S. T. Malach.
Vice-president:	J. Thurgood.
Vice-president:	Norman McKeeman.
Secretary-treasurer:	Miss Marion Graham.

It was also decided that the executive council of the Group would consist of the presidents of all

Wings, plus one other accredited delegate from each Wing.

British Columbia

The convention of the British Columbia Group, held in Vancouver, re-elected Ivan Quinn as president. Several Wings did not send delegates, and it was decided that strong efforts would be made to get these Wings reactivated.

The executive is as follows:

President:	I. Quinn.
Vice-president:	S. Parker.
Secretary:	G. Cross.
Treasurer:	G. Brebner.
Additional members:	A. W. Carter. B. Campbell. C. Maddin. J. Stewart. D. Inman. Air Commodore R. C. Gordon, C.B.E.

YORK MINSTER MEMORIAL

The campaign for funds to help with the construction of the York Minster Memorial has been brought to the attention of regular Air Force personnel through A.F.R.O.'s and a message from the Chief of the Air Staff. All contributions should be sent to:

**H. E. Langford, Honorary Treasurer,
York Minster Memorial Fund
c/o Chartered Trust Company,
34 King Street West,
Toronto, Ontario.**

RUNNYMEDE MEMORIAL

A memorial to Commonwealth airmen who lost their lives over Europe in the Second World War, and who have no known graves, is to be unveiled at Runnymede-on-Thames, England, by Her Majesty the Queen on October 17th.



Miss Dorothy Steadman performs at one of No. 408 (Toronto) Wing's monthly social evenings. (Photograph by G. H. Barkworth.)

The names of 20,000 men will appear on the memorial. Of this number approximately 3,000 were from Canada. The next of kin of those whose memory is to be honoured are being invited by the Imperial War Graves Commission to attend the unveiling ceremonies. Invitations have already been sent out to the next of kin whose addresses are known.

To assist persons from this country who wish to attend, the Canadian Legion and the R.C.A.F. Association have joined efforts to sponsor a committee. Full information can be obtained by writing to Mr. H. Hanmer, Secretary, Canadian Legion Pilgrimage Committee, Canadian Legion Headquarters, 75 Sparks Street, Ottawa.

The chairman of the pilgrimage committee is Arthur Randles, C.B.E., M.S.M., of Montreal. Air Vice-Marshal A. L. Morfee, C.B., C.B.E., national president of the R.C.A.F.A., represented the Association at an organizational meeting in Montreal.

CORONATION REPRESENTATION

Graham Morrow of Toronto officially represented the R.C.A.F.A. at the coronation of Queen Elizabeth.

Mr. Morrow, a former Group Captain in the Air Force and for several years legal adviser for the Association, had previously made arrangements to attend the ceremonies as a private citizen. As official delegate, he also attended various functions in connection with the coronation.

NO. 502 WING'S ALBATROSS

The following letter has been received from Mr. G. Bristowe, of Brandon, Man.:

Dear Sir:

No. 502 Wing has, I think, scored a first, in that it possesses what may be the only mounted emblem of the R.C.A.F. in Canada — namely, an albatross.

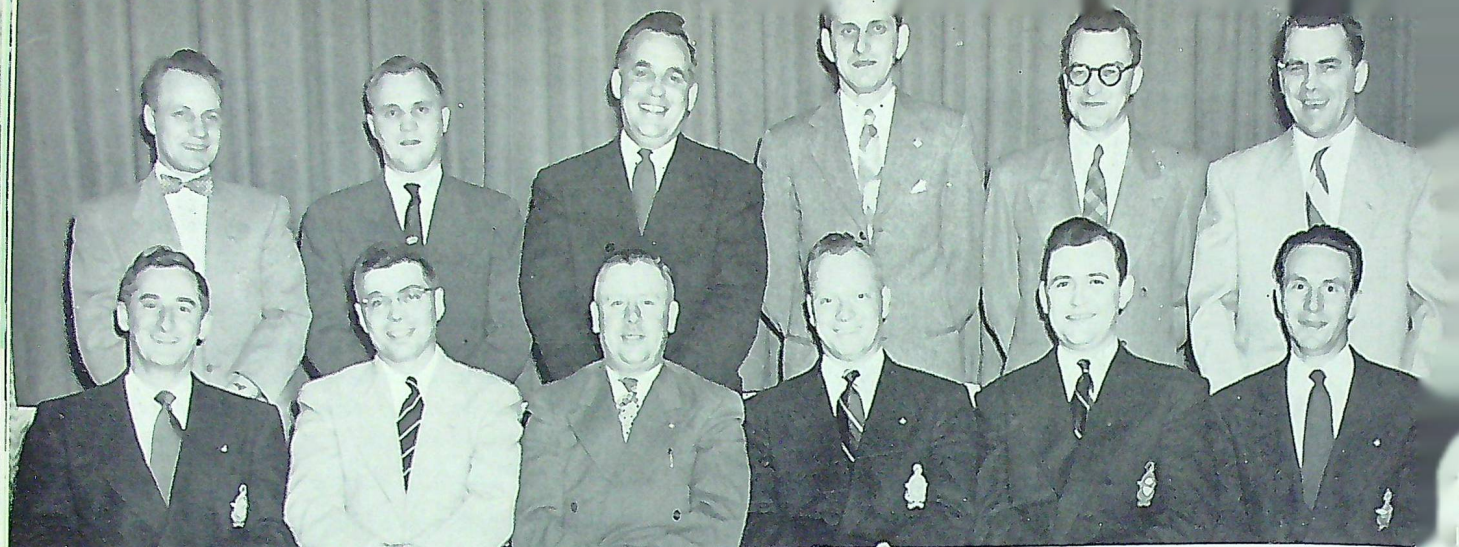
This bird was given to me by a Brandon resident after the death of his mother, Mrs. J. Findlay, and it is now hanging in our club rooms.

About forty years ago Mr. J. Findlay was first mate on a ship sailing out of Australia. He decided to come over here to Canada, and eventually settled in Brandon.

The captain of Mr. Findlay's ship thought that perhaps Jim would like to have one of these birds as a souvenir, so he killed the albatross, had it stuffed, and shipped it over to his former mate.

Oddly enough, that same captain, on his next voyage, was washed overboard and never seen again — a circumstance that would seem to support the seaman's belief that to injure an albatross never fails to bring ill fortune.





1953 executive of No. 303 (Sherbrooke) Wing. Front row (l. to r.): E. G. Power, treasurer; S. Allen, vice-president; F. W. Edwards, president; E. W. Fuller, past-president; L. A. Gingras, vice-president; and J. Morgan, secretary. Back row: D. Martin, F. Hill, G. Desjardins, G. Wilcox, C. Vincent, and E. Martin. Missing from photograph: E. Hurd, R. Fuller. (Photograph by Gerry Lemay.)



The new executive of No. 306 (Maple Leaf) Wing. Front row (l. to r.): M. Lawson, vice-president; A. Clibbon, vice-president; G. Ellis, president; Vern Coombs, vice-president. Back row: G. Harrison; T. Mears; A. Ford, treasurer; G. McLarnon, secretary; G. Copeman, R. Thompson.

Group Capt. R. O. Shaw, S.A.S.O. of No. 12 Air Defence Group, was guest speaker at an Air Force reunion held at Kelowna, B.C. About 200 ex-members of the Air Force, from various parts of the Okanagan Valley, attended. Left to right: W. Helmsing, Group Capt. Shaw, C. Madden, W. P. Suter.



THE GREAT AIR SHOW

31 May 1953

The General Secretary,
R.C.A.F.A. Headquarters.

Dear Sir:

One of the Aims of the Association is to further the cause of flying in all shapes and forms. Well, sir, with this in mind, we of No. 900 (Ardua) Wing decided to put on an Air Show, and my report this month will be confined to the show itself.

When we first discussed the plan, we agreed to put on a display that the citizens would never forget as long as they lived. I feel certain we accomplished this.

A flying outfit was hired to come in bag and baggage to put the show on. All we had to do was pay them in advance and then collect money from the citizens on hand.

Well, sir, about a week before the big day, the Public Relations Department of the Zany Loopers came to town. This was a well-organized group, and they really talked it up. They did everything but shout from the rooftops. They certainly did a marvellous job.

The day of the show dawned bright and fair. Absolutely perfect weather.

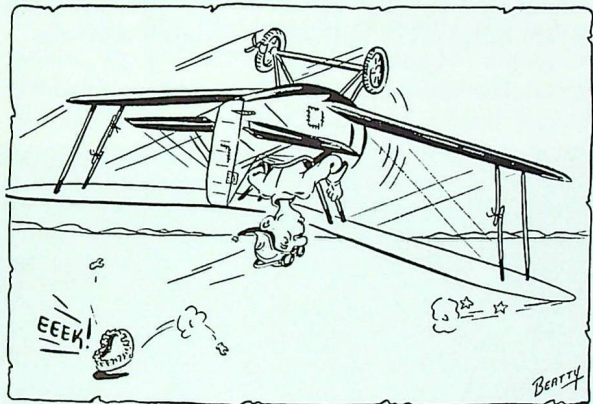
I must say here that we were a little disappointed when we discovered that the Zany Loopers

consisted of only one aircraft. However, the Public Relations boys insisted their pilot was as good as any ten.

I might also state that the Air Force co-operated by sending over three Sabre jets. Unfortunately, they were at 40,000 feet, but some of the people heard them. Also, in the middle of the show a Harvard whipped across the field left wing low. We discovered later that this was a N.A.T.O. trainee on his first solo. He had apparently lost his way.

The Zany Looper really could fly. He put that old biplane through rolls, spins, dives, half-nelsons, corkscrews, and various other stunts that would fairly make your head swim. He did everything but fly upside down and pick up gravel with his teeth, which I understand one of our first war types could do before he had to get a new set of uppers and lowers. However, the most dramatic moment of all came as the final act of the show.

The pilot staggered up to about 7,000 feet and came screaming straight down in a dive. He was



A presentation of special pins to past-presidents was made at a meeting of No. 408 (Toronto) Wing. Front row (l. to r.): J. B. S. Fenning, past-president; E. Eberts, president; F. J. Ellis, past-president. Back row: G. Dawber, vice-president; B. Ross, past-president; and B. Buchan, past-president. (Photograph by H. G. Barkworth.)

really travelling. The effect on the crowd was such that there was no sound other than the wheezing of the engine.

Just as he reached maximum speed there was a tremendous crack.

“Good Lord, he’s broken the sound barrier!” every voice said as one.

But, as it turned out, a section of the grandstand which the members had built crashed to the ground at this opportune moment. It was indeed a spectacular finale to a great day.

You will be interested to know that the Treasurer just called me. We only lost \$17.36 on the show.

Yours with Air Power.

Corresponding Secretary,
No. 900 (Ardua) Wing.

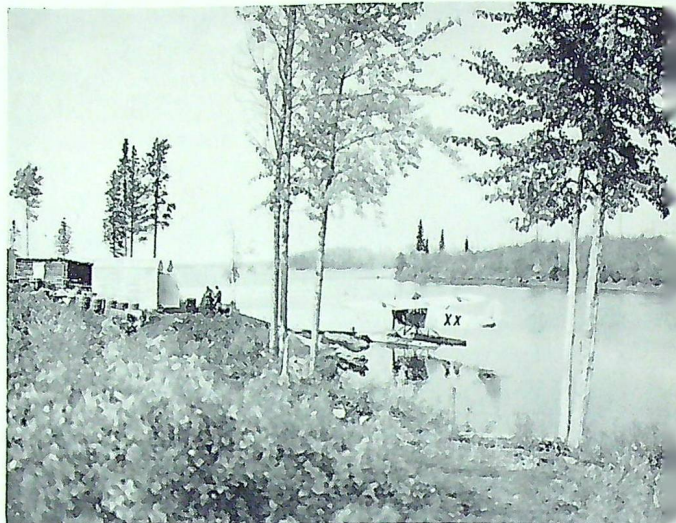
GERMAN ACE

Writing of Hans Ulrich Rudel, whose book “Stuka Pilot” has recently been published in England, Pierre Clostermann, author of “The Big Show,” has referred to him as “the greatest living specialist in flying tactics.” In 2,530 operational sorties, Rudel destroyed more than 500 Russian tanks, the battleship “Marat,” and other Soviet warships.

Pin-Points in the Past ★ ★ ★

Shown in one of this month's photographs is an R.C.A.F. Fairchild about to be refuelled at Thicket Portage refuelling base during photographic survey operations in 1929. Thicket Portage is at Mile 185 on the Hudson Bay Railway in N. Manitoba.

The group photograph of the first Army Co-operation Course was taken three years later at Camp Borden. It is of particular interest because all the officers in it, with one exception, subsequently achieved the status of "Brass." Back row (l. to r.): Flying Officers W. I. Clements (Air Cdre.), H. L. Campbell (Air Vice-Marshal), F. R. Miller (Air Vice-Marshal), J. G. Kerr (Air Vice-Marshal), J. L. Plant (Air Vice-Marshal). Middle row (l. to r.): Flying Officer R. E. Thornber (Sqn. Ldr., released), Flt. Lts. W. W. Brown (Air Cdre.), A. Lewis (Group Capt., retired), K. M. Guthrie (Air Vice-Marshal, ret.), H. B. Godwin (Air Vice-Marshal), Flying Officers J. L. Hurley (Air Cdre.), R. A. Cameron (Group Capt.). Front row (l. to r.): Flt. Lt. C. J. Duncan (Group Capt., ret.), Major J. C. Murchie (Lt.-Gen., ret.), Sqn. Ldrs. C. M.



McEwen (Air Vice-Marshal, ret.), G. R. Howsam (Air Vice-Marshal, ret.), Flt. Lt. R. E. McBurney (Air Vice-Marshal, ret.) The photograph was kindly lent to "The Roundel" by Flt. Lt. L. J. Ryan, Adjutant of R.C.A.F. Station Rockcliffe.



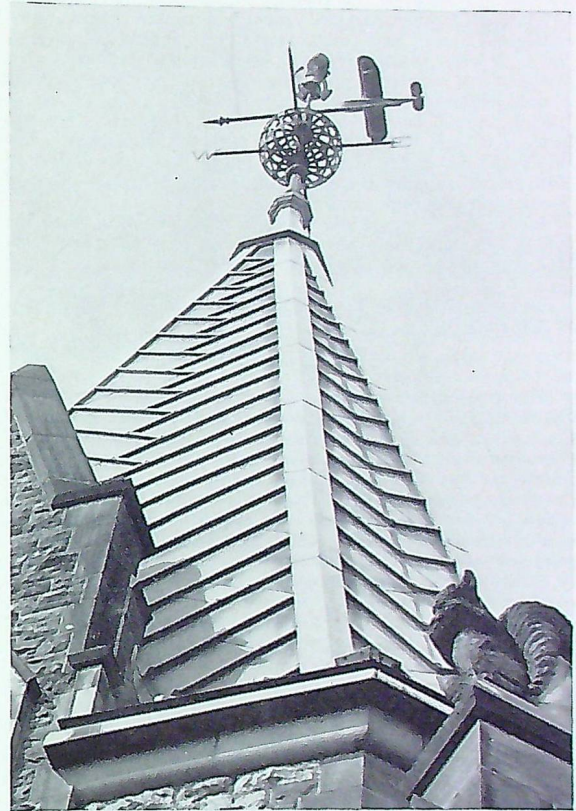
This Month's Cover

TWO HUNDRED and sixty-five feet above Wellington Street, in Ottawa, there hovers an aircraft which has been airborne for some twenty-two years without having flown anywhere. It has a wingspan and fuselage length of $5\frac{1}{2}$ feet, and an all-up weight of 140 pounds. Unlike its more orthodox cousins, it seems determined to head into wind. Its peculiar ability to execute a 360-degree flat turn in two or three seconds sets it even further apart from the usual breed of aerodyne. Furthermore — and this is its most astounding property — it is pilotless! The flying machine of which we speak is an indispensable part of a weather-vane.

In 1931, the Department of Public Works was looking for a weathervane befitting the dignity of Ottawa's newly-completed Confederation Building. Obviously the common barnyard rooster variety would never do. On the other hand, since the heavier-than-air machine was still somewhat of a novelty, what could be more appropriate for the purpose than a model aircraft? Thereupon it was decided to approach the R.C.A.F. for a suitable model. The R.C.A.F. complied by presenting the Department with a copper miniature of a Vickers Vedette flying boat.

Day in and day out, rain or shine, alternately buffeted by wintry wind and baked by summer sun, the Vedette has been in a flat spin ever since. Its original highly-polished copper surface has long been obscured by a dull coat of oxidized green. No hangar for it!

Last year, during a heavy wind-storm, it began to sway so perilously on its support that a steeplejack had to ascend in order to lower the entire supporting structure for repairs. Following the necessary maintenance and modification, it was again restored to its lonely aerie. Since then



it has demanded, and received, a yearly major inspection and overhaul.

The photograph which appears on the cover was taken at a distance of about three hundred feet with an experimental telephoto-lens (captured in Germany during the Second World War) on loan to No. 1 Photo Establishment from the National Research Council. Flight. Sgt. D. F. Lindsay and L.A.C. D. W. McLelland, both of R.C.A.F. Station Rockcliffe, were the photographers.

Letters to the Editor ★ ★ ★

NEGLECTED AIRWOMEN

Dear Sir:

Now that I have gone "active" again, I look forward to receiving "The Roundel" each month as I would to meeting an old and dear friend — and, of course, I turn first of all to the news of the R.C.A.F. Association. Somehow or other I feel that the Association is not getting sufficient coverage for the work it is doing for the Air Force. In this regard I particularly refer to the Halifax Wings. I am in receipt of letters from France, Germany, and newspapers from the east coast; and I can't help feeling that the royal send-off given by the Air Force and the Air Force Association at Halifax to the first draft of airwomen going overseas was certainly worthy of note in the official organ of the R.C.A.F.

Right now I can hear the comment: "No news item was forwarded from the Wings in this regard." Perhaps not, but surely the Air Force itself has a Public Relations Officer in Halifax who should recognize the morale-building effect of on-the-spot coverage of such items.

Believe me, I would like to be in there pitching when the R.C.A.F.A. National Convention sits on May 25th and 26th. However, of the two pleasures, I'll take "active service" any time.

Best wishes to Ray Tracy and any others I may still know at A.F.H.Q.

Cpl. Ruth E. M. Vogler (R.C.A.F.A.),
R.C.A.F. Station Gimli.

(For the information of our readers, Cpl. Vogler was the first W.D. representative on the National Executive Council of the R.C.A.F. Association, and she remained a member of that governing body until her re-enlistment in the Service. Like many other ex-Air Force personnel who have returned to the fold, she has retained her membership in the R.C.A.F.A. As regards the omission by "The Roundel" to write-up the departure overseas of the first contingent of post-war W.D.'s, it was considered by our P.R.O.'s that the subject had been so thoroughly covered in most of the newspapers, etc., of Canada that "The Roundel" could add nothing that had not already been read by the majority of its readers.—EDITOR.)

"PIN-POINTS IN THE PAST"

Dear Sir:

With reference to the March issue of "The Roundel" ("Letters to the Editor"), I would like to point out that my good friend Wing Commander R. F. E. Kempster may be slightly in error, as there was an A.M.2 T. Couper at Victoria Beach in the old days — as well as my good friend Wing Commander Tommy Cooper. I believe from the photograph in question ("The Roundel," January) that the airman shown was T. Couper, who shortly after purchased his discharge. If my memory serves me correctly, Wing Commander Tommy Cooper, O.B.E., was then a corporal. I remember the photograph quite well, as I was myself an A.M.2 at Victoria Beach at that time.

Sqn. Ldr. Malcolm P. Biggs (ret.)

"LET'S HAVE IT!"

(If, in replying to letters received in response to our March request for criticism, we limit our comments to

the correction of apparent misconceptions, it should not be regarded as a sign that a guilty conscience has paralyzed our speech centres. It is merely that the Editorial Committee wishes to wait until it has received enough letters to enable it to form a fairly accurate impression of the general trend of readers' views.—EDITOR.)

Dear Sir:

It was gratifying to note that, in the last issue of "The Roundel," the editorial staff requested criticism of the magazine from the boys in the field. This was no doubt due to the incessant prodding of that redoubtable old warrior Sgt. Shatterproof, and I can picture him rubbing his hands with glee as he watches the mail man struggle in with another sackful of brickbats and (I hope) a few bouquets.

Since "The Roundel" is a Service magazine in the true sense of the word, I would like to see more news printed of the current activities of squadrons other than my own. All of us have been (or, if we haven't, can expect to be) at one time or another transferred to many different stations or squadrons during our careers. It is interesting to keep in touch with our old squadrons through the pages of "The Roundel," and, speaking for myself, I greatly enjoyed Sgt. J. Bélanger's article on the trans-Pacific airlift and his experiences in Japan. My own squadron (No. 404) has taken part in several operations which could be of interest to readers, and which have taken us to such widely-separated places as Key West, Florida, and Cornwall, England. Could not the official diary of these operations be culled for items of interest which would not violate security, and which, with the addition of a few words describing after-duty activities, could be transformed into interesting articles? We have had the past history of numerous squadrons, why not the current history? For example, would not a detailed description of one of the "Leap-Frog" operations be interesting to read?

Secondly, many tradesmen are interested in the basic fundamentals of other trades. The C.B.C. is broadcasting a series of talks by the inventor of radar, Sir Robert Watson-Watt, in which he explains in very simple non-technical language, using the analogy of knitting, a subject which has baffled me for a long time. The scripts of these talks on radar should be easy to obtain, and, with the addition of a few diagrams, they would make an excellent series of articles.

R.C.A.F. Station Summerside's "Albatross" has a priceless asset in its humorous writer, Le Baladeur. I particularly recommend his article on English pubs for reprinting in "The Roundel." His style of humour seems a cross between that of Stephen Leacock and Eric Nicol.

The only thing that I really do *not* like about "The Roundel" is the underprinting of crests, etc., beneath the text. They are very artistic, but surely there is no shortage of paper, and they would look very well by themselves, thus saving me a lot of eyestrain.

In closing, I would like to say that I thoroughly enjoy reading "The Roundel" from cover to cover, and so long as it keeps Sgt. Shatterproof on its front page, does not lower its present high standards, and keeps its eyes open for items of interest, it will continue to be read avidly by the boys in the field.

Cpl. D. Shade,
R.C.A.F. Station Greenwood.



Dear Sir:

Invited by your item "Let's Have It," in the March issue, I take pleasure in giving you at least one reader's thoughts.

Many months ago I received the Public Relations Award from "The Roundel" for my suggestion that a poll be taken among your readers concerning the Association's section in "The Roundel." I now believe that a poll should be taken on the magazine as a whole, and, if need be, that some incentive should be offered to stimulate the returns. (This could be either in the form of cash or of free personal copies of "The Roundel" for, say, a year or two.) Could you not enclose a separate sheet with each "Roundel," containing a list of questions pertaining to readers' likes and dislikes? This might give you a much better cross-section of your readers' ideas than you could obtain from individual letters.

In receiving my copy of any magazine, I like to believe that I'm getting something hot off the press. With this in mind, I feel you might well "jump" your combined July-August issue so that the reader receives the September issue in August. I received my copy of the March issue on March 31st.

Considering myself as an "average reader" in so far as brains are concerned, I find far too many "large" and unfamiliar words used throughout. I also detest the use — or the lack of English translations — of the many French words that appear. Granted that you have many French-speaking readers, it remains non the less provoking to one whose total French consists of "bon voyage."

Further, I believe that the articles in "The Roundel" should be of a less scientific nature. "Organizational Trends in Air Power," "The Turbo-Jet, Ram-Jet and Rocket Air Force of the Future" — these and many other articles like them can be read in almost any type of magazine one cares to pick up, whereas I have always understood "The Roundel" to be a means of keeping ex-members of the Service informed on the goings-on of our own R.C.A.F. I feel also that too many of the articles are reproduced from other periodicals, and that, with the talent we have in the Air Force, many excellent articles of a more local nature could be procured from our own "Brass." I am sure, too, that interesting autobiographies could be obtained from some of the old-timers — and, as suggested months ago, more squadron histories would be most welcome. (I'm still waiting for the story of 8 B.R.) These items naturally take time to produce, and, since I am not aware of the size of your staff, I would certainly suggest that you prod the Air Historian for greater contributions.

I would also like to see "The Roundel" offered on a subscription basis, with a reduction in cost if taken for periods of three or more years.

As for "What's the Score?", I think it a waste of valuable space. And why no crossword puzzles?

Re book reviews: if it were possible to obtain permission to publish, in serial form, the originals of the books reviewed, it would help the cause immensely.

I presume that "The Roundel" is to be kept free of any advertising. However, as it undoubtedly gets passed around, you might well utilize a certain amount of space for recruiting ads, and gain financially from the revenue from this. The Air Force is spending thousands every day in the newspapers: why doesn't "The Roundel" get in on some of the gravy?

More cartoons by Tracy!

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

(The Public Relations Award to which Mr. Hill refers in his second paragraph was made by the R.C.A.F. Association, not by "The Roundel." With reference to his fifth paragraph, we would point out that "The Roundel" is primarily the official organ of the Regular, Auxiliary, and Reserve Air Force, and that, like the recruiting ads mentioned in his last paragraph but one,

it is paid for out of the R.C.A.F.'s annual allotment of National Defence Funds. The Air Historian, by the way, to whom we showed the foregoing letter, asks us to tell Mr. Hill that he has been prodded so often that his hide now resembles that of a rhinoceros.—EDITOR.)

Dear Sir:

In the March issue you requested comments regarding "The Roundel." So here, for what they are worth, are a few comments from the field. They are, in most instances, the private opinions of the undersigned — mellowed by discussions and arguments in the mess, at break-time, and in all the other spots where airmen meet to "open the hangar doors."

"The Roundel" was introduced, after quite a fanfare of publicity, as the Airman's Magazine, although it was obvious from the start that its main purpose would be to present the attractions of the Air Force to potential recruits, build up public relations, etc. It was, however, still hoped by most of us that it would fill a long-felt need and end up doing much the same job as "Tee Emm" and "Air Force" do for the R.A.F. and the U.S.A.F., respectively. "The Roundel" has now been with us for quite some time. How has it panned out?

Physically, it is a slick publication, but it certainly is not an airmen's pub. In fact, if my own experience is any criterion, I doubt if many airmen see it for a considerable period after publication — if ever! You mention 100,000-odd readers, but that certainly is not estimated at one copy per reader. Granted this would be a bit extravagant, but, with a regular Air Force of (at time of writing) approximately 40,000, it shouldn't be beyond possibility to average at least one copy per five readers. As it turns out at present, one copy arrives in each section, if they're lucky. From general impressions gathered, the distribution is apparently much better in the case of the Reserve units and the Air Force Association!

Where does the last-mentioned even deserve a spot in the publication? They aren't Reserve, they aren't even actively engaged in Air Force work. And certainly their pages convey little of interest to the average reader, being mainly a long repetitious coverage of parties or dinners. It would appear that they should have a magazine of their own and leave "The Roundel" to serving members. They differ not at all from any normal Canadian Legion or other veterans' organization.

The limited monthly space available is very poorly distributed. Large pictures of either dignitaries or airmen whom "the C.A.S. wishes to thank" are of limited interest. Photography adds much to the cost of any publication, and what there is should be of universal interest. There are enough interesting and, in fact, famous examples of R.C.A.F. official photos that would serve much better than the present examples. Your editorial staff must be really hard up if it can't find enough interesting material in the entire R.C.A.F. to fill 48 pages monthly.

Your articles are generally good, but I have noted a tendency to introduce articles which are not particularly relevant to Air Force matters — even though they may concern aviation. An example is the article on "First Atlantic Crossing," which is of limited interest, and does not even concern the Air Force. An example of the better variety, in the same issue, are the two articles, "Organizational Trends in Air Power" and "Turbo-Jet, Ram-Jet, and Rocket Air Force of the Future."

To sum it up, I think "The Roundel" should once and for all decide to be an official magazine strictly for and by the Regular Air Force. Submissions by other interested parties would not be out of order provided they were covering material which was applicable and of interest to modern Air Force matters. Dream up your requirements as regards material and ask for response from the experts who are doing



the work of the Service. The average Joe is interested in his job and not loath to talk about it. The material might often be rough, but it could easily be ghost-written or polished up.

And, as a final word, is annual subscription to "The Roundel" possible?

W.O.2 C. N. Vincent,
R.C.A.F. Station St. Hubert.

(The last issue of "Tee-Emm," mentioned in Warrant Officer Vincent's second paragraph, appeared in December 1945, and "Air Force" is published, not by the U.S.A.F., but by the U.S. Air Force Association, an organization similar, to, though proportionately larger than, Canada's R.C.A.F.A.—EDITOR.)

Answers to "What's the Score"?

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

HE WENT BY BUS

An airman appeared at his Station Orderly Room and asked the corporal in charge for a transport warrant on repayment for a first class ticket and a berth to Chicago.

"Upper or lower?" asked the corporal.

"What is the difference?"

"The lower," replied the corporal, "is higher than the upper. The higher price is the lower, and

if you want it lower you'll have to go higher. We can get you the upper lower than the lower. Most airmen don't like the upper, though; it's lower on account of its being higher. When you occupy the upper you have to get up to go to bed and get down when you get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. However, if you are willing to go higher it will be lower, so . . ."

The airman went by bus.

(Sent in by Cpl. R. G. Healey, No. 1 R & C. Unit, Aux.)

A wise man remembers his friends at all times, a fool only when he is in need of them. (Turkish proverb.)

Back Copies of "The Roundel"

A limited number of back copies of "The Roundel" (April 1952 to March 1953, inclusive) are available to units or individuals *already* on our distribution list. Requests for them, which will be dealt with in order of receipt, should be addressed to:

**The Editor,
"The Roundel", R.C.A.F.,
Victoria Island,
Ottawa, Ont.**

