

The **ROUNDDEL**

Vol. 5, No. 7
JULY - AUGUST 1953



ROYAL CANADIAN AIR FORCE



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 Royal Canadian Air Force

VOL. 5, No. 7

JULY-AUGUST 1953

* * * **CONTENTS** * * *

EDITORIAL

	<i>page</i>
Sgt. Shatterproof is Shaken.....	1

ARTICLES

The Party Line: The R.C.A.F. Institute of Aviation Medicine.....	2
Dream Sequence in Tokyo.....	10
A Philosophy for Weapon Evaluation.....	26
R.C.A.F. Sport Panorama — Hockey: Part Two..	32
Book Review: Flames in the Sky.....	45

REGULAR FEATURES

Pin-Points in the Past.....	7
What's the Score?.....	8
Personnel Movements.....	16
R.C.A.F. Association.....	18
Letters to the Editor.....	48

MISCELLANY

A Question of Pull.....	13
Feminine Gen.....	14
Survival Note.....	15
C.A.S. Honoured.....	17
Something to Roar About.....	31
C.F.S.'s Prize Story.....	47

This Month's Cover



The length and wing span of the R.C.A.F.'s first Comet are 10 ins. and 2 ft. 7 ins., respectively, less than those of the North Star, yet its weight is greater by 21 tons. With seats for 36 passengers, it has a range of 3,000 (as opposed to 2,000) miles at a cruising speed of 455 (as opposed to 240) m.p.h. It is to be used both for high-altitude (40,000 ft.) exercise of Canada's fighter defence system and to augment our air transport service.

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

SGT. SHATTERPROOF

IS SHAKEN

Sir:

Since my return from England and Europe, I imagine that you have been waiting with ill-curbed impatience for my reflections on the trans-Atlantic scene during the period of the Coronation. It would, however, have been redundant for me to send them to you. The high-level newspapers of at least two hemispheres (though modesty has prevented me from reading them) have certainly kept you informed of all my major activities; and, furthermore, I understand that Warrant Officer Tracy intends to provide you with a narrative account of our entire embassy.

En passant, Sir, I would like to recommend here that the Brass keep its eye on Warrant Officer Tracy. He is a young man of unusual promise, and I count myself privileged to have been able to guide his first faltering steps in the field of international diplomacy. Even my uncle Daggerboy Shatterproof, who for many years was considered to be the keenest undercover man in Canada's secret service, could only have marvelled at the way in which Warrant Officer Tracy came unscathed through the maze of intrigue that is Paris after dark. Unfortunately, several of his adventures were of so decidedly secret a nature that he will be unable, I think, to reveal them in his narrative.

It was, I suppose, too much to hope that "The Roundel" would continue to sail on a steady course during my absence. But I was, I confess, totally unprepared for an error of such magnitude as that which has made the May issue a stench and an abomination in the nostrils of all cultured Christendom.

If you will turn to page 37, you will see four photographs of birds in flight. Three of these unhappy creatures, Sir, are flying in an inverted position. Only the bottom one — a razorbill — is shown in the normal attitude of flight. This in itself is sufficient to occasion a spate of desertions and resignations unparalleled in Air Force history; but



when, on closer examination, the reader perceives that the entire magazine has, like those three photographs, been printed upside down, it may well be that his mind will crack. Not all our personnel, I fear, will be able to adjust with the lightning rapidity of LAC Bladder, whom I discovered standing on his head in a corner of the Orderly Room, thoughtfully perusing a copy of the May issue which he had propped against a CLASSIFIED WASTE paperbasket.

And now, Sir, let me wish you as enjoyable a leave as your conscience will allow you. While you are relaxing amid the flesh-pots, I shall be studying my Q.R. (Air) as never before, preparatory to making a last-ditch stand in the cause of a more liberal approach to Service thinking. I was naturally, under the impression that my visit to Europe would be regarded as temporary duty, and therefore my first action upon returning was to present my very modest travelling claim for \$543.01. You may judge how great was my surprise when W.O.1 Gallstone, cackling with even more than his customary spleen, offered me a highly unprofessional suggestion for its disposal and at the same time advised me that the C.O. was even now considering whether he should sentence me to ninety days' detention or fine me \$75.00 for having overstayed my leave by four and a half days.

There are times, Sir, when even a Shatterproof is shaken.

Shatterproof



THE R.C.A.F. INSTITUTE OF AVIATION MEDICINE

By Wing Commander I. H. Barclay

(The Institute of Aviation Medicine is unique in Canada's armed services in that it is an organization devoted primarily to the study of those aspects of medicine which relate especially to men and women engaged in duties peculiar to their own Service. The author of the following sketch of its history and activities joined the R.C.A.F. in 1948, in London, England, after having served as an M.O. with the R.A.F. from 1939 to 1946. During that period he served with the British Expeditionary Force in France; as Senior Medical Officer on a troopship between England and India; as Group S.M.O. in Sierra Leone, W. Africa; and on a flying training station in Northern Ireland. He qualified for pilot's wings in 1942. In the R.C.A.F. he has served as S.M.O. in the Calgary area, and is at present Staff Officer Medical Services at Air Materiel Command.—EDITOR.)

THE RESPONSIBILITY of the institution of aviation medical research in Canada must rest with Sir Frederick Banting, who began to study this subject in December 1938, first with his own staff in the Department of Medical Research, University of Toronto, and later on a national scale by forming the Associate Committee on Aviation Medical Research of the National Research Council of Canada, which was able to co-ordinate the rapidly expanding activities of both civilian and Service personnel. Sir Frederick Banting guided this programme until his death in February 1941 while flying across the Atlantic to consult with British authorities.

From the Associate Committee of Medical Research were formed a number of subcommittees

to co-ordinate activities in many civilian laboratories, universities, and within the R.C.A.F. Medical Branch. Those units mostly concerned within the R.C.A.F. Medical Branch were at stations as widely apart as Regina and Halifax, and they included:

- No. 1 Medical Selection Board.
- The School of Aviation Medicine.
- No. 1 Clinical Investigation Unit.
- No. 2 Clinical Investigation Unit.
- Mobile Bacteriology Laboratories.
- No. 1 Nutritional Laboratory.

The direction of these studies by the Associate Committee on Aviation Medical Research was carried out mainly from Toronto and Ottawa. In Ottawa, Service direction was provided by M.4 within the organization of D.M.S. (Air). The

position of M.4 was occupied during the war years by an early commanding officer of No. 1 Clinical Investigation Unit, who was designated as responsible for:

Medical Research.
Clinical Investigation Units.
Flying Personnel Medical Section.
R.C.A.F. representation on the Protective Clothing and Oxygen Subcommittees of the National Research Association Committee on Aviation Medical Research.

To avoid the rigidity of the R.C.A.F. procurement procedure, much of the activity in the above units was financed by National Research Council grants. These funds were obtained from the parliamentary vote for the Department of National Defence for Air.

A Research Liaison Officer was maintained at R.C.A.F. Headquarters in London, England, and the facilities of the Physiology Laboratory at Farnborough were made available for active research work by the R.C.A.F. and civilian personnel. At all times in the history of this unique organization, there has been a free and complete interchange of ideas between the British, American, and Canadian scientists, with mutually beneficial results.

It is interesting to consider some of the activities of this most important committee which later formed two principal subcommittees — one on protective clothing and one on oxygen equipment.

No. 1 Clinical Investigation Unit in Toronto contained the first refrigerated decompression chamber and the first war-time human centrifuge among the Allies. In the field of acceleration the first experiments were begun immediately after the outbreak of war with centrifuge experiments on mice, which, it was discovered, could be protected against enormous acceleration forces provided they were suspended in water. It was, therefore, decided to build a suit containing fluid by means of which the downward displacement of circulating blood due to excessive g could be prevented. This resulted in the production of the world's first anti- g suit, which stands today bearing the name of its inventor as a tribute to Canadian science and ingenuity. This suit was used with great success by the Royal Naval Fleet Air Arm during the attack on Oran. The Germans did not



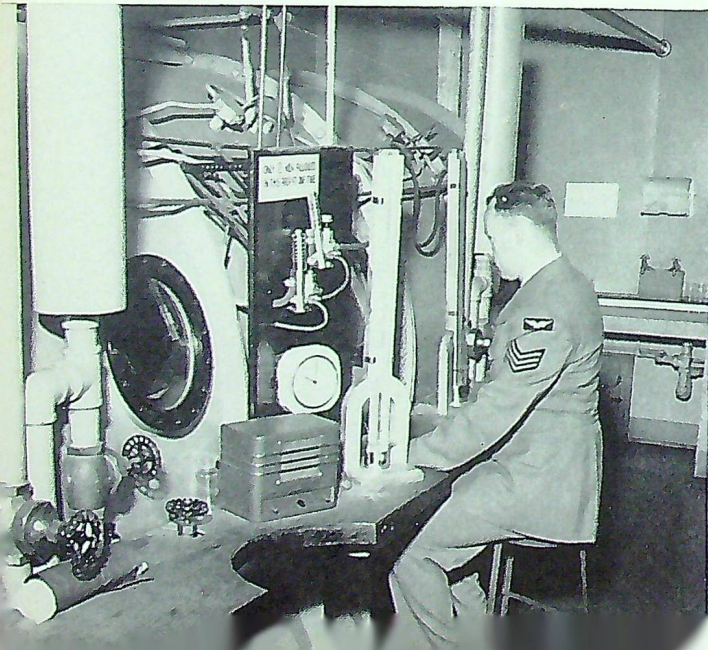
Two interesting shots from the R.A.F.'s Institute of Aviation Medicine, at Farnborough. In one of them, a "guinea pig" is shown testing a cold-weather suit by exercising on a motor-driven treadmill at 10 F.; in the other, he appears entering a calorimeter, after the test, in order that his total heat content may be measured.



believe that g tolerance could be increased and did nothing about development until late in the war after they had examined some captured American equipment.

Research in oxygen equipment began in 1939 with the building of decompression chambers to simulate high altitude. Early tests on American and British oxygen masks in the refrigerated decompression chamber showed both to be dangerously susceptible to freezing; and the development of the Canadian oxygen mask was begun. The development of the Canadian oxygen demand valve with automatic barometric control was a major accomplishment. A liquid oxygen evaporator, for use in large passenger transports, was also developed. It was shown at Wright Field in the United States, in 1942, that pilot ceiling could be raised by the administration of oxygen under pressure, and development was commenced on a pneumatic waistcoat equalizing the pressure inside and outside the chest. Special adapted oxygen masks and demand valves were also required, and the net result was the raising of the physiological ceiling of the R.A.F.'s photographic reconnaissance pilots by 3,000 ft. at a time when the enemy still considered such a

Operator at controls of decompression chamber. The chamber is used for altitude testing of equipment and for training of aircrew in the effects of altitude and the use of oxygen equipment.



Three-dimensional night vision trainer. Students wear red goggles during period of dark adaptation.

system impossible on theoretical grounds. This system was first used by pilots flying from R.A.F. Station Benson, who received preliminary instructions in the use of the apparatus in the decompression chamber on the station.

At all times during the development of equipment and materials there was a concurrent programme for the education of the air crew in their uses.

Under the auspices of the subcommittee on protective clothing, considerable research was done on the aspects of heat production of the body, skin temperature, and loss of heat, in relation to insulation of clothing under varied conditions of temperature, humidity, and air movement. Another instrument was created in the "artificial man," a life-size papier mâché model of a man containing an electric heater, on which complete garments could be tested for thermal insulation. (The degree of insulation was expressed under a new physiological unit, the "clo.") All materials were tested for such things as permeability to air, breaking-strength, compressibility, extensibility, flameproofness, flash-resistance, shrinkage, tear-resistance, waterproofness, and slipperiness of lining fabrics.

Other subjects receiving attention were flying goggles, flying suits, flying helmets, electrically-heated clothing, air-crew suits, underwear, flying gloves, flying boots (when it became apparent that the world's rubber supply would fall into the hands of the Japanese, a flying boot was developed which required no rubber at all), life jackets for

both tropical and cold weather, emergency lights, substitution of milkweed floss for kapok in life jackets when it was thought supplies of kapok would be unobtainable, flight exposure-suits, emergency kits, casualty bags, ditching-suits, etc.

On 1 September 1945, all activities were co-ordinated within one unit, to be known as the Institute of Aviation Medicine and located at Toronto. By the end of 1946, the rate of demobilization had made the future of this unit extremely uncertain. However, by a drastic curtailing of activities, the unit was kept alive, and at the same time the part-time services of the R.C.A.F.'s talented war-time medical consultants were retained by the formation of an Advisory Medical Committee under a Privy Council order.

The unit showed signs of increased activity by the middle of 1947, and much thought was given to new projects, such as the provision of survival seat packs to be incorporated in the ejection seat of the modern jet fighters. Personnel selection functions were reassumed, and the first post-war intake of air crew was sent to the Institute of Aviation Medicine for medical and psychological testing to determine their fitness for training.

Any account of the Institute of Aviation Medicine would be incomplete which did not mention the Bureau of Medical Statistics, which is perhaps the finest of its type anywhere in the world.

Late in 1949 the Defence Research Board assumed responsibilities for all aviation medical research throughout their Defence Research Medical Laboratories situated within the same buildings as the Institute of Aviation Medicine and employing facilities on a reciprocal basis.

* * *

The Institute of Aviation Medicine, as it stands today, comprises:

An Administrative Unit, to administer and co-ordinate the various sections of the I.A.M. under the functional control of A.F.H.Q., and to co-ordinate the activities of the I.A.M. with the Defence Research Medical Laboratories.

A Central Medical Establishment, which deals with the medical selection and classification of air crew in co-ordination with the selection and classification section. It makes final assessment and gives advice in regard to special referred cases. It constantly reviews methods of examination and medical standards, and it is responsible

for the preparation of publications and directives regarding methods of examination and medical standards.

A Bureau of Medical Statistics, which is responsible for the collection, coding, and analysis of medical statistical data which are constantly channelled into the section, and also for preparing reports based on current and war-time experience.

A School of Aviation Medicine, which provides instruction in aviation medicine by means of *précis*, lectures, visual aids, and demonstrations, and which maintains close liaison with other schools of aviation medicine.

A Flying Personnel Medical Establishment, which improves flying efficiency by the application of research development to the human factor and to such things as oxygen equipment, anti-*g* suits, and clothing requirements (both survival and winter). It assists in the design of new aircraft, and it maintains close co-operation with the Defence Research Medical Laboratories. Finally, it translates the results of all aviation medical research activities, both in and outside Canada, into equipment facilities or procedures.

The Advisory Medical Committee, referred to a few paragraphs back, consists of consultants, in various specialties of medicine, who have been authorized by Order in Council to discharge the functions and responsibilities set out under the following two headings:

1. *Administrative*
 Medical organization.
 Medical policy.
 Medical mobilization.
 Enrolment medical programme.
 Research medical units.
2. *Technical and Professional*
 Treatment services, aviation medical research requirements, the human factor in air defence, preventive medicine and hygiene, technical aspects of research medical units, and medical standards.

All matters of medical policy are normally referred to the Advisory Medical Committee before being implemented. The Committee reports through the appropriate Air Member.

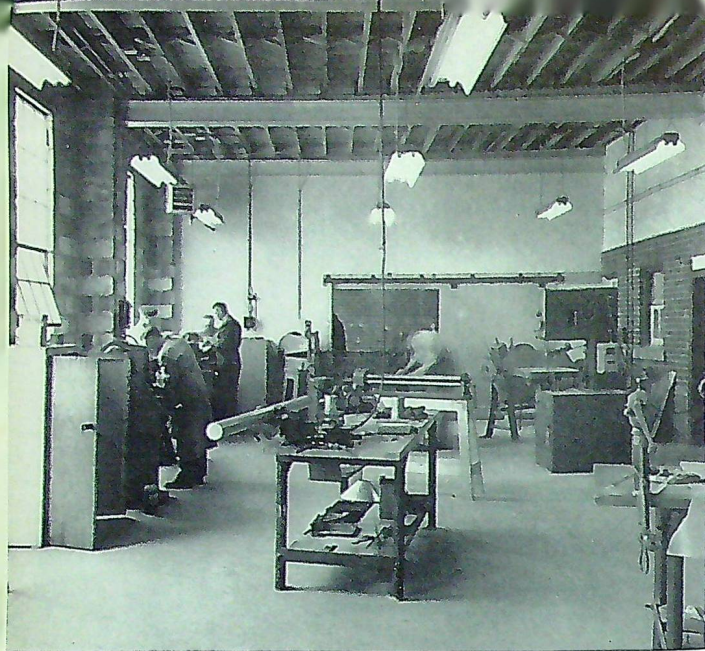
The rôle of the Institute of Aviation Medicine in the development and testing of air-crew and emergency equipment is laid down in A.M.T.S. Directive 5/51, which states:

"The Institute of Aviation Medicine is to be responsible for the investigating and developing of all air crew personal and emergency equipment needed to meet operational requirements of the R.C.A.F.,"

and again:

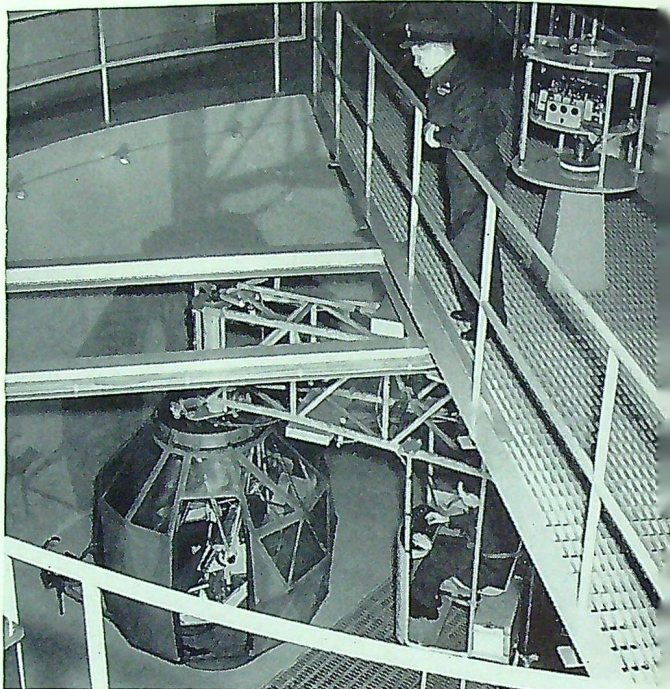
"The Institute of Aviation Medicine is to establish liaison with Air Materiel Command, the Director of Inter-Service Development, the Defence Research Medical Laboratories, R.C.A.F. units, and the appropriate aircraft manufacturers, as required."

At the time this directive was produced, development of the following matters was under



The metal working shop used in making prototype equipment and in the repair of instruments, etc.

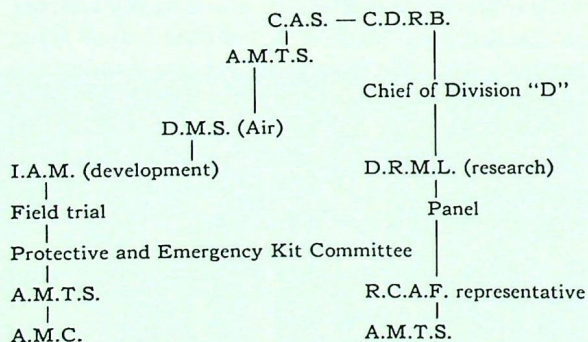
The accelerator, or centrifuge, used for aircrew instruction and for designing and testing anti-g devices.



consideration by the Institute of Aviation Medicine:

Emergency seat pack, goggles, visor, flying suits (summer and winter), life jackets, hand gear (for air crew and ground crew), ditching suits, pressure suits, foot gear, bail-out oxygen bottle, sleeping bags, anti-g suits, oxygen masks, earphones, microphones, crash helmets.

To understand the relationship between the Institute of Aviation Medicine and the Defence Research Medical Laboratories is not easy. Explained in its simplest form, it may be expressed thus:



If, for example, a flying suit is required, D.M.R.L. will carry out research on the material used, while I.A.M. will develop the suit itself.

Interesting though it might be to trace the history of an I.A.M. project from conception to completion, "The Roundel" is not the place in which to do so. In all research work, startling achievements, such as the development of the anti-g suit, are of rare occurrence: for the most part, the men engaged in it must be content to make comparatively unspectacular — though none the less important — advances in return for a great deal of unremitting thought, experiment, and plain hard labour. The writer's only purpose here has been to give the "average reader" a general picture of the type of work done by I.A.M.'s specialists and of the organizational framework within which they do it.

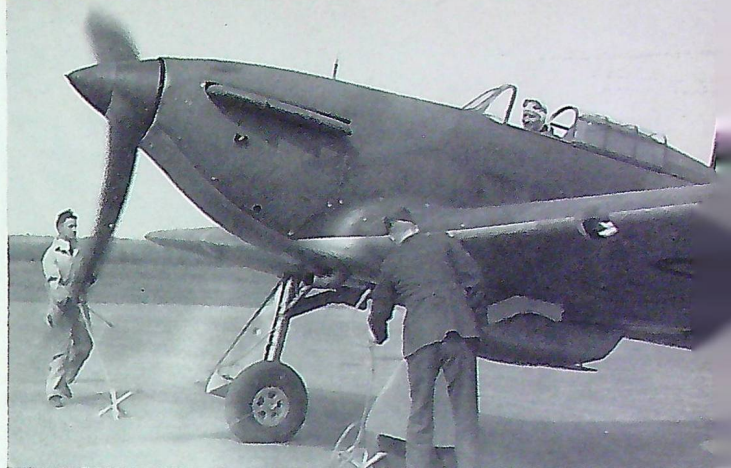
Pin-Points in the Past

On the day of the Second World War's outbreak, the R.C.A.F. had 270 aircraft on strength. They comprised 20 types.

Fleet Fawn (trainer).....	41
De Havilland Moth (trainer).....	30
Avro 621 and 626 (trainers).....	14
N. American Harvard (trainer).....	14
Fairchild 51 and 71 (transport and communications).....	23
Vickers Vedette (photography and communications).....	9
Bellanca (communications and photography).....	8
Noorduyn Norseman (transport).....	4
Hawker Tom Tit (trainer).....	2
Grumman Goose (communications).....	1
Westland Wapiti (day bomber).....	22
Airspeed Oxford (trainer).....	20
Hawker Hurricane (fighter).....	19
Armstrong Whitworth Atlas (army co-operation).....	13
Northrop Delta (transport and reconnaissance).....	12
Blackburn Shark (torpedo bomber).....	11
Fairey Battle (day bomber).....	10
Short Stranraer (anti-submarine).....	8
Armstrong Whitworth Siskin (obsolete fighter:instorage).....	5
Vickers Vancouver (anti-submarine).....	4

Of the foregoing types, the Stranraer, Vedette, and Vancouver, were flying boats, the last two of which were Canadian-designed and -built in Montreal. The Shark was built under licence in Vancouver, Only the Hurricane and the Battle were first-line operational aircraft. Westland Lysanders, manufactured under licence in Toronto, were also coming into service for army co-operation purposes. The accompanying photographs were taken while aircraft of the R.C.A.F. were being moved to war stations in the last days of August 1939.

A Stranraer at her mooring in the Ottawa River.



Squadron Leader E. A. McNab (now Group Captain McNab, O.B.E., D.F.C.) about to take off in one of No. 1 Squadron's Hurricanes from Ottawa to St. Hubert. Top speed of this aircraft was 335 m.p.h. at 18,500 ft.



Wapitis of No. 3 Squadron waiting to be serviced at Ottawa en route from Calgary to Halifax. The Wapiti's cruising speed was about 90 m.p.h.

A Delta of No. 8 Squadron being loaded with supplies at Ottawa prior to departure for Sydney, N.S. The Delta, with a cruising speed of about 160 m.p.h. was the first all metal low wing monoplane in the R.C.A.F.



★ What's the Score?

"It is with dismay," writes our most inflexible critic, "that I note the lack of response to your request for questionnaires from the boys in the field. But it is not with surprise. Fifty-two issues of "The Roundel" have now lumbered across the Service stage. During that time not one stockingful of cheese-cake has peeped provocatively from the wings, not a single bellyful of manly laughter has come ringing down from the flies. Small wonder, Sir, that our airmen have grown torpid. Small wonder that they care no longer whether the score be one or twenty. Fortunately, however, our airwomen have not yet had time to become equally discouraged. I am thus enabled to forward to you twenty questions which I received this morning from Cpl. Alice Twitterwhistle."

The members of the Editorial Committee have ably demonstrated how little time the Service leaves them for dedication to the Sex. Their average score was 12. — EDITOR.)

1. Recruiting for women in the R.C.A.F. peace-time force began in:

- (a) April 1952.
- (b) August 1940.
- (c) June 1919.
- (d) May 1951.

2. The term "W.D." means:

- (a) Works Department.
- (b) Women's Division (during Second World War).
- (c) Women's Division (today).
- (d) Wet and Dry (canteen).

3. Not permitted as a "hair-do" for airwomen in uniform is a:

- (a) Chignon.
- (b) Poodle-cut.
- (c) Page-boy bob.
- (d) Feather-cut.

4. Ear-rings may be worn by airwomen:

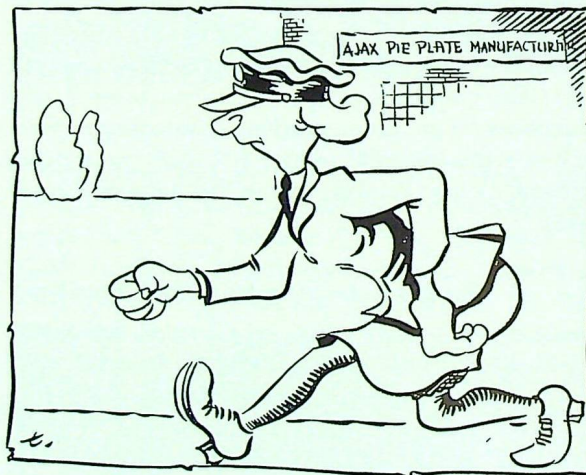
- (a) In uniform off duty.
- (b) Never when in uniform.
- (c) If they have pierced ears.
- (d) If the ear-rings are small, neat and inconspicuous.

5. During the Second World War, the percentage of a man's pay received by a woman of equivalent rank in the R.C.A.F. was:

- (a) 100%.
- (b) 50%.
- (c) 66 $\frac{2}{3}$ %.
- (d) 75%.

6. The caps originally worn by airwomen of the Second World War were patterned from:

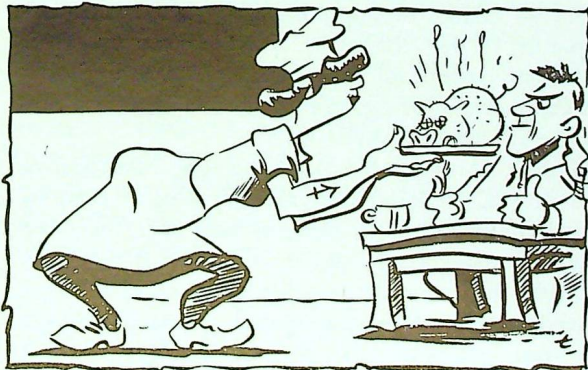
- (a) An ice-bag.
- (b) A pie-plate.
- (c) Those worn by the W.A.A.F. of Great Britain.
- (d) Those worn by the women of the U.S.A.A.F.



7. Including nurses, women in the R.C.A.F. now number approximately:

- (a) 3300
- (b) 4500.
- (c) 2500.
- (d) 5000.

8. The name "WIDs" was applied during the Second World War:
- Colloquially to airwomen.
 - To widows of Service personnel.
 - To airwomen confined to groundcrew trades ("WIDout wings").
 - To "War Intelligence Department" employees.
9. Canadian women, other than those in Quebec, officially received the franchise in:
- 1917.
 - 1897.
 - 1952.
 - 1492.
10. An airwoman who wishes to transfer from the Regular to the Supplementary Reserve must:
- Be a British subject.
 - Have been on active service.
 - Have attained Group 1 standing in her trade.
 - Have been released for misconduct.
11. Nurses were enrolled for the first time in the Air Force in:
- October 1939.
 - November 1940.
 - July 1922.
 - May 1945.
12. Airwomen join up for a period of:
- Three years.
 - Five years.
 - Three or five years.
 - Indeterminate duration.
13. "She Serves That Men May Fly":
- Was the motto of the R.C.A.F.'s women in the Second World War.
 - Refers to stewardesses in station messes.
 - Is a phrase used to describe a qualified women pilot in the R.C.A.F. who is not allowed to fly.
 - Was a popular song in the U.K. in 1940.
14. Non-veteran airwomen who wish to enlist in the R.C.A.F.:
- Must have passed their 18th, but not their 40th, birthday.
 - Must be under 24 years of age.
 - Must have reached their 18th, but not their 30th, birthday.
 - Must have passed their 17th birthday.
15. When an airwoman is absent without authority for more than 30 days, her medals, orders, decorations, etc., are:
- Destroyed.
 - Kept at the unit from which the airwoman is absent.
 - Put in charge of the C.O. of the unit concerned.
 - Forwarded to Air Force Headquarters.
16. An airwoman who marries may be retained in the Service:
- If she wishes to.
 - If her marriage does not interfere with her usefulness to the Service.
 - If her C.O. approves.
 - If she marries an officer.
17. New pump-style shoes may be worn by airwomen:
- On duty when in uniform.
 - Off duty when in uniform.
 - If she works in the Admin. Building.
 - During visits of V.I.P.s, when she is in uniform.
18. There is nothing to stop ambitious airwomen from eventually becoming senators. The number of women senators in Canada's government is:
- Two.
 - One.
 - Fifteen.
 - Four.
19. Female nurses and dieticians are, for establishment purposes, considered as:
- Supernumerary.
 - Commissioned airwomen.
 - Admin. personnel.
 - Males.
20. Canadian nurses served during the Second World War in:
- Canada only.
 - Canada, Newfoundland, England, France, and Germany.
 - Canada, Newfoundland, England, France, Germany, Scotland, Belgium, Denmark, and Holland.
 - Canada, Newfoundland, England, France, Italy, Belgium, and Germany.



Dream Sequence in Tokyo

By Flight Cadet Jacques Gagné,

Reserve University Squadron, Laval University.

(This article was written by Flight Cadet Gagné on his return from a flight to Japan during his summer training last year. We hope that our English translation has not done too much violence to the delicacy of the author's unusual approach to his subject.—EDITOR.)

WE TOUCHED DOWN at the international airport of Haneda, a few miles from Tokyo. While I was taking a little refreshment in the terminal's restaurant, someone seized the opportunity to make away with my cap, on which glittered the golden wings of the Air Force eagle. The crew thereupon christened me "The Man Without A Hat," making me feel as though I belonged in a detective story. We were conveyed in a military bus to Ebisu Camp. The driver took us through narrow streets lined by houses colourful with incomprehensible writing. Only the military police were awake, their beige uniforms standing out distinctly in the clear night. At the entrance to the camp the Australian sentry gave us a smart salute. The camp buildings, three storeys in height and of modern design, contrasted strangely with the single-storey Japanese houses which I had glimpsed in the shadows on the way from the airport.

* * *

And now we sink into our soft beds . . .

Through the large uncurtained window-frame, I can see the night slipping off her robe of mourning as the fingers of the dawn come reaching into the grey and empty sky. Today at least, the land of the rising sun is not going to reveal the face of its starry god to the stranger. Yet, behind the clouds, it will be the same sun that I have always known, though a little warmer . . . perhaps rather like the temperament of the people on whom it shines . . .

. . . people, it may be, like the pretty maid who, a few hours later, sets a cup of tea on my table as

I lie drowsily hesitating between action and repose. In a gentle voice which invites me to wakefulness, she bids me a friendly "good morning," then disappears with hurried steps. I note the contrast between her black hair and her white dress . . . Oh, land of the Far East, am I not a king in this world of old dynastic memories, and this young girl who offers me tea — does she perchance feel that she is waiting upon some prince from the outermost rim of the world?

* * *

Outside, it is raining steadily, and the palm trees look like weeping willows. The crew are clinking their glasses to the days to come. Between these men, strangers to each other before the trip a strong feeling of brotherhood has already arisen . . .

A government limousine takes us to the Canadian Embassy. I can now see more clearly the district through which we passed last night, with its houses of unpainted wood. I find it impossible to see charm in them. However, their interiors, bare of all chairs and tables, are witness to the meticulous cleanliness of the Japanese and to the smallness of their wants.

Dense crowds amble along the sidewalks; and in the streets, the left-hand traffic is greatly complicated by an apparent general lack of respect for law. Thousands of English cars run hither and thither, tooting their horns wildly, amid a chaos of rickshaws and bicycle-powered carts. At length we emerge into the business centre, where

American-style buildings rear themselves in increasing numbers towards the sky. The western appearance of everything is further enhanced by the foreign cut of the clothes worn by the Japanese in this section of the city.

On our return to the camp, we pass American, English, and Australian officers. I am struck by the Australians' reserve, by the note of individualism that emerges from their dignity. The Americans, on the other hand, retain their hail-fellow-well-met attitude when abroad. At the risk of seeming complacent, I would say that Canadians remain the best-liked. They are, on the whole, diplomatic, and they are considerate towards the yellow race. The other nationals whom I have mentioned belong, after all, to forces of occupation; and it is not easy for human beings to take to their bosoms those who have humiliated them. The situation is still a trifle strained between the Australians and the Japanese. Several of the lovely buildings which I have seen during the afternoon owe their completion to the frenzied work of Australian prisoners, their backs bent beneath the threat of whips wielded by the merciless hands of men who, ordinarily peaceful enough, became, in the service of their emperor, as fanatical as any in history.

* * *

My first evening in Tokyo.

I mix with the crowd in the Marunouchi district. I remark with delight that most of the Japanese are wearing their native dress, which consists of long kimonos, of variegated hue, and of sandals (or "*geta*") on their feet. The Japanese choose their attire according to their occupation. At the office, foreign clothes are considered fashionable; but in the evening they once more don with pride those long robes whose silken folds may well conceal their night apparel. They still remain strongly attached to their traditions. Even if the American influence has left its mark, I feel that it is only superficial, that it has made no very deep impression either upon the customs or the institutions of this land.

* * *

In a city so cosmopolitan as Tokyo the solitary stroller looks in vain for peace and quiet. Just as

in certain parts of Paris or Rome, characters with insinuating smiles are always at hand to place temptation in the stranger's path. One of them is a poor lad who approaches me with the offer of his sister's body. Looking into his slitted eyes, which never leave my face, I pity profoundly that unseen girl who is somewhere waiting feverishly to look upon the face of her casual and unknown lover . . .

This unhappy situation becomes easily understandable when one considers the complete absence, in Japan, of moral barriers where the problem of sex is concerned. We find a striking contrast with the Western viewpoint, a sort of social inversion. While we, on our part, receive a strict education in matters of sex (an education, indeed, which frequently falls into the errors of Jansenism), we enjoy great freedom in our social activities. In Japan, on the contrary, the latter are very limited, and family life is held up as being paramount. Thus, inevitably, the atmosphere outside the circle of the family is one of libertinism.

I can still see the Japanese beauty whom I met on the Ginza that night. Her long black hair fell richly about her shoulders. My senses were caught, however, not only by her hair, but also by the almost mulatto colour of her skin, and her almond eyes . . . There was only one thing to do (as Larigaudie remarked, when he saw the animal beauty of a half-breed) — and I did not do it. Later, back in my room, though her seductive voice had not yet quite died in my memory, it came to me mingled with the rustling of wads of yen. And from my heart, sickened by this traffic in human flesh, there arose a silent prayer to the spirit of Purity herself.

* * *

The Ginza, famous in Tokyo for its bargains.

Here are souvenirs unnumbered — boxes whose lacquer is world-renowned, bamboo fans, Imperial dolls, animals that almost seem to live, kimonos embroidered with golden dragons. The stranger must make his way between closely-grouped stalls, of which the proprietors clutch him and flood him with rhetoric in the hope of convincing him. Any

Japanese customers who happen to be nearby applaud his purchases. My excursion to the market enables me to appreciate two very obvious qualities of this race. First of all, they are honest: here, if anywhere, there is no need to count one's change. Secondly, they are extremely — almost excessively — kind. Their kindness, however, does not appear to be based primarily upon the social instinct (as in our own case) so much as upon modesty, self-depreciation, and an exaggerated servility.

But it is in the Asasuka Market, to which strangers rarely come, that I am most strongly made aware of the Japanese atmosphere. Our khaki and blue uniforms astonish the natives, and our curious eyes are met on all sides by amazed glances. Little groups of people follow us as though we are rare phenomena. Here we see parents jumping up and down with their children on wooden horses; outside the theatres, the proprietors shout the titles of their films in ear-splitting voices.

Eventually, in order to escape the threatening clouds that gather in the sky outside, we sit in a tea-shop sampling native drinks.

* * *

In a local bus, I make a tour of the city; but my ignorance of Japanese proves to be a great handicap. Only the English sub-titles beneath much of the Japanese print enable me to grasp scraps of information. The half-open conveyance goes in the direction of the Imperial Palace. We see its villas from far away, perched upon the fortress. Their lovely roofs, made of a pewter alloy, describe graceful curves against the sky. The sweep of the lawns, the tiny bridges, the high ramparts, the lofty architecture — everything combines to lend to the Emperor's abode an air of inviolability. Within those walls, inside which no one ever passes except upon extraordinary occasions, dwells the god incarnate of this nation — the great pontiff who, in the denial of his deity, none the less retained his majesty.

At a Shintoist shrine, we pass beneath sculptured arches and climb the steps which separate us from the pagan altar. Between the many columns, I perceive a marble figure half-hidden in the

shadows. The pilgrims regard it fixedly, seem to utter a short prayer, clap their hands two or three times, and, after a profound obeisance, leave the sacred precincts.

We wander on through the more aristocratic parts of the city. In a museum, the whole life of the Emperor is revealed to me in huge pictures painted in the most lively colours.

Thence we proceed on through Hibiya Park. Hundreds of Japanese come here to seek refuge from the noise of the city. Charming Japanese girls (of the more emancipated class), dressed in white, disport themselves on the tennis courts, while others — equally charming — play golf. Here and there, volley-ball teams are hard at it. Sport, it seems, is thoroughly occidentalized.

* * *

In the evening I take the little train from Tokyo to get back to Ebisu Camp. At this hour I encounter Japanese men half-asleep upon the seats. Foreigners are the exception on the train, but I am not quite so stared at as in the Asasuka Market. Sometimes I enter into conversation with a Japanese who has a sufficient command of English to enable us to understand each other, and the sound of the unfamiliar tongue never fails to produce little movements of interest in our neighborhood. I am beginning to appraise the looks which have been directed at us ever since our arrival — and, to tell the truth, I have noticed in them none of that hatred which a missionary detected only a few years ago. At that time, however, the hour of supreme disillusionment was upon a people who had never known defeat and who, in the denial by their King of his divinity, had lost an important part of their basic belief. Today, they seem to have forgotten the stresses of the occupation and the horror of the atomic holocausts, though the latter cannot but remain unforgettable for those who have visited the scenes of them and seen the wounds of such victims as still live . . .

At every stop the trainman, in a voice of high drama, shouts out the name of the next station. There is something unflinchingly funny about this incomprehensible but most musical tongue. Every



sentence seems incomplete: at the end of it I always find myself waiting for something more.

* * *

My final day is spent in a farewell trip through the city and in the taking of photographs. For the last time I mingle with the crowd. The women never fail to attract my attention, and I never tire of gazing upon their gay and eager faces. Many of them carry their lovable-looking little ones on their backs. I gather that they are married very young and seldom have large families. Furthermore, their beauty is evanescent and fades with maturity.

In the evening a few of us French Canadians meet and dine in an "on limit" restaurant. The seasoning renders the more truly native food unpalatable to us. I select a dish known as "*sukiaki*," which is brought to me in a large roaster. It contains mushrooms (of which the Japanese consume no less quantity than they do of fish), sliced bacon, finely shredded onions, and beef, which last is of recent introduction into Japan. I eat with chopsticks (or "*hashi*"), which are brought to me wrapped in rice-paper. My experience in Canada as a summer-time waiter has taught me how to use a knife and fork with one hand, so that I do not experience the usual difficulty in picking out the small morsels of food which simmer impatiently in their little purgatory. The rice is served

separately. Unfortunately, there is no "*saké*," that tippie of the gods which is drunk by the Shintoist priests during the purificatory rites.

* * *

All too soon the time comes for us to leave this corner of the Eastern world. I feel a little sad at the thought of taking the long road home. I have merely caught a glimpse of your riches, O Kingdom of Nippon, and I have scarce had time to do more than guess at the deeper qualities of your inhabitants! One day I must return and join in your festivals and your rites, and explore the delights of your *saké*.

In halting English my young serving-girl says to me, "God cares yourself!" Probably we do not think of the same god, but her quaint words wish me all the protection that a man can ask . . .

* * *

After forty-five hours of flying, we found ourselves once more looking down on the twinkling and shifting lights of Montreal. As I disembarked from the aircraft, I felt that I was merely awaking from a dream, that I had, in reality, only just left this familiar airport. My senses seemed to possess that peculiar awareness which, I am told, is experienced by the opium-smoker. Nostalgia for Japan lay heavy upon my spirit.

A QUESTION OF PULL

The little biplane of 1920, with its wind-resisting struts and wires, required ninety pounds of pull from the propeller for every 1,000 pounds of aircraft weight. Today a giant airliner like the Constellation, with the protuberances removed and the flush-riveted skin you love to touch, takes only fifty-seven pounds of pull to 1,000 pounds of weight.

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

Feminine Gen

Well, this month I've received a couple of items that may interest you. Both of them come from Quebec.

* * *

This first item concerns Sgt. Edna Phillips, who is "S.W.O." at Lac St. Denis, which is the home of No. 11 Aircraft Control and Warning Squadron and No. 1 Air Defence Control Centre. Sgt. Phillips was one of the Second World War's few airwomen who flew regularly in the line of duty and received flying pay. She's been a champion athlete, and she was also once demobilized in error.

During the war Edna was an instructress in aerial photography at No. 6 Service Flying Training School, at Dunnville, Ont. There she used to put in between 2 and 2½ weeks' flying every month. She and her partner, Molly Beale (now a licensed commercial pilot) taught the theory of aerial photography and the repair and maintenance of cameras; and they flew with the photographers during the latter's training. "That," remarks Edna, "was the life! We really felt we were part of the fighting Air Force."

Before that she had been time-keeper at No. 16 F.T.S., Hagersville, where she remustered to photography. Transferred to Dunnville in October 1943, on completion of her course at Rockcliffe, she remained there until November 1944, when she received her "great big posting . . . to Jarvis," Ont. It was quite a disappointment, after all her dreams of globe-trotting, to find that she was to travel only 20 miles. For a few days she was "the most cheesed-off airwoman in the Service."

Then, to add to her enthusiasm, three months later she was suddenly, and without warning, demobilized. A list of airwomen wanting their release had somehow got lost and a section nominal roll was substituted for it. One of the names at the head of the roll was, of course, Edna's.

Faced with so unexpected an end to her Service career, she immediately requested a transfer to the C.W.A.C.s. However, at Kingston, the Army wanted to make a driver out of her, so she went back to Rockcliffe and stayed there until her release in March 1946.

On Civvy Street, she continued her photographic work in London, Ont., and eventually became plant manager at the Gleason Studio, with a large staff under her.

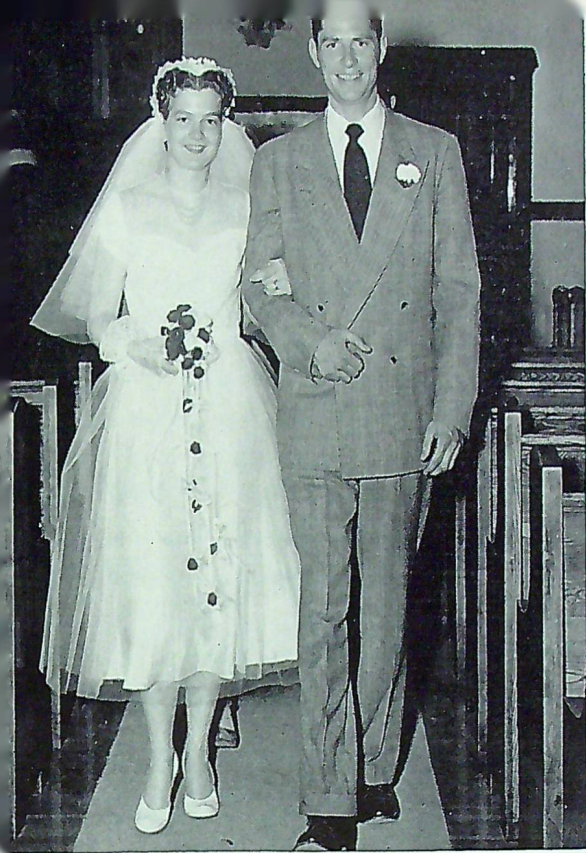
She rejoined the service in September 1951 — as a photographer. But her athletic interests were strong, too. She remustered to P. & R.T.I. and, later to Disciplinarian. Posted to Lac St. Denis as "S.W.O." of airwomen, she is now carrying out that function for the whole station — and she prefers to do her job by "requesting co-operation rather than by giving orders."

She continues her old interest in basketball, and heads "the only team composed of R.C.A.F. Stations St. Johns, Lachine, St. Hubert, and Lac St. Denis, with a woman coach."

* * *

Sgt. Edna Phillips.





Cpl. and Mrs. Norman Leak.

The second item proves that parallel lines can — on occasion — meet.

Stationed at Bagotville, Corporal Vivian Ricketts met Corporal Norman Leak, a photographer with No. 414 (Fighter) Squadron. Struck by the fact that both of them originally came from Vancouver, that they both held the same rank, and that they were now both serving on the same station, they felt that Fate was giving them a fairly broad hint. They took it — and here they are, starting out together along a path that we all hope will be a long and a happy one.

* * *

Incidentally, I'm not getting from you girls anything like the material I ought to be. The Warrant Officer for whom I work keeps asking me, in a sarcastic sort of voice, how the "great new section in 'The Roundel' is coming along." I fix him with a pretty cold eye, and tell him that Rome wasn't built in a day. To which he replies that Rome wouldn't have fallen if women had kept out of the Emperors' hair!

Alice Twitterwhistle Cpl.

SURVIVAL NOTE

The relation between the weather and activities of biting flies is being investigated by W.O. Haufe of the Division of Entomology and F. P. Ide of the University of Toronto. It is believed that temperature is the most important factor: the optimum range for sub-arctic species of *Aedes* is from 55 to 60° F. (12.8 to 15.5° C.). At temperatures below 36 to 39° F. (2.2 to 3.9° C.) activity is much reduced. Winds at velocities of about 12 m.p.h. or greater prevent attacks on man, and even at 7 m.p.h. attacks are reduced by 50 per cent. Black-fly activity ceases at temperatures below 50° F. (10° C.).

(*"The Polar Record": U.K.*)

Personnel Movements ★ ★ ★

OFFICERS: FEBRUARY

W/C R. T. P. Davidson, DFC — 1 FWgHQ, UK, to 3 FWgHQ, Germany.

OFFICERS: APRIL

S/L W. P. Casey, DFC — U of British Columbia Sqn, Vancouver, to RCAF Stn Aylmer.
 S/L J. T. Dalton — U of New Brunswick Sqn, Fredericton, to 1 R & CS, Clinton.
 G/C R. W. Desbarats — AMCHQ, Ottawa, to AFHQ.
 W/C R. J. Gordon — 1 Air Div HQ, France, to 1 PRC, Lachine.
 W/C R. F. Gross — MGpHQ, Halifax, to RCAF Stn Torbay.
 S/L J. F. McIssac — RCAF Stn. Winnipeg to 3 FWgHQ, Germany.
 W/C D. G. Malloy, DFC — RCAF Stn Uplands to 3 FWgHQ, Germany.
 G/C M. P. Martyn — TacGpHQ, Edmonton, to RCAF Stn Penhold.
 S/L W. F. Wiltshire — 1 AFS, MacDonald, to RCAF Stn Moose Jaw.
 S/L E. P. Wood, DFC — ADCHQ, St. Hubert, to 3 (AW) OTU, North Bay.

OFFICERS: MAY

S/L G. H. Aitchison — TCHQ, Trenton, to AAFCE, France.
 S/L E. A. Alliston, AFC — SC, Toronto, to AFHQ.
 S/L A. F. Banville — SC, Toronto, to CJS Washington.
 S/L A. F. Brown — SC, Toronto, to 1 FIS, Trenton.
 W/C W. M. Diggle — SC, Toronto, to AFHQ.
 S/L W. H. Dunbar — SC, Toronto, AFHQ.
 W/C S. S. Farrell — SC, Toronto, to AFHQ.
 S/L J. W. Fiander — 422 (F) Sqn, Uplands, to 3 FWgHQ, Germany.
 S/L M. J. Fitzpatrick — ATCHQ, Lachine, to RCAF Stn London.
 W/C W. W. Gilmour, AFC — SC, Toronto, to RCAF Res Officers' School, Kingston.
 W/C F. M. Gobeil, AFC — TCHQ, Trenton, to RCAF Stn Toronto.
 W/C D. P. Hall — SC, Toronto, to RCAF Res Officers' School, Kingston.
 S/L P. A. Hartman, DFC, AFC — SC, Toronto, to AFHQ.
 S/L M. C. Hyslop, DFC — RCAF Stn Sea Island to 12 ADGpHQ, Vancouver.
 S/L H. H. Kirkpatrick — RCAF Stn Camp Borden to TCHQ, Trenton.
 S/L R. A. Lamont, DFC — SC, Toronto, to RCAF Res Officers' School, Kingston.
 W/C J. G. Mathieson, MBE — SC, Toronto, to AFHQ.
 S/L J. W. Murphy — Queens USqn, Kingston, to RCAF Res Officers' School, Kingston.
 S/L K. M. Oddson — AFHQ to AMCHQ, Ottawa.
 S/L H. A. Pattinson — SC, Toronto, to 14 OpWgHQ, Toronto.
 S/L A. H. Piroth — SC, Toronto, to TCHQ, Trenton.
 S/L E. F. Publicover, DFC — SC, Toronto, to MGpHQ, Halifax.
 S/L H. J. Reeves, DFC — U of Toronto Sqn, Toronto, to RCAF Res Officers' School, Kingston.

W/C H. E. Smith, AFC — SC, Toronto, to RCAF Res Officers' School, Kingston.
 W/C W. M. Smith, MBE — AFHQ to 1 Air Div HQ, France.
 W/C R. I. Thomas, AFC — RCAF Stn. Rockcliffe to RCAF Stn Lachine.
 S/L A. H. Tinker, MBE — SC, Toronto, to AFHQ.
 S/L S. C. Tugwell, AFC — SC, Toronto, to AFHQ.
 S/L R. W. Wright, DFC, DFM — SC, Toronto, to TacGpHQ, Edmonton.

OFFICERS: JUNE

S/L D. C. Bullock, DFC — TacGpHQ, Edmonton, to 32 ACW Sqn, Foymount.
 W/C G. O. Godson, AFC — TCHQ, Trenton, to MGpHQ, Halifax.

WARRANT OFFICERS: APRIL

WO1 M. S. Arbuckle — 3 FWgHQ, Germany, to 4 FWgHQ, Germany.
 WO2 J. G. Despault — TacGpHQ, Edmonton, to 1 Officers School, London.
 WO2 E. G. Fisher — TacGpHQ, Edmonton, to 1 Officers School, London.
 WO2 J. G. Hayman — 10 ExU, Camp Borden, to RCAF Stn Moose Jaw.
 WO2 R. Hodge — 3 FWgHQ, Germany, to 4 FWgHQ, Germany.
 WO2 A. C. Horton — RCAF Stn Winnipeg to TCHQ, Trenton.
 WO2 H. Jones — RCAF Stn Centralia to RCAF Stn Portage la Prairie.

KEY TO ABBREVIATIONS

AAFCE	— Allied Air Forces Central Europe
AAS	— Air Armament School
ACW	— Aircraft Control and Warning
ADCHQ	— Air Defence Control Headquarters
ADGpHQ	— Air Defence Group Headquarters
AFS	— Advanced Flying School
AMCHQ	— Air Materiel Command Headquarters
(AW)	— All-Weather
CJS	— Canadian Joint Staff
CMU	— Construction and Maintenance Unit
ExU	— Examination Unit
(F)	— Fighter
FIS	— Flying Instructors' School
FWgHQ	— Fighter Wing Headquarters
MGpHQ	— Maritime Group Headquarters
(MR)	— Maritime Reconnaissance
OpWgHQ	— Operational Wing Headquarters
OTU	— Operational Training Unit
PRC	— Personnel Reception Centre
PSU	— Personnel Selection Unit
R & CS	— Radar and Communications School
R & CU	— Radar and Communications Unit
RD	— Repair Depot
SC	— RCAF Staff College
SD	— Supply Depot
TacGpHQ	— Tactical Group Headquarters
TCHQ	— Training Command Headquarters
USqn	— University Squadron (Primary Reserve)

WO2 E. H. Knoblauch — TCHQ, Trenton, to RCAF Res Officers' School, Kingston.
 WO2 E. Maguss — ADCHQ, St. Hubert, to 1 Officers School, London.
 WO2 J. Munn, DFC — 10 ExU, Camp Borden, to RCAF Stn Moose Jaw.

WARRANT OFFICERS: MAY

WO1 E. J. De Beaupré — 1 R & CU (Aux), Montreal, to 1 Officers School, London.
 WO2 G. J. Friend — ADCHQ, St. Hubert, to 3 FWgHQ, Germany.

WO2 T. O. Madden — 6 RD, Trenton, to 1 Officers School, London.
 WO2 H. A. Pain — ADCHQ, St. Hubert, to 407 (MR) Sqn, Comox.
 WO2 R. W. Pfaff — 1 R & CS, Clinton, to RCAF Stn Whitehorse.
 WO1 T. Roumbanis — 2 PSU, London, to 1 Officers School, London.
 WO2 K. A. Simpson — RCAF Stn St. Hubert to 1 Officers School, London.
 WO1 J. A. Smith — 1 SD, Weston, to 3 FWgHQ, Germany.
 WO2 R. H. Talbot — AAS, Trenton, to 1 Officers School, London.
 WO1 W. A. Wilson — 2 CMU, Calgary, to 1 Officers School, London.



C.A.S. HONoured

In the accompanying photograph, Air Marshal C. R. Slemon, C.B., C.B.E., precedes Dr. C. J. Mackenzie, president of Atomic Energy of Canada Ltd., as they step up to receive their honorary degrees of Doctor of Laws and Doctor of Science, respectively, from the hands of Dr. A. H. S. Gillson, O.B.E., president and vice-chancellor of the University of Manitoba. It was from the University of Manitoba that Air Marshal Slemon originally graduated twenty-six years ago.

The occasion was the 7th Annual Convocation in the Fort Garry campus gymnasium, at which the 1953 graduating class of 986 students received their degrees, diplomas, certificates, and associate-ships. Honorary Doctor of Laws degrees were also conferred on the Hon. H. Hume Wrong, Canadian Ambassador to the United States, and the Hon. E. K. Williams, Chief Justice, Court of Queen's Bench, Manitoba. The ceremonies were attended by His Excellency the Lieutenant-Governor, R. F. McWilliams, Q.C., as well as by numerous University officials and 3,000 friends and relatives of the graduates.



ROYAL CANADIAN AIR FORCE

Association



A MESSAGE FROM THE NEW PRESIDENT

The delegates to the Third National Convention of the R.C.A.F. Association have done me great honour by electing me to the office of National President. Of this I am most appreciative, and I am deeply conscious of the responsibilities of this high office. I trust that their confidence will not in any way prove to have been misplaced.

As National President of the R.C.A.F. Association, I shall be succeeding to the high reputation which was established by Air Chief Marshal Breadner and Air Vice-Marshal Morfee. As National Presidents, Air Chief Marshal Breadner and Air Vice-Marshal Morfee gave unstintingly of their time, ability, and wide experience, to help

Air Vice Marshal G. E. Brookes.



organize and develop the Association. I express the fervent hope and wish that I shall not be an unworthy successor.

The R.C.A.F. Association is to me, personally, a most worth-while organization, since it affords to us, as former members of the R.C.A.F., the opportunity and privilege of devoting our time and efforts towards the support and advancement of the Service which has our esteem and affection. In the aims and objectives which we have formulated for our Association, we have set for ourselves a very high standard. These are our ideals of attainment, and for every one of us there is a great deal to be done as we progress towards their realization.

I assure you that, with the help and support of all members of the Association, it will be my earnest endeavour, during this year of office, to make real progress in realizing our aims and objectives. Our first task must be to increase our membership, and at the same time add to the reputation which is already ours for service in our communities. In this way we can make our Association of ever greater value and significance to the development of our country.

A handwritten signature in dark ink, appearing to read 'G. E. Brookes'. The signature is written in a cursive, flowing style.

(G. E. Brookes)

BIOGRAPHICAL NOTE

Air Vice-Marshal G. E. Brookes, C.B., O.B.E. has a record of service to Canadian aviation of which members of the Association may well be proud.

A Yorkshireman by birth, he came to Canada with his parents in 1910. Shortly after the outbreak of the First World War, he joined the Army as a private in the Canadian 5th



Field Ambulance Unit. Commissioned in September 1916, he was posted to the Royal Flying Corps. Wounded, in 1917, during a "dog-fight" in which his observer was killed, he was declared unfit for further combat flying because of his injuries, and was given an instructor's course.

He returned to Canada after the Armistice, and, after 18 months with a civilian flying organization, in 1921 joined the Canadian Air Force, which in 1924 became the R.C.A.F. There he served with distinction in various capacities (being awarded the O.B.E. in 1935) until he was appointed as A.O.C. No. 1 Training Command in 1941. Promoted to Air Vice-Marshal in 1942, he spent the next two years overseas as A.O.C. No. 6 Group (R.C.A.F.) of Bomber Command. He retired from the Service in 1945, but has nevertheless continued to take an active interest in all aspects of flying.

THIRD NATIONAL CONVENTION

At the Third National Convention of the R.C.A.F. Association, held in Ottawa on May 25th and 26th, Air Vice-Marshal A. L. Morfee, C.B., C.B.E., who has headed the organization for the past three years, moved up to the position of Grand President, an office last held by the late Air Chief Marshal L. S. Breadner, C.B., D.S.C. As already implied, Air Vice-Marshal Brookes was elected to fill the vacated office of President.

Other officers elected were:

First vice-president:	A. F. Wigglesworth, B.E.M.
Second vice-president:	B. E. Crane.
Third vice-president:	S. T. Malach.
Fourth vice-president:	Air Vice-Marshal K. G. Nairn, C.B.
Chairman:	Air Vice-Marshal K. M. Guthrie, C.B., C.B.E.
Vice-Chairman:	P. E. Burden.
Legal Adviser:	E. Russel Hopkins.
W.D. representatives:	
National —	Miss Marion Graham.
Western —	Mrs. E. A. Hall.
Central —	Mrs. Sarah McAllister.
Eastern —	Mrs. Una V. Wilson.

The convention, under the chairmanship of Air Vice-Marshal Guthrie, opened with an invocation by the Rt. Rev. J. E. A. Charest, O.B.E., R.C. chaplain of the Association. This was followed by a two-minute silence in honour of Her late Majesty Queen Mary, the late Air Chief Marshal Breadner, and fallen comrades. A message reaffirming the loyalty of the Association to Her Majesty Queen Elizabeth II was sent to Her Majesty shortly after the first meeting was called to order.

After the official welcome to delegates came the adoption of the minutes of the Second National Convention, the president's report and the auditor's and membership reports. The report of the nominating committee and reports from each

Group ended the business sessions for the first day.

Highlighting the second day were addresses by the Hon. Brooke Claxton, Minister of National Defence, and the Chief of the Air Staff, Air Marshal C. R. Slemon, C.B., C.B.E. Other business included the consideration of resolutions, and the last item on the agenda was the election of officers.

Air Commodore W. E. Kennedy, A.F.C., was the chief R.C.A.F. observer and attended all the meetings. Other officers from Air Force Headquarters sat in on some of the sessions.

Resolutions passed included the appointment of an officer at each R.C.A.F. unit to act as liaison officer with the local Association Wing, the payment of one dollar a day compensation to prisoners of war in Europe during the Second World War, and the establishment of an airmen's college at Camp Borden. Also discussed was the possibility of holding the convention in different cities each year, with the bid for the 1954 meeting coming from Windsor. A decision on this was left to the National Executive Council.

The whole tone of the convention was one of general enthusiasm, and all delegates seemed to feel that the meetings had been highly successful and that a great deal for the good of the Association had been accomplished.

On the evening before the convention opened, a buffet supper for the delegates was given by No. 410 (Ottawa and district) Wing at the R.C.A.F. Officers' Mess.

ADDRESSES

The Hon. Brooke Claxton, speaking at the closing session of the convention, gave a most informative address on the build-up of the R.C.A.F. and its commitments in Canada and overseas.

* * *

The Chief of the Air Staff, speaking during the second morning of the convention, said that one of the most important tasks for members of the Association is to keep well informed on the Air Force, "on what we have, on what we are doing with it, and what we need."

Air Marshal Slemon congratulated the Association on its work mentioning specifically such



L. to r.: Brigadier M. P. Bogert, Air Vice Marshal K. M. Guthrie, Air Vice Marshal A. L. Morfee.

things as assistance given by Wings and individuals in recruiting into the R.C.A.F., and he urged that efforts be continued strongly along these lines.

Another project which drew favourable comment from the C.A.S. was the sponsorship of Air Cadet squadrons and support of the Air Cadet League. He said that the Association could work full time at this and still not duplicate or overdo the splendid work of the League.

The Air Marshal told the delegates something of what the Air Force is doing today, both at home and abroad, and presented the story of the R.C.A.F.'s part in the N.A.T.O. structure. He also outlined some of the difficulties and problems which face the organization; but, he said, excellent progress is being made.

* * *

Air Vice-Marshall Morfee, in his annual report, stated among other things:

"We have seen with satisfaction the upsurge of air-mindedness in Canada, and, by popular demand, the creation of an Air Force we can be

proud of . . . an Air Force which can meet Canada's obligations at home and abroad. The influence of our Association must not be underestimated. This fact should be remembered particularly today, when the world situation is so uncertain.

"The threat of world war may have lessened, but the threat is still with us. Remember the so-called phoney war. Remember too, we are involved directly or indirectly in fighting wars on several fronts at this moment. Let us accept the foregoing as a back-drop to our deliberations here."

In his report, the president noted that twenty-two hundred new members had been added during the past fiscal year, and he mentioned the various membership drives which had taken place. Other matters dealt with in detail included finances, particulars on new and reactivated Wings, amenities, games, writing-paper, silk-screen prints, and newspapers sent to R.C.A.F. formations overseas.

He also reviewed "bon voyage" parties, the sponsorship of Air Cadet squadrons by Wings, the R.C.A.F. Association annual award to the most highly rated squadron in Canada, recruiting into the R.C.A.F. Regular Force, relationship with other Associations, and reports on the York Minster and Runnymede Memorials in which the Association is taking part.

* * *

Brigadier M. P. Bogert, C.B.E., D.S.O., was guest speaker at the convention dinner which was held in the R.C.A.F. Officer's Mess. His talk on the war in Korea, whence he had recently returned after relinquishing his command of the 25th Canadian Infantry Brigade, was both illuminating and punctuated with pleasant touches of humour. His remarks covered many phases of the war and were refreshingly free from any trace of overstatement. Of particular interest to his hearers were his comments on inter-Service co-operation and on the matter of ground support by the Air Force.

A complete report on the entire convention will appear in a special issue of "Wings at Home."

YORK MINSTER MEMORIAL FUND

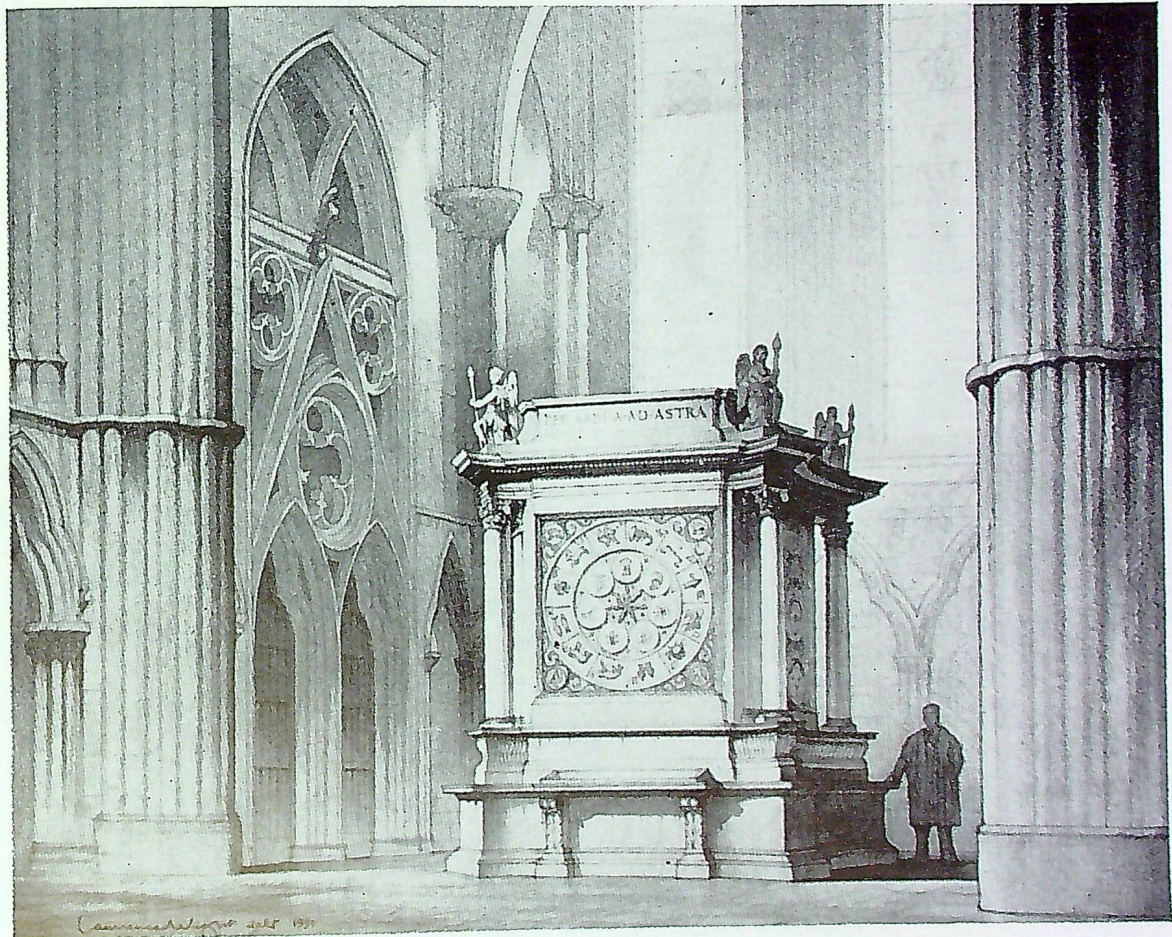
The chairman of the York Minster Memorial Fund Committee, Air Vice-Marshal G. E. Brookes, presented an interim report on the campaign for funds up to the time of the convention.

He stated that donations had been received from 17 units of the R.C.A.F., 12 individuals, and one branch of the Canadian Legion; and he asked all Wings to get behind the drive. At the time of the report, slightly over \$1,700 of the \$5,000 objective had been reached.

Delegates from No. 306 (Maple Leaf) Wing of Montreal announced immediately that their Wing would make a contribution of \$400, and the cheque was presented at the convention.



A. Clibbon, of No. 306 Wing, presenting Air Vice Marshal Brookes with cheque for \$400.

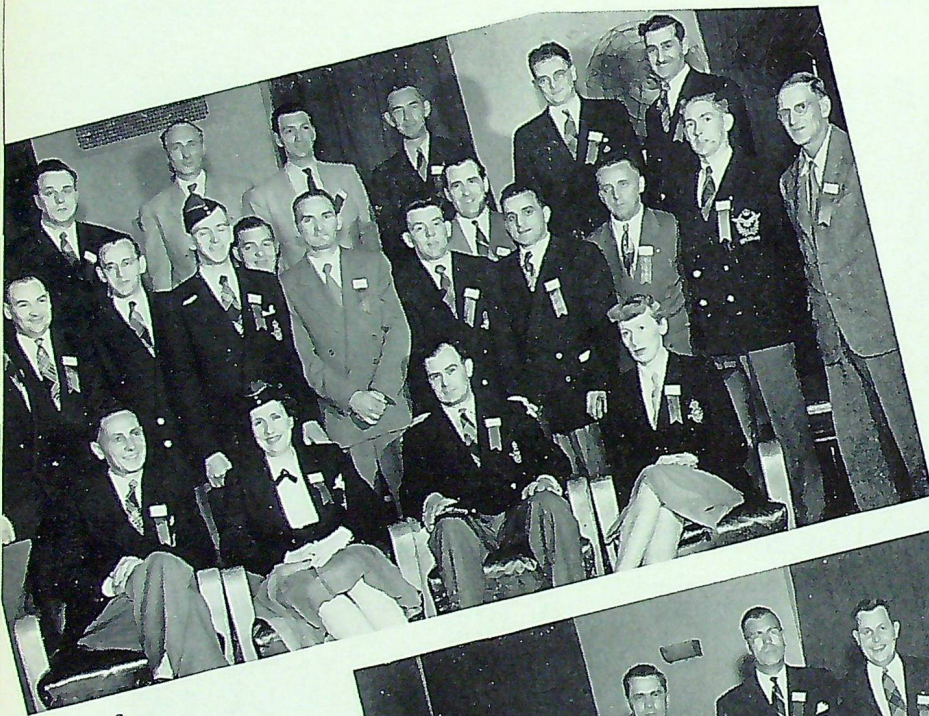


In the meantime, Air Vice-Marshal Brookes received a letter from Air Marshal Sir Robert Saundby, K.B.E., C.B., chairman of the Memorial Committee of the R.A.F. Association, which says, in part: "The York Minster Thanksgiving Memorial Committee has been delighted to hear of the prompt and very encouraging support already given by 17 units of the R.C.A.F."

Donations to the fund should be sent to:

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

Delegates to the Third National Convention



Maritimes.



Quebec.



Ontario (1).



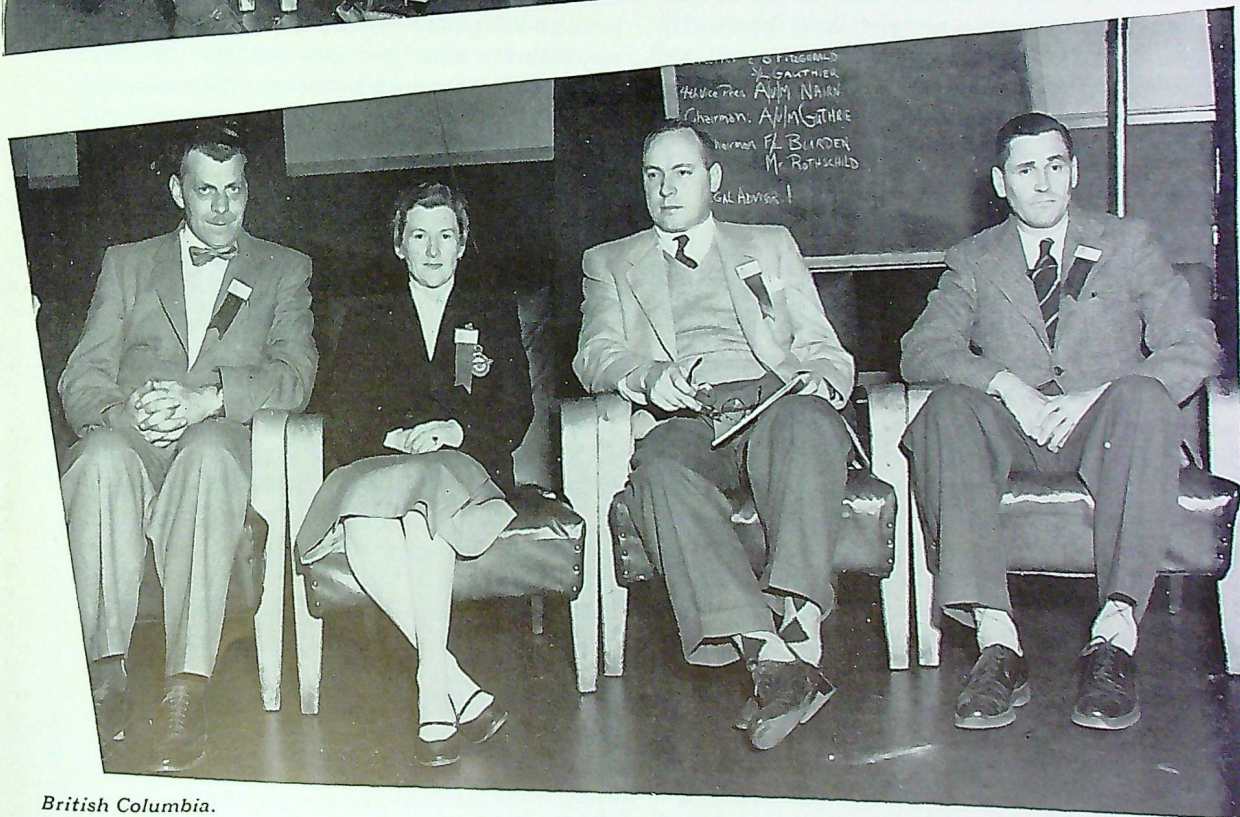
Ontario (2).



Manitoba-Northwestern Ontario.

Saskatchewan.





British Columbia.

A Philosophy for WEAPON EVALUATION

By Wing Commander H. R. Footitt,
Director of Development "A", A.F.H.Q.

THE DAY had dawned bright and clear. But as the afternoon faded into evening, black clouds scudded overhead. As the wind rose to a crescendo the rains came — dull gray sheets that blotted out the fields and low hills. Dejectedly the retreating soldiers slogged through seas of mud. Wellington's famous redcoats were falling back on Waterloo.

Far to their rear the cavalry and rearguards screened the plodding infantry from attack by Napoleon's advanced skirmishers. With the rearguard was the renowned Rocket Troop. Normally the morale of these rocketeers was the bright star of the army. Were they not singularly blessed to carry this new devastating weapon into battle? But today their shining zeal was as dull as the leaden sky. Their favourite weapon had failed them. In the thunderous downpour their rockets "spluttered and fizzed and not infrequently exploded backwards."

To the Rocket Troop this was the disaster of June 17th, 1815. To the Iron Duke it was merely proof of his previous weapon evaluation. In fact, he had ordered the troop to pack up its cherished rockets and use guns. This order, his aide reminded him, would break their captain's heart. And though he had said at the time, "Damn his heart, sir; let my order be obeyed," he later relented. But he took the precaution of bracing the firepower of the rearguard with guns and artillery. If he hadn't, the failure of the rockets might have changed the whole course of history. The retreating redcoats might have been cut down before they could make their heroic stand next day on the ridge of Waterloo.

* * *

Thus, from the mists of antiquity to modern times, the success or failure of military commanders has often depended on their evaluation

of the weapons at hand. The complexity of modern arms has only made this evaluation more essential. Yet clear thinking in the complicated and specialized weapon environment of today is difficult in the extreme. But the French scientist Dr. Lecomte du Nouy has offered an approach to all such problems: "The human brain craves understanding. It cannot understand without simplifying, that is, without reducing things to a common element."

Simplification, then, can form a philosophical foundation to weapon assessment. And somewhere between this philosophy and such technicalities as mechanisms, costs, and facilities, lies the final choice of the successful weapon for the successful battle. When weapon evaluation is stripped of all its details and foggy prejudices, the basic philosophy can be expressed in the simple formula:

$$\begin{aligned} & \text{(Operational Efficiency)} \\ & = \\ & \text{(Accuracy)} \times \text{(Reliability)} \end{aligned}$$

This is *not* a mathematical formula. It merely says, "when we evaluate weapons we must compare their operational efficiencies." Some 400 years before the birth of Christ, Socrates, the father of philosophy, used to beseech his students to define their terms. Thus we have defined "operational efficiency" as a function of "accuracy" and "reliability."

Accuracy is the ability of the weapon to hit and destroy the target. A 100%-accurate bomber would be one that could always get through to the appropriate target, and dump its bombs with unerring accuracy and destructiveness time and time again without missing. Reliability, on the other hand, is the mechanical perfection of the weapon. The 100%-reliable weapon would be the mechanic's

dream, the perfect perpetual-motion machine — utterly free from defect or failure, from its factory-birth to its junk-heap grave. Obviously these two factors impinge on one another. Unreliability may throw off the accuracy, and accuracy may demand such a high mechanical complexity that the weapon is unreliable.

Although accuracy and reliability are part of a philosophical formula, mathematics, the language of science, can be injected into it to reveal its inner workings. Suppose, for example, the air defence of Canada hinged on Superfighter Mark 1, which we had stationed in Air Defence Command. The sales manager of the Superfighter Aircraft Company might then give us a high-pressure sales talk on re-equipping our squadrons with the new Superfighter Mark 2, “. . . that will make everything obsolete, since it has a 20% higher kill rate.”

We rightly pin down “kill rate” to mean accuracy in our formula. And by investigation we determine that the 20%-increased accuracy is dependent on a lot of radical and unproven design, and a fire control system that is excellent — the odd times that the mechanics can get it to work! The whole mechanism is obviously unreliable. If

we could put this down in figures, we would assess it as shown in Figure 1 — and quickly find that we need about twice as many of the new Superfighter Mark 2's as we do our old Superfighter Mark 1's to do the same job. The pending Contract Demand is promptly cancelled.

One cannot, unfortunately, pin such evaluations down to neat percentages. Consequently, our formula must remain in the misty realm of philosophy. Still, it has innumerable uses in clearing our thoughts for a preliminary evaluation of today's weapons. Take two of today's perplexing questions: “Should we replace our complex fighter by a simpler and lighter one?” and “Should we replace our air defence fighters with ground-to-air missiles?” How does this philosophy for weapon evaluation set the stage for answers to these questions?

* * *

The question of fighter complexity has lined up bitter contestants on both sides. The U.S.A.F., for example, has been accused of fighting the air war in Korea with Cadillacs while the enemy is using cheaper and better “hot rods.” And John Northrop,

WEAPON	ACCURACY (A)	RELIABILITY (R)	OPERATIONAL EFFICIENCY (E) = (A) x (R)
Superfighter Mark 1	70%	50%	35%
Superfighter Mark 2	90%	20%	18%

Figure 1: Fighter Evaluation

formerly of Northrop Aircraft, Inc., has said that one pound in equipment costs seven pounds in the weight of the fighter: these pounds represent dollars, thus fewer complex fighters can be bought for the same budget. On the other hand, the Korean battle log of the complex F-86 Sabres shows that they are out-gunning the simpler Mig-15's by a ratio of 8 to 1. Where does the answer lie?

A study of our philosophical formula gives a clue. In the first place, if all other things are equal, we want increased accuracy. And we would not

accept a more complex weapon unless it was aimed at this target. Suppose, for example, we added an electric motor to aid the pilot in raising and lowering his seat, instead of a simple mechanical gadget. This would be complexity for no gain in accuracy. Hence, our philosophy would tend to legislate against such a change. But if we put in a more accurate gun-sighting system, our philosophy would tend to be for it.

Now, when we look at the reliability term of the equation, the whole trick to this complexity argument becomes clear. We want increased

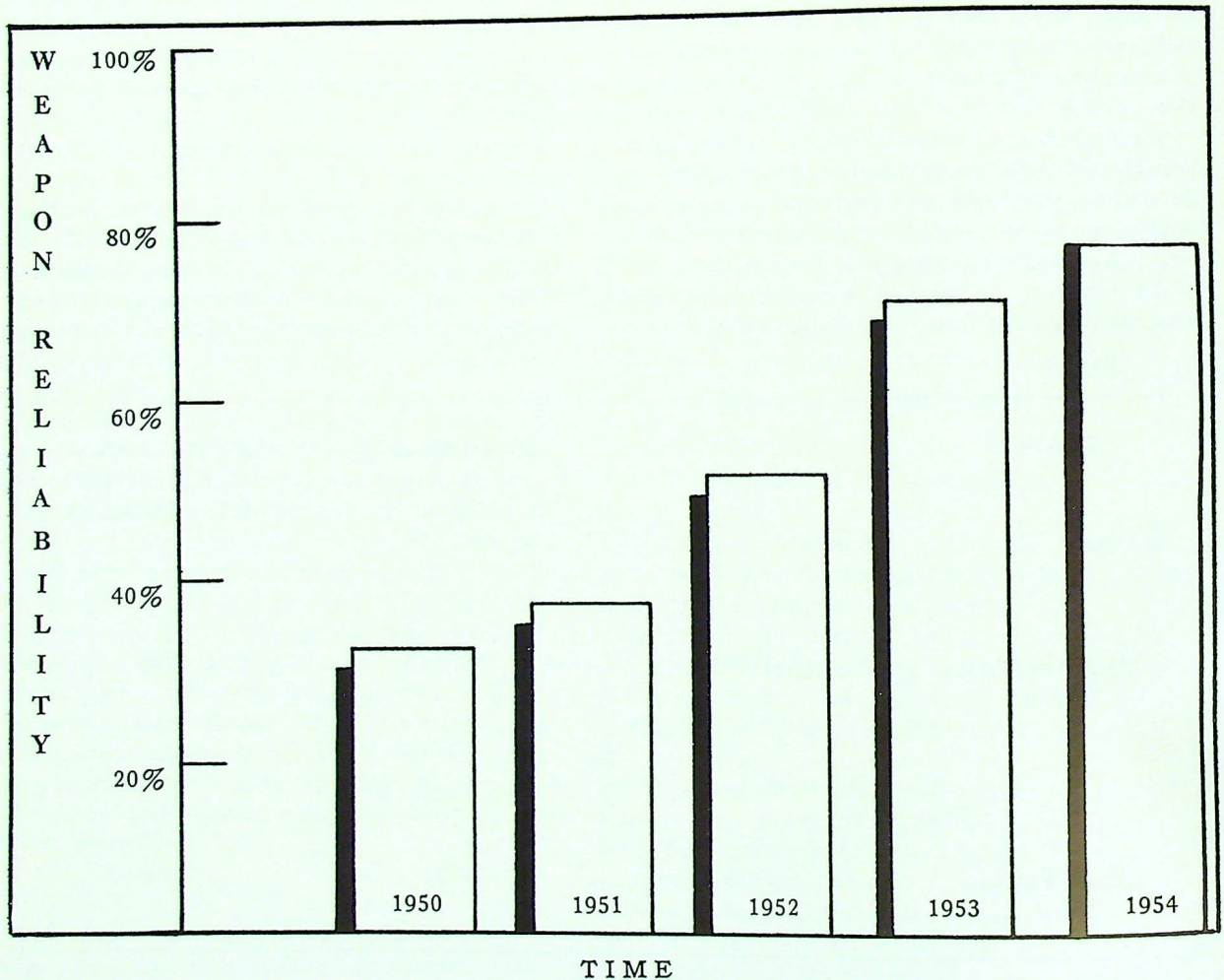


Figure 2: Reliability Increase With Time

accuracy without loss in reliability, or we might lose out — as shown in the Superfighter comparisons of Figure 1. Yet increased accuracy usually means increased complexity of the mechanism, and increased complexity usually means less reliability.

Arthur E. Raymond, vice-president of Douglas Aircraft, has pointed out that “very often the complex design can only be carried to the point where it barely works, and then must be frozen, under pressure from the (production) schedule, while the simple design, with time to spare, can be refined. Thus, those components which are simple tend to be more highly developed and free of service difficulties than those which are complex.”

Consequently, many mechanisms are modified in Service use until eventually they become more or less reliable. Reliability, then, increases with time (Figure 2). A new jet engine, for instance, may only have an overhaul life of 100 hours because of turbine blade fractures. The manufacturer’s engineers work overtime — redesigning, testing, developing. As time passes, a modified turbine wheel is in service. The overhaul life climbs to 300 hours. More redesign, more test, more development, and over a period of time it is upped to 600 hours. Reliability has increased with time.

In considering the complex fighter versus the simple fighter, we must take this factor into account. And from it we may decide that we can accept some initial loss in reliability to gain increased accuracy, knowing that if the loss is not too great we will more than recover it over a reasonable period of time.

To summarize, then, our formula philosophy has established the following guides to good judgment:

- Increased complexity should be aimed at increased weapon accuracy only.
- Increased complexity and accuracy, without loss in reliability, should be worth while.
- Increased complexity with increased accuracy and some loss in reliability is probably worth gambling on. The loss in reliability, however, must not seriously reduce the fighting trim of our forces in the interim period while the equipment is being developed to a high state of reliability. Otherwise, the gamble is too great.

Thus we have established some philosophical signposts and we are ready to evaluate the details

of some particular complex fighter against some particular simple one. The first hurdle to clear thinking has been taken.

* * *

The argument for using a ground-to-air missile as the mainstay in our air defence system, instead of the manned fighter, is a tougher problem. Yet right away, a glance at the operational efficiency formula points up the fact that the enthusiast often states his case on the “accuracy” term, and completely neglects “reliability.” Even Hitler, with his supreme faith in the V-2 missile, might be accused of falling over this trip-wire.

Yet Hitler’s faith was founded on years of missile development experience. In Germany, the first experimental work on missiles began at the famed Peenemunde test station in 1933. In subsequent years experimental design followed experimental design until the test stands were reached. Finally, in 1940, the detailed design of the V-2 started on the drawing boards. On July 6th, 1942, the first first V-2 was on the test stand ready for firing. A switch was thrown. Majestically the missile rose just three feet. Then, with a shattering roar, it exploded, demolishing the test station.

Out of the first eighteen missiles, only two were fired satisfactorily, for a reliability score of 11%. Problem after problem arose to worry designers. In the following three years more than 3,000 missiles were fired for test and training. Though checking-equipment is available, with a non-recoverable missile it is often difficult to determine which weak link in the mechanism is knocking out reliability. All that is often left after a firing are a few twisted fragments of metal. Thus, during production, over 62,000 changes were made to correct deficiencies in the first V-2 design. Finally, in September 1944, the V-2 was sighted for attack. And in the next eight months more than 2,700 were fired at London and Antwerp. But when the operational record was analyzed, the reliability checked out at 75% to 80% — or, one in five was a dud. And the accuracy was much less than Hitler had been led fondly to believe.

Even today the bugbear of unreliability still harasses the missile designer. But, in order to

WEAPON	ACCURACY (A)	RELIABILITY (R)	OPERATIONAL EFFICIENCY (E) = (A) x (R)
I: SET-PIECE BATTLE			
Superfighter Mark I	70%	70%	49%
Optimissile X	90%	70%	63%
II: NON-SET-PIECE BATTLE			
Superfighter Mark I	60%	70%	42%
Optimissile X	40%	70%	28%

Figure 3: Fighter-Missile Evaluation

illustrate the weapon evaluation philosophy, let us take the case of the manned fighter, Superfighter Mark 1, versus the ground-to-air missile, Optimissile X.

These weapons in the home defence arena, in an anti-bomber rôle, are considered under two sets of circumstances:

1. The Set-Piece Battle, in which we do battle with an enemy bomber formation that is not equipped to jam the missile's delicate guidance system, the fighter's radar and fire control system, or the ground control net; and
2. the Non-Set-Piece Battle, where the enemy's formation includes bombers specially equipped with counter-measure devices to jam the systems and throw the missile or fighter off the track to score a "miss."

To illustrate the philosophy, percentages of accuracy and reliability have been used in Figure 3. Missile and manned fighter reliability have been

assumed as being equal. In the set-piece battle, i.e. the battle which the missile's mechanical brain was designed to fight, its accuracy should be high. The manned fighter may not be so accurate. In the heat of battle the human brain of the pilot may become confused. He may over-control at the wrong time, misjudge the tactical situation, or do a hundred other things incorrectly under the mental stress of combat.

But in the non-set-piece battle it may be different. Enemy countermeasures, such as the Second World War's "window," radio and radar jamming equipment, etc., will attempt to strike at the heart of the missile's guidance or homing system. With any measure of success the mechanical brain will become confused. As Dr.

Vannevar Bush said of pilotless bombers, "compared to an airplane with a well trained and skilful crew aboard, such a craft would be an easy victim to enemy defences. Like the Japanese pilots, rigidly trained to meet an explicitly defined set of conditions, it would perform well under those conditions, but it could not adapt to meet a change." Missile accuracy may well drop severely under the changed conditions sparked by countermeasures.

But the manned fighter may well have a better chance. Here is a reasoning brain instead of a mechanical one. Here is a brain that can be trained and has a memory. The pilot is at the scene of battle. He has electronic aids for his eyes and brain. He can assess the situation, reason things out, and still be able to make an attack. His accuracy may drop, but not as acutely as that of the mechanism.

The number of philosophical factors that can be established in this well-debated argument is only limited by the fire of one's imagination. But even with this limited example we have established some basic points:

- The fighter and missile must be compared on terms of accuracy and reliability — in other words, it isn't a question of just on one or the other.

- Missiles have a long history of unreliability, but we know that reliability increases with time. So, in the long run, missiles will probably play a key part in the set-piece battle.
- The effects of countermeasures are yet far from clear. But, in battle, the reasoning brain of a man on the spot is a valuable ally. So we are going to be wary of any proposal that substitutes a missile for a manned fighter in the non-set-piece battle.

With the philosophical backdrop established, we are ready to dig into details. And we will no longer be influenced by such vague statements as "the missile is going into production," and assume, like Hitler, that this means that all accuracy and reliability problems are solved. It may only mean that the manufacturer requires a large stable of test missiles.

* * *

This philosophy, then, establishes a foundation for good judgement in weapon evaluation. But the philosopher must beware that he doesn't delve too deeply into the philosophy and forget the other aspects. In the final analysis, all evaluations must get to grips with details of mechanisms, costs, facilities, environment, and innumerable other points. If we fail to do this, our philosophical evaluation will warrant the scorn of Cicero when he said, "there is nothing so absurd but that it may be found in the books of the philosophers."

SOMETHING TO ROAR ABOUT
The veterinarian of the San Diego Zoo
reported that sea lions get stomach ulcers.
("New York Times")

R.C.A.F. Sport Panorama

Hockey: (Part Two: 1939-1953)

By Flt. Lt. A. P. Heathcote

Professionals: (1939-1942)

In 1939 Boston's hockey Bruins gave lie to the popular belief that all bears hibernate for the winter. On the contrary, they had been very much awake. Only their power had lain temporarily dormant. League champions by a country mile, they nosed out the die-hard New York squad in seven play-off games and then disposed of Toronto in five, thereby copping Lord Stanley's silverware. Included among the first five scorers of their team were the Schmidt¹-Dumart²-Bauer³ trio and Roy Conacher⁴. The latter, who had scored twenty-six times in forty-eight scheduled games, was also the Bruins' "clutch" man during the play-offs, coming through in the pinches with six goals and assisting on four others, to set a new N.H.L. play-off mark.

Finishing on top of the heap a year later, the Boston team again faced the Rangers in the first play-off round. This time, the Rangers, still piqued at losing in a photo-finish to Boston in '39, rose up and slew the Bruins in six games. Toronto's Maple Leafs were then accorded similar treatment, and the coveted cup headed for a year's residence in Manhattan. Ranger rookie Alf Pike⁵ had helped it on its way with three timely play-off goals.

Even though their teams failed to win all the marbles, Boston's "Kraut Line" of Schmidt, Dumart, and Bauer performed with distinction in a scoring way. They established an N.H.L. precedent by finishing 1-2-3, respectively, in the league point table.

In the 1940-41 season the Toronto Maple Leafs got off to one of their typical fast starts, winning

thirteen of their first fifteen games. The streak ended then and there, however, when Boston assumed the spoiler rôle in the sixteenth. The Bruins then sailed on through twenty-three consecutive unbeaten games, losing only one out of thirty-two. It was a league record, and has yet to be equalled.

The Bruins roared on through the play-offs, cuffing Toronto in seven, then eating up Detroit's Red Wings in four straight, to regain the Stanley Cup. Prominent in the Boston scoring records that season were Eddie Wiseman⁶, who scored sixteen goals and twenty-four assists during the regular season and who also lit the light six times to lead in play-off scoring; Roy Conacher, whose twenty-four goals placed him second in the league; and, of course, Schmidt and company, whose combined goal crop was fifty-six. Schmidt also counted five play-off goals and six assists, eclipsing team-mate Conacher's record of two years before.

For the Cup-hungry Montreal Canadiens, six-place finishers and first-round play-off victims, the season had not been an especially successful one. But the injured pride of the Forum fans was assuaged considerably by the presentation of an award to one of their beloved Habitants. It was the Calder Trophy, and it was presented to Johnny Quilty⁷, the outstanding rookie of the year. One of the few players ever to jump from high school hockey directly to the big top, the 'teen-aged Quilty was, remarkably enough, number one Canadian scorer (18 goals, 16 assists) in his freshman N.H.L. year.

Another season was ushered in, and the Maple Leafs of Toronto were making their usual late-

¹All Footnotes appear at end of article.



Quilty, 1940.

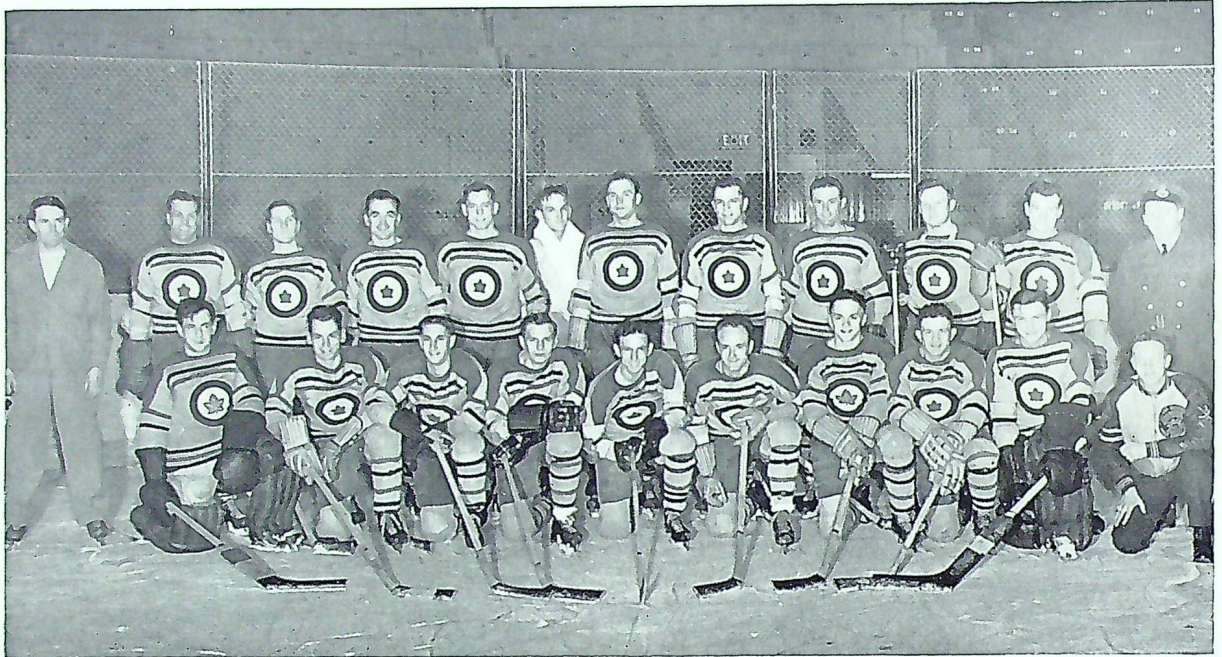
autumn rustle. But this time they escaped being raked into the play-off bonfire. They went all the way to one of the most incredible of all Stanley Cup series. It went something like this. The Leafs, conquerors of the Rangers in a play-off, opposed a cocky Detroit team which had come out of nowhere (fifth place) to dispose of Montreal and Boston. The underdog Wings, refusing to be mesmerised by the power of the vaunted Torontonians, threw the Leafian time-table of conquest completely out of kilter by taking the first two games, 3-2 and 4-2, smack-dab amid all the hallowed sanctity of Maple Leaf Gardens. When they made it three in a row in their own Olympia, the general conclusion was that the Cup was ready to be labelled "destination, Detroit." So far, the main sources of inspiration for the Wings had been rookie defenceman Eddie Bush⁸, who, in the third Wing victory, set a new play-off single-game

scoring record of a goal and four assists, and goalie Johnny Mowers⁹, who had thwarted the Leafs to the point of frustration.

A record crowd of 13,694 came to the Olympia for the fourth game, fully anticipating the "kill" of the Toronto team. But the revamped Leafs, with Gord Drillon riding the bench, broke the ice with their first win. Showing a complete reversal of form, they surged on to win again 9-3 in Toronto and 3-0 in Detroit. That set the stage for the final scene of an unprecedented Stanley Cup comeback, as the Leafs triumphed, 3-1, in the finale of what had turned out to be the great Detroit tragedy. Although the curtain had unexpectedly crashed down on the Red Wings' Stanley Cup dream, several of the red-clad performers had none the less played their parts exceedingly well. Leading rôles in the Detroit cast, in addition to those played by Bush and Mowers, were taken by forwards Syd Abel¹⁰ and Pat McReady¹¹, and defenceman Doug McCaig¹². Among the shining lights for Toronto were forwards Johnny McCreedy¹³ and Pete Langelle¹⁴, and defencemen Wally Stanowski¹⁵ and Ernie Dickens¹⁶.

McCreedy, incidentally, had a unique record regarding connection with championship teams. Since 1937 he had appeared successively with the Winnipeg Monarchs, 1938 junior champions, the Trail Smoke-Eaters and the Kirkland Lake Blue Devils, Canadian senior champions in 1939 and 1940, the Sidney Millionaires, Eastern Canadian champions, and finally, the Toronto Maple Leafs, world's professional champions.

Now, a quick swing around the league to catch other future airmen who skated and scored in the N.H.L. at any time from 1939 to 1942. There were Red Heron¹⁷, Frank Eddolls,¹⁸ and Buddy Hellyer¹⁹, of Toronto; Jack Shewchuk²⁰, Lloyd GronsdaHL²¹, and Alf Kunkel²², of Boston; Bill Juzda²³, Norm Burns²⁴, Jack McDonald²⁵, and Norm Tustin²⁶, of the New York Rangers; Ken Mosdell²⁷, Bus Wycherley²⁸, Andy Branigan²⁹, and Pete Slobodian³⁰, of the New York Americans; Jimmy Haggerty³¹, Marcel Dheere³², Pat Tracy³³, Cliff Goupille³⁴, and Herman Gruhn³⁵, of Montreal; and Johnny Chad³⁶, Roy Hawkey³⁷, and Paul Platz³⁸, of Chicago. Most of the players mentioned



The R.C.A.F. Flyers, Allan Cup champions, 1942. Back row (l. to r.): W. Touhey, G. Philbin, J. Seymour, M. Miller, M. Schmidt, (?), J. Frenette, W. Dumart, J. Acheson, H. Blade, W. Murray, Sqn. Ldr. J. Campbell. Front row (l. to r.): M. Dillon, V. Haneberry, A. Kunkel, V. Hellyer, A. MacNichol, A. Campbell, G. Snell, R. Bauer, L. Pinke, I. Simpson.

so far were in blue uniforms shortly after the close of the 1941-42 season.

Wartime R.C.A.F. Teams

It wasn't long after the outbreak of the Second World War that Service hockey teams began to go into action on the ice. At one time or another throughout the six years that followed, almost every R.C.A.F. unit in the country, from Whitehorse to Windsor and from Hamilton to Halifax, boasted its own little band of puck-chasers. To a lesser extent, this also applied to the R.C.A.F. in the U.K. In an article of this nature, however, there are such things as space limitations, and, therefore, it is only with the more talented of those teams that we propose to deal.

Since well over a decade before the last War, the city of Ottawa had seen sundry R.C.A.F. teams go through their paces. Thus it was only natural that that city, with various R.C.A.F. units in the

district to draw from, should have been one of the first to have a high-calibre Air Force team in wartime senior hockey competition. Entered in the senior city league as early as the fall of 1939, the Flyers, as a team, didn't go anywhere in particular for the first couple of seasons. Individually, however, a few of them attracted considerable attention with their scoring punch and general play. In 1940, for instance, centre Allison "Pickles" MacNichol³⁹ topped the league in goals and assists (11 and 27), and combined with Buddy Hellyer and Al Campbell⁴⁰ to form the league's most goal-productive line. The year before, as a London Mohawk, Pickles had taken scoring honours in the Michigan-Ontario League. Other mainstays of the team were those two fugitives from the original Trenton Flyers of '38 — Eric McNeeley⁴¹ and Louis Le Compte⁴² — and Jerry Philbin⁴³, Roy Hawkey, and Hank Blade⁴⁴. Pilot Officer Philbin was soon to be on operations in Europe as an air gunner on heavy bombers.

The following season saw the airmen nudged out by Hull in a five-game final series. (That wasn't the only time the Transpontine City was to prove a thorn in the side of Air Force teams.) MacNichol was again league scoring king (20 goals, 29 assists), and team-mate Henry Roy⁴⁵, ex-Sherbrooke Saint, was second. The big gun for the airmen in the play-offs was Creighton Lowther⁴⁶, another ex-Mohawk, who clicked for nine goals. He patrolled the left boards on a line with MacNichol and Roy. Flying Officer Lowther was killed in September, 1941, when on operational duty with the R.A.F.

The next season started out much the same as usual. The team was winning games and also losing a few here and there. But there were no early-season indications that it was going to burn up the league. Then, almost overnight, something happened which transformed the Flyers from just a "good" team into a hot Allan Cup prospect. They were engaged in a routine mid-February practice, preparing for the stretch drive and the impending play-offs, when suddenly there appeared three obviously newly-recruited airmen, who gave their names as Schmidt, Dumart, and Bauer.

The former professionals' first game as airmen was, appropriately, a benefit exhibition affair with their old Bruin team-mates. It was also the trio's first game of senior hockey, as they had entered the N.H.L. directly from junior ranks. The Flyers, not the least bit stage-struck in the presence of the world's champions, proceeded to run up a 3-1 lead in the first two periods, on goals by MacNichol, Schmidt, and Campbell. Then the Bruins forged a 5-3 lead in the third period, holding it until the 17:22 mark, when Mike Miller⁴⁷ made it 5-4. At this point the general feeling among the onlookers was that the airmen had done remarkably well in holding the now-krautless but still-mighty Bruins to a 5-4 count. But there are twenty minutes in a period of hockey, and it took only a few seconds for Milt Schmidt to gain possession at his own blue line, break away in characteristically breath-taking fashion, and tear in to draw Brimsek out of his net and pop in the equalizer. Hollywood itself couldn't

have staged a more thrilling nor fitting finish.

The Flyers went on from there to the play-offs and never looked back as they fashioned a seven-teen-game winning streak while eliminating Cornwall, Hamilton Majors, and Quebec Aces. Along the way they had recruited more talent in the form of ex-Bruin Alf Kunkel, ex-Montreal Royal Johnny Acheson⁴⁸, considered by many the best amateur of his time, and Jack Cain⁴⁹, formerly of the New Haven Ramblers, of the American Hockey League.

Now Eastern champions, they had only to hurdle the Port Arthur Bearcats to gain the Dominion senior title and the Allan Cup. Edgar La Prade and the 'Cats put up the toughest argument of all, forcing the Flyers to a fifth and deciding game. But in the end the Air Force had all the answers. Behind some solid goal-keeping by Len Pinke⁵⁰, they won convincingly, 7-1, and the Kitchener Kids were in on five of those goals. So, then and there, on behalf of the team and the entire R.C.A.F., team-captain Pickles MacNichols accepted the Allan Cup. Looking on with not a little feeling of pride and satisfaction were team manager Sqn. Ldr. Jim Campbell⁵¹ and coach Bill Touhey.

This series had pitted against each other two of the cleverest centre players of the day—La Prade, a top amateur, who later reached stardom as a New York Ranger, and, of course the incomparable Schmidt. But the biggest single factor in the Flyers' victory in the series was the play of Johnny Acheson, who put on a magnificent two-way performance, alternating as a forward and as a defenceman.

Mark the year nineteen hundred and forty-two as a banner one in sport for the R.C.A.F. The winning of the Allan Cup, the highest award in Canadian amateur hockey, was to be followed seven months later by the winning of the Grey Cup, symbolic of the greatest achievement in Canadian football.

By the time another puck season had arrived, Service teams were in evidence in most of the major hockey centres from Victoria to Halifax. Going from West to East, let's review the fortunes of some of the better Air Force teams.



No. 1 Manning Depot Spitfires, O.H.A. champions, 1943, back row (l. to r.): (?), (?), J. McCreedy, (?), D. Wilson, L. Gronsdahl, N. McAtee, W. Peckitt, J. Primeau. Middle row (l. to r.): Sqn. Ldr. J. Grant, E. Bush, B. Wycherley, D. McCaig, M. Henderson, E. Dickens, Group Capt. H. G. Richards. Front row (l. to r.): D. Scodellaro, N. Tustin, H. Riopelle, W. Wilson, (?).

First, there were the R.C.A.F. Mustangs of Calgary. Their coach was the former N.H.L. all-star goalkeeper, Pilot Officer Tiny Thompson⁵², four-time winner of the Vezina Trophy from 1929 to 1938, when with Boston and Detroit. Up front were Johnny Chad, Pilot Officer Burt Scharfe⁵³, and Art Michaluk⁵⁴. They squared off with a Calgary Currie Army team in the Alberta senior final, but lost the five-game series. An Army netminder with the paradoxical handle of Frank "Ulcers" McCool was their big stumbling block.

Saskatoon, a city long noted for producing big-league hockey talent, also entered an all-R.C.A.F. team in the Western senior circuit. Two of her

more illustrious players were the two Boston smoothies, player-coach Pilot Officer Eddie Wiseman and Roy Conacher. Their ultimate downfall was brought about by an Army team from the sister city of Regina.

The most successful Air Force team in the West in 1942-43 hailed from Winnipeg. Well fortified on defence, where Pilot Officer Bill Juzda and Wally Stanowski held sway, this squad also had a number one forward line of Pete Langelle at centre and Paul Platz and Andy Branigan on the wings. Triumphant in their own league, the 'Peg airmen went on to defeat the Port Arthur Bearcats, thereby annexing the Manitoba and Thunder Bay

senior championship. Next, they reached the Western finals by ousting Regina Army. The Army got its own back in the finals, however, when a platoon from Victoria, led by Nick Metz (Toronto) and Bill Carse (Chicago), bounced the airmen in a five game set.

On to Toronto, where No. 1 Manning Depot's Spitfires carried the R.C.A.F. colours. If ever a team was liberally sprinkled with former professional talent, then this was the one. Its roster bore the names of eleven players with N.H.L. or A.H.L. experience. These were backed up by five or six seasoned senior campaigners. The impressive line-up read as follows: on defence, Eddie Bush, Doug McCaig, Ernie Dickens, Murray Henderson⁵⁵; forwards, Johnny McCreedy, Lloyd Grons-dahl, Bus Wycherley, Norm Tustin, Wally

Wilson⁵⁶, Don Willson⁵⁷, and Norm McAtee⁵⁸. The coach was Joe Primeau, renowned Maple Leaf centre of another era.

This collection of hockey brawn and brains had little trouble winning the Ontario Hockey Association senior crown. After eliminating Toronto Navy in four games, they trimmed Sudbury's Froid Tigers in three straight. But then they entered a semi-final series with the Commandos, an Army team from Ottawa which was itself heavily endowed with professional material, including Neil and Mac Colville, Alex Shibicky, Kenny Reardon, Bingo Kampman, and "Sugar Jim" Henry. The Spits lost the first game, 6-4, in which the pesky Colvilles were in on every goal. In the next one the R.C.A.F. simply forgot to score, and ended up on the short end of a 12-0

Spitfires vs. Sudbury Froid Tigers. Dickens clears from his goal area, while McCaig sweeps the ice.



count. (That was the unkindest Army cut of all.) They rebounded to an 8-1 win in the third, but 'twas all in vain, as they lost the clincher, 5-2. That spelled "finis" to the activities of a team which many thought would go all the way. On paper, they had everything. Unfortunately, however, hockey games have always been played, and will continue to be played, on ice.

But we are getting ahead of ourselves. What had gone on elsewhere before the Spitfires stalled in? Farther East, the R.C.A.F. Flyers of Ottawa were busy defending their Allan Cup laurels. Although weakened by the departure of Schmidt, Dumart, Bauer, Acheson, and McNichol, the team gained additional strength in the persons of Connie Tudin⁵⁹ and Tony Licari⁶⁰, late of the Montreal Canadiens and the Indianapolis Capitals, respectively; Bill Maki⁶¹, ex-Port Arthur Bearcat; Frank Boucher⁶², ex-Providence Red; Thain Simon⁶³, and Patsy Guzzo⁶⁴. Completely dominating their own league (they lost only one game out of nineteen), the Flyers set their sights on more distant objectives. But before continuing along the Allan Cup trail, they hooked up with the Detroit Red Wings in a pleasing exhibition game. The Wings won, 6-3, and gave the airmen a valuable tune-up for the forthcoming Eastern play-downs.

Meanwhile, another good R.C.A.F. team, from Station Lachine, was operating in the Quebec Senior Hockey League. It was also well fortified with ex-professionals, having Frank Eddolls on defence, Ken Mosdell (New York Americans) at centre, and Pat McReavy, Jimmy Haggerty, Norm Burns, and Herman Gruhn on the wings. In goal was ex-Canadien Claude Bourque⁶⁵. Rounding out the team were top amateurs like Pickles MacNichol, Bert La Prade⁶⁶, Bobby Lee⁶⁷, and Eddie Emberg⁶⁸.

Eliminating the Montreal Royals in a play-off round by virtue of some fancy scoring tricks by Mosdell, the Lachine lads next opposed the Army's Commandos for the league title. Down two games to one in a best-of-five series, and trailing by two goals in the fourth game, the airmen showed their mettle by scoring twice in seven seconds (goals by Haggerty and Lee) and by forcing a fifth game on a goal by Mosdell with 34

seconds of play remaining. The fifth game went to the Commandos, who admitted, between breaths, that there could never be a more nip-and-tuck series than that one.

Eastern Air Command's bid for an Allan Cup winner came from Halifax. Forwards Bauer, Acheson, Jack McGill⁶⁹ (ex-Canadien) and the Ripley brothers, Carl⁷⁰ and Frank⁷¹ (ex-Baltimore Orioles), and defenceman-dentist Lt. Bobby Copp (ex-Leaf), were the main cogs in the Maritime machine. They first sparked the airmen to the Halifax City championship, as the team recorded 15 wins in 16 games. They then knocked off the Pictou Shipbuilders, to become Maritime champions.

The stage was now set for the Eastern semi-final between the airmen of Halifax and the Flyers of Ottawa. The opener in Halifax, played on a sheet of water-ice, went to Ottawa, 4-2. Halifax came back to take the second, 1-0, and the third, 5-3, without the injured Bauer. The Flyers tied the series with a 7-1 win, as Boucher went on a four-goal rampage. They repeated in the deciding game, 7-2, when Licari pulled the hat trick in less than 2½ minutes in the second period. Both Halifax goals came off the stick of tireless Johnny Acheson, who was playing his last game of hockey before going overseas to complete his training as a bomber pilot. Thus the Eastern final was an all-Ottawa affair — R.C.A.F. Flyers vs. Army Commandos.

The first game was all the Army's, 8-2. The second ended in a 6-all tie, after ten minutes of overtime. The Air Force sextet, seemingly a beaten team, had wiped out a 3-goal deficit in that game with a spirited drive in the third period. Centre Boucher bagged all three goals. But it all went for nought when the Flyers dropped the next two in a row. For the record, the Commandos went on to beat Victoria Army for the Allan Cup.

So perished the R.C.A.F.'s last hope for another Dominion championship. This time, the Air Force had not fulfilled the basic military stratagem of being there with the most of the best at the proper time. The double-blue hockey forces had been stretched a little too thin. Perchance the usually infallible posting machine had worked a little too hard and a little too long.

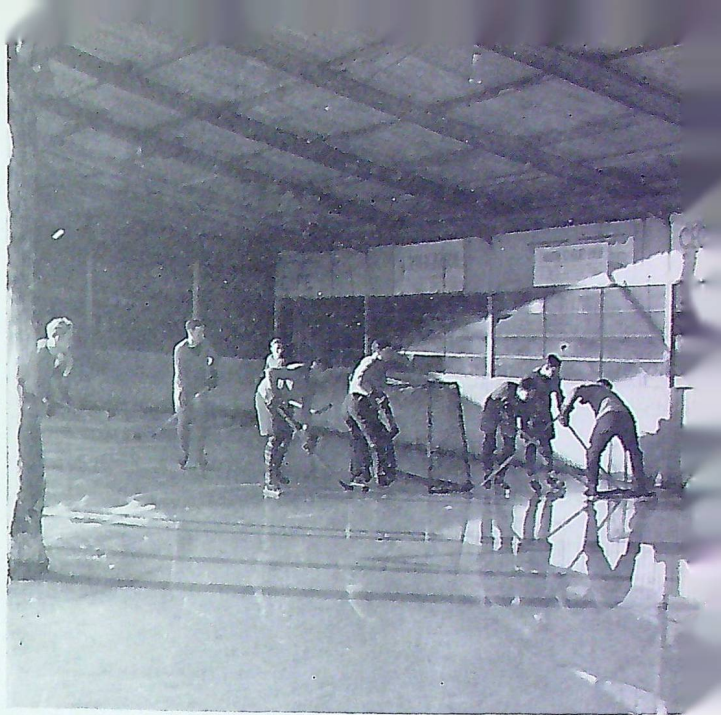
To the historically minded, the county town of Durham, England, has been long noted for its Cathedral, or for its castle. But to the hockey-minded officers and airmen who were ever a part of the R.C.A.F.'s No. 6 Group, it will always be notorious for something else. In 1944 it boasted what was positively the world's weirdest hockey rink. What had started out, in 1939, as a perfectly normal and happy little open-air cushion ended up a hockey monstrosity, thanks to the English winter, or rather to the absence of it. In 1940, in order to protect the rink from sunshine and rain, a canvas roof (later replaced by one of corrugated iron) was erected, and posts were planted in the ice, two at each end and three down the middle, for support. Now, a player bent on scoring a goal had to fight his way past six human beings and seven wooden posts. Which probably explains why so much heads-up hockey was played at Durham.

This, then, was the scene of No. 6 Group's championship hockey series of 1945. Pitted against each other, and against the wooden posts, were teams representing Leeming and Middleton St. George. Each station had its nucleus of ex-professionals. With Leeming, for example, were Alf Pike, Lloyd Gronsdahl, and Jack Cain, and with Middleton were Schmidt, Haggerty, and Conacher.

The first game of a best-of-three series went to Leeming, 3-2, and the second to Middleton, 7-1. When injuries forced Pike and Cain to the sidelines, things looked black indeed for Leeming. But the latter team skated and checked like fiends, played the posts perfectly, and waited for a break. It came when defenceman Jimmy Golfer got a breakaway, went in alone on goalie Len Pinke, and beat him at close range. Two more Leeming goals, by Gronsdahl and Ted Redmond, proved unnecessary, as goalie Jean Louis Dion closed the door on the Middleton attackers. Leeming thus won the group title, but a team from London Headquarters, the personnel of which are unknown, later won the R.C.A.F. Overseas Championship.

Professionals (1946-1949)

In 1946 the well-known cry "Les Canadiens sont là" was again bouncing off the walls of the



"... six human beings and seven wooden posts."

Montreal Forum. After setting a torrid pace all winter, the first-place Habitants tamed the Bruins, four games to one, in the Cup finals. Two of Montreal's stout performers were Frank Eddolls and Ken Mosdell, who had redonned the hockey harness in mid-season, after release from the R.C.A.F. For Boston, returnees Roy Conacher and Murray Henderson won full marks for trying. Of the Schmidt-Dumart-Bauer trio, only Bauer, who retired after another season, played the hockey of which he was capable. Was it possible that Schmidt and Dumart were still haunted by the seven wooden posts of Durham?

From 1947 to 1949, the Toronto Maple Leafs, keeping pace with the footballing Argonauts, set a precedent by winning three consecutive Stanley Cups. Two of the Leaf's defence mainstays were the whirling dervish, Wally Stanowski, and Garth Boesch⁷², who had the distinction of being the only player in the N.H.L. with a moustache, a remnant of his piloting days in the R.C.A.F. Bill Juzda, another former pilot, missed a reunion with his old Winnipeg R.C.A.F. defence-mate, Stanowski, in the 1948-49 season, upon being transferred to Toronto from New York. It happened that Wally was travelling on a reciprocal course, the two teams having swapped defencemen.



Cain (right) and Abel face off while the Governor General, the Earl of Athlone, officiates at exhibition game between Flyers and Red Wings, 1943.

There were also other former airmen who were very much in the post-war N.H.L. picture. The loss, through injuries, of Canadien centres Lach and O'Connor, near the end of the 1946-47 season, was the signal for the recall of Johnny Quilty from the satellite Springfield Indians. He very capably filled the breach between "Rocket" Richard and "Toe" Blake, contributing a goal and assist in the final scheduled game, the winning goal in the first play-off game against Boston, and another goal in the fourth game. His *pièce de résistance*, which gave his team a berth in the finals, came after 37 minutes of overtime in the fifth game. In the second play-off game, the winning goal had been scored in overtime by Ken Mosdell.

During a mid-season game in 1948, when in action with the Boston Bruins against Chicago, Quilty took a pass from Henderson and prepared to sail goalward. But defenceman Goldham of the Hawks had other ideas, and dealt him a crashing bodycheck. Momentarily off balance at the time of contact, Quilty was unprepared for the check, and suffered a broken leg. That ended his professional hockey career.

In the meantime, Roy Conacher was stealing a goodly part of the scoring thunder. Dealt off to Chicago in 1947, he was well up in the league scoring that year (22 and 27), and led the league with 26 goals and 42 assists in 1949, with a fifth-place team. Syd Abel was third (28 and 26).

Others who redonned hockey harness after release from the R.C.A.F. were Alf Pike (New York), Doug McCaig (Detroit), Ernie Dickens (Toronto, Chicago), Rip Riopelle⁷³ (Montreal), and Jack Gelineau⁷⁴ (Boston).

Post-War R.C.A.F. Teams

In 1946, still another good team was showing its wares to the hockey-hungry Ottawa public. Inspired by two Trenton veterans of 1937-38 — Larry Gibson⁷⁵ and Louis Le Compte — the airmen gained a small measure of revenge on behalf of their 1943 brethren by defeating the Army, 8-7, in a sudden-death game for the Inter-Services title.

On April 7, 1948, a group of athletes, returning to Ottawa from a tour of Europe, were tendered a civic reception the like of which had never been accorded a local team. They were the R.C.A.F. Flyers, and they had recently become the only Service team in history to win an Olympic championship.

Only a few months before, the same team had faced trying days. There were many who vehemently questioned the wisdom of sending an Air Force team to represent Canada in the winter Olympics. They contended that there were better amateur teams available elsewhere. When the McGill University Redmen drubbed the airmen, 7-0, in a mid-December exhibition game, and an unsympathetic Army team followed suit with a 6-2 win, the fat was in the fire. The Flyers found themselves in the centre of one of the hottest controversies ever to enliven the Canadian sports scene. But the facts had to be faced. The team, as originally constituted, was no ball of fire.

To curtail a long tale, player changes were made, a few "imports" were added, and the Flyers showed distinct signs of improvement in downing a team from Belleville. Nevertheless, when they embarked for Switzerland in January, most of the doubting-Thomases still had their fingers well crossed.

In Britain, while tuning up for the Olympics, the Flyers set out to disprove their critics by running up a string of impressive victories over leading professional teams of England and Scotland. In the international Games they went on



The R.C.A.F. Flyers, Olympic champions, 1948. Back row (l. to r.): G. McFaul, H. Laperrière, L. Le Compte, R. Schroeter, H. Brooks, A. Gilpin, G. Mara, I. Taylor, Wing Cdr. A. G. Watson, F. Boucher. Front row (l. to r.): M. Dowey, T. Hibberd, O. Gravelle, A. Renaud, R. Forbes, P. Lechnitz, P. Guzzo, R. King.

refuting the unbelievers by sweeping eight straight matches, to earn the Olympic title rather easily. In overwhelming triumphs over the United States, Poland, and Italy, by scores of 12-3, 15-0, and 21-1, respectively, their offensive power was evident. Defensively, they gave a top-drawer display, limiting their opponents to a total of five goals. While in Europe, they recorded 31 wins, six ties, and five losses. So their victory was, in truth, a clear-cut one all the way.

The following comment on the play of the airmen is a translation of a quotation from a Czechoslovakian newspaper:

"The team of Canadian Flyers represents real teamwork. You have to admire their complete co-operation, and speed, and the ability of each individual to exploit the mistakes of his opponents and take very little consideration of his bones."

In his last six words, the Czech sportswriter was no doubt alluding to the Canadians' penchant for throwing their weight around, as a defensive

measure. This, despite the fact that Olympic referees looked askance at bodychecking — a perfectly legitimate defensive manoeuvre in most hockey circles.

Who, then, were those irrepressible Canadians who showed such little regard for their osseous frameworks? Mainstays on the forward line were Flying Officer Hubert Brooks⁷⁶, M.C., Sgt. Pat Guzzo, Sgt. Andy Gilpin⁷⁷, Corporal Irving Taylor⁷⁰, LAC Roy Forbes⁷⁹, and A. C. Orval Gravelle⁸⁰. The team's blue-line bulwarks were Flying Officer Frank Dunster⁸¹, D.F.C., who stepped into literally anything and everything that moved, and Flt. Sgt. Louis Le Compte, 212 pounds of rocky road to the Flyers' goal. One of the team's two goalies was Sgt. Ross King⁸². (All of the above were active R.C.A.F. personnel chosen from a field of 120 applicants representing Stations and detachments throughout Canada). Another forward was Flying Officer Ted Schroeter, of the Reserve. The "imports" were Wally Halder



Flyers vs. Sweden. L. to r.: Laperrière, Dowey, Lechnitz, Renaud, Guzzo, Dunster.

and George Mara, ex-Naval officers, goalie Murray Dowey, Ted Hibberd, Ab Renaud, Henri Laperrière, and Pete Lechnitz. The team manager was Wing Cdr. A. Gardner ("Sandy") Watson⁸³, and the coach was the Flyer of former years, Sgt. Frank Boucher.

Before disbanding for the year, the Flyers played an exhibition game with a combined N.H.L. - A.H.L. - Q.S.H.L. team. Somewhat rusty after a ten-day lay-off, the Flyers lost a 6-3 decision, but made a creditable showing against some of the cream of the professional crop. Two of their opponents were Frank Eddolls and Tony Licari.

In the 1949-50 season a most unique play-off system was introduced to the Eastern Canada Hockey League. Regardless of their final standing, everybody automatically made the play-offs. It turned out that the victims of this liberal arrangement were the Flyers. Third-place finishers in a seven-team loop, they were edged out in a heart-breaking play-off series with lowly Hull, the league's basement residents, who had won only five scheduled games as compared to the airmen's nineteen.

Strangely enough, in the fourth game the airmen had looked like money in the bank. Directly from the opening face-off, their right winger took a pass, hi-tailed down the right side, and let fly with a difficult angle shot that caught the far corner of the net at the eight-second mark. It was a superb effort by Johnny Quilty, newly-returned to the

R.C.A.F. That started an eight-goal barrage by the airmen, who limited Hull to a pair. But it was made meaningless by a Hull victory two days later.

This is neither the time nor the place for post mortems. But we will venture to say that the Flyer-Volant pair-off was an ideal situation for a certain team to be slapped down by overconfidence

The airmen as a team, had lost, but one of their number won the Viscountess Alexander Trophy as the most valuable player to his team in the E.C.H.L. The recipient was the much-travelled Tony Licari, another recent returnee to the R.C.A.F., who had seen professional experience with Omaha, Dallas, Indianapolis, Detroit, and St. Louis. Two years later the same award was to be made to Corporal Quilty, of the Renfrew Millionaires.

The Air Force did add balm to its wounds, however, by trouncing the Army again, 8-3, to retain the inter-Services title. Red-thatched Orval Gravelle led the way for the airmen with three goals and three assists.

The Flyers faced the 1950-51 season minus several of their performers of the previous year. These included regulars Dunster and Guzzo. But by juggling their line-up (Quilty was moved back to defence) and bolstering it with fresh talent, they shaped up as worthy contenders for league honours. The most noteworthy of the new arrivals was Shep Mayer⁸⁴, late of the Toronto Maple Leafs.

Along the way, this edition of the Flyers was as inconsistent a team as could be imagined. It seemed able to win by horrendous scores, then lose by just as much. Nevertheless, in-and-out though they may earlier have been, the airmen barged through the play-offs in handsome style to win the E.C.H.L. championship. Retribution was never sweeter than when they ousted their nemesis from across the river in three straight. They looked even more impressive in their four-game conquest of the league-leading Cornwall Calumets, by which they became new league champions. The latter series was featured by some timely stickwork by Shep Mayer and Ross Tyrell⁸⁵.

Then came a series with the Smith's Falls Rideaus, the Ottawa District champions who boasted only one loss in thirty contests. After four games the Flyers had a 3-1 lead in games, and it looked like curtains for the Rideaus. Then inconsistency again caught up with the airmen, who dropped three in a row, blowing a 4-1 lead in the final period of the seventh game. Thus were they sidetracked by the crew from the railroad town. Ironically, more than one of the switchmen were former members of the R.C.A.F.

After 1950-1951, the R.C.A.F. was no longer represented in senior competition; and the great name, "the Flyers," has since been without a team to rest on its laurels, whether the field of endeavour be aviation or sport. It will be back again with bigger and better teams, looking for more hockey worlds to conquer.

Professionals: (The Last Four Years).

In 1950, the Red Wings of Detroit did something seventy-five per cent of which they'd done in 1942. They beat Toronto in a play-off. They also became the first N.H.L. club in history to win a play-off series and yet be shut out three times in the process.

The Detroit kingpins were the Lindsay-Abel-Howe trio, who so monopolized the Wings' goal-getting activities that they finished one, two, three, respectively, on the league score sheet. They had developed such an annoying habit of putting the puck into the net that the only recourse of the league's weak sisters was to appeal for anti-combine legislation. Abel's output was 34 goals, 35 assists.

Next on Detroit's rub-out list were the Rangers, who had surprised even themselves by downing Les Canadiens in five games, yielding only seven goals in all. Frank Eddolls and the Rangers came within an ace of pulling the upset of the century. They forced the Wings to seven games, three of them overtime, before bowing out. It was Detroit's fourth Stanley Cup.

The end of the 1950-51 schedule found the Red Wings in their familiar position atop the N.H.L. heap, dominating practically every department of

the game. Yet, lo and behold, when they played off with Les Canadiens, they came off second best in six games. The villain was Ken Mosdell, one-time Lachine sharpshooter, who scored the winning goal of the series.

In the meantime, the Maple Leafs and the Bruins were staging one of their typical all-out brawls, wherein bloodshed and debate shared the spotlight with hockey. Sparked by the flawless goal-tending of Jack Gelineau, the Bruins shut out the Leafs, 2-0, in the first game, and held them to a one-all deadlock in the second. But Toronto came on after that to sweep the next three.

From the standpoint of individual accomplishment, for Abel, of the defeathered Wings, and for Schmidt, of the muzzled Bruins, it had been a worthwhile season at the centre ice spot. The pair were tied for third place in scoring, with identical records of 23 goals, 28 assists. It was by far Schmidt's best post-war year. Right on their heels came the Black Hawks' Roy Conacher (26 and 24), who was making his farewell appearance in the N.H.L. Others who were playing their final game in the big time were Dickens and McCaig, of the Hawks, and Stanowski, of the Rangers.

The Stanley Cup fare for 1951 was, then, a showdown between those bitterest of hockey enemies — Toronto and Montreal. Begrudging each other anything resembling a clear-cut win in regulation time, the traditional foes forced each other to overtime in all five games. When they swapped 3-2 decisions, the series appeared to be a toss-up. But Toronto then prevailed in three successive sudden-death struggles, to rack up its sixth Cup triumph in its last ten attempts. The happiest of all the Maple Leafs was roly-poly ex-pilot Bill Juzda, who, two years before, had traded hockey fortunes with Wally Stanowski.

The same four teams were play-off participants a year later. The Red Wings this time opposed the Leafs in the semi-finals, while Les Canadiens squared off against the Bruins. Over the years, Toronto had beaten Detroit in eight out of twelve play-offs. The Wings made that record read eight-five, as the Leafs came tumbling down in four games.

The Montreal-Boston series was entirely different. Habitant and Bruin waged a rare battle of attrition over the full route before the former was declared a winner. Before the 1951-2 season had ended for Boston, two former Allan Cup Flyers, Milt Schmidt and Woody Dumart, had entered the N.H.L.'s select 200-goal circle. Their teammate, Murray Henderson, the ex-Toronto (R.C.A.F.) Spitfire, was meanwhile playing his final season.

In the final, Les Canadiens received much the same treatment as Toronto. Completely shackled by tight defensive play, not to mention the superb goalkeeping of Terry Sawchuck, the Montrealers could muster only two goals, and succumbed in four games.

Last year, for the fifth time in a row, the Red Wings finished first in scheduled play. Their play-off opponents were the third-place Bruins. Les Canadiens, who were "sont-là-ing" again on all six cylinders, drew as their opponents the Black Hawks. The heretofore hapless Hawks, inspired by the coaching and playing of their new mentor, Syd Abel, were making their first Cup bid in a decade.

The Detroit-Boston affair was generally looked upon as one of those necessary formalities, for the birds had been fattening up on bear meat all season long. The Wings, considered a shoo-in to take everything in sight, humbled the Bruins in the opener, 7-0. That was before Dumart was given the thankless task of shadowing the Wings' goal-happy Gordie Howe. He obviously relished the assignment, for, from then on, Howe was a scoring non-entity. The upshot of it all was that the Bruins, led by their fourteen-season veterans, Schmidt and Dumart, pulled off the major hockey upset of recent years.

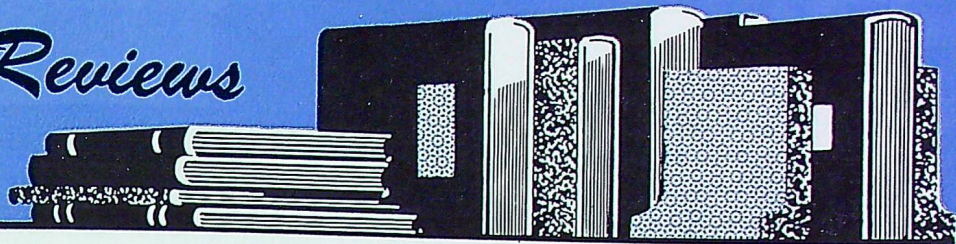
But Boston's Stanley Cup tea-party was short-lived. Fresh from conquering the scrappy Hawks in six games, Les Canadiens were not to be denied. They wrapped it up in the fifth game, right in their beloved Forum. A Habitant hero was Ken Mosdell, who drove home winning goals in the first and third games. For the Montreal Canadiens, it was the seventh Stanley Cup in thirty-eight campaigns.

(End of "Hockey")

FOOTNOTES

- ¹Flying Officer M. Schmidt (rel.)
- ²Flying Officer W. C. Dumart (rel.)
- ³Sgt. R. T. Bauer (rel.)
- ⁴Cpl. R. G. Conacher (rel.)
- ⁵LAC A. G. Fike (rel.)
- ⁶Flt. Lt. E. R. Wiseman (rel.)
- ⁷Cpl. J. F. Quilty
- ⁸Cpl. E. W. Bush (rel.)
- ⁹LAC J. T. Mowers (rel.)
- ¹⁰LAC S. G. Abel (rel.)
- ¹¹Sgt. P. J. McReavy (rel.)
- ¹²W.O.2 D. E. McCaig (rel.)
- ¹³Flying Officer J. McCreedy (rel.)
- ¹⁴LAC P. Langelle (rel.)
- ¹⁵Cpl. W. P. Stanowski (rel.)
- ¹⁶Flying Officer E. L. Dickens (rel.)
- ¹⁷Flying Officer R. G. Heron (rel.)
- ¹⁸A.C.1 F. H. Eddolls (rel.)
- ¹⁹Sgt. V. Hellyer (rel.)
- ²⁰LAC J. Shewchuk (rel.)
- ²¹Sgt. L. G. Gronsdahl (rel.)
- ²²Flying Officer A. E. Kunkel (rel.)
- ²³Flying Officer W. Juzda (rel.)
- ²⁴LAC N. Burns (rel.)
- ²⁵LAC J. McDonald (rel.)
- ²⁶A.C.1 N. R. Tustin (rel.)
- ²⁷LAC K. Mosdell (rel.)
- ²⁸Cpl. R. H. Wycherley (rel.)
- ²⁹Pilot Officer A. H. Branigan (rel.)
- ³⁰Sgt. P. P. Slobodian (rel.)
- ³¹LAC J. E. Haggerty (rel.)
- ³²LAC M. A. Dheere (rel.)
- ³³LAC P. Tracy (rel.)
- ³⁴LAC G. Goupille (rel.)
- ³⁵LAC H. Gruhn (rel.)
- ³⁶Flt. Sgt. J. Chad (rel.)
- ³⁷A.C.1 R. E. Hawkey (rel.)
- ³⁸LAC P. E. Platz (rel.)
- ³⁹Sgt. H. A. MacNichol (rel.)
- ⁴⁰Flt. Sgt. A. P. Campbell (rel.)
- ⁴¹Flt. Lt. J. E. McNeely
- ⁴²Flying Officer J. H. L. Le Compte
- ⁴³Sqn. Ldr. G. B. Philbin, D.F.C., (rel.)
- ⁴⁴Cpl. H. G. Blade (rel.)
- ⁴⁵Sgt. H. Roy (rel.)
- ⁴⁶Flying Officer C. Lowther (deceased)
- ⁴⁷LAC M. Miller (rel.)
- ⁴⁸Flt. Lt. J. Acheson, D.F.C., (rel.)
- ⁴⁹Sgt. W. J. Cain (rel.)
- ⁵⁰Sgt. L. D. Pinke (rel.)
- ⁵¹Sqn. Ldr. J. C. Campbell (rel.)
- ⁵²Flt. Lt. C. R. Thompson (rel.)
- ⁵³Flying Officer B. F. Scharie (rel.)
- ⁵⁴Flying Officer A. Michaluk (rel.)
- ⁵⁵Flying Officer E. M. Henderson (rel.)
- ⁵⁶Flying Officer W. L. Willson (rel.)
- ⁵⁷Flying Officer D. W. Willson (rel.)
- ⁵⁸Flying Officer N. J. McAtee (rel.)
- ⁵⁹Sgt. C. Tudin (rel.)
- ⁶⁰Cpl. A. Licari
- ⁶¹LAC W. A. Maki (rel.)
- ⁶²Flt. Sgt. G. F. Boucher
- ⁶³Flying Officer A. T. Simon (rel.)
- ⁶⁴Sgt. F. Guzzo
- ⁶⁵Flying Officer C. H. Bourque (rel.)
- ⁶⁶LAC B. R. La Frade (rel.)
- ⁶⁷Flying Officer R. Lee (rel.)
- ⁶⁸Sgt. E. A. Emberg (rel.)
- ⁶⁹Flying Officer J. J. McGill (rel.)
- ⁷⁰LAC C. M. Ripley (rel.)
- ⁷¹LAC F. M. Ripley (rel.)
- ⁷²Flying Officer G. V. Boesch (rel.)
- ⁷³Flying Officer H. J. Riopelle (rel.)
- ⁷⁴Sgt. J. E. Gelineau, B.E.M., (rel.)
- ⁷⁵Sqn. Ldr. L. C. Gibson
- ⁷⁶Flt. Lt. H. Brooks, M.C.
- ⁷⁷Flt. Sgt. A. C. Gilpin
- ⁷⁸Sgt. I. C. Taylor
- ⁷⁹LAC R. Forbes (rel.)
- ⁸⁰Cpl. J. I. J. O. Gravelle
- ⁸¹Flt. Lt. B. F. Dunster, D.F.C.
- ⁸²Flt. Sgt. R. H. King
- ⁸³Wing Cdr. A. G. Watson
- ⁸⁴Flt. Lt. S. E. Mayer
- ⁸⁵LAC R. N. Tyrell (Reserve)

Book Reviews



"FLAMES IN THE SKY"

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

IN MAY 1940 the skipper of a Japanese sealer drowned when his vessel foundered in a storm in the Bering Sea. Because of that seemingly minor incident a senior Japanese naval officer died three years later in the blazing crash of a transport plane on Bougainville in the south Pacific. The curious chain of circumstances which, running from the Bering Sea through Dutch Harbor, Washington, Port Moresby in New Guinea, and Guadalcanal in the Solomons, linked these two events, far separated in space and time, makes one of the most fascinating chapters in Pierre Clostermann's latest book.*

Mr. Clostermann, whose account of his experiences as a fighter pilot in the R.A.F. ("The Big Show") was a best-seller in his native France and in Britain, has set himself the ambitious project of writing a History of the War in the Air. In the course of "five years of patient research" on this task he has examined thousands of documents and books from British, American, German, and Japanese sources, and from the "mass of papers, maps, photos, figures and statistics" he has selected nine incidents "of sublime courage and energy" which he thought should not be left to lie forgotten in official archives. Originally published in France under the title "Feux du Ciel," the volume is now available for English readers,

thanks once again to the facile pen of Oliver Berthoud who translated Clostermann's first book.

In presenting these nine tales to the public, the author points out that "they are neither finer nor stranger than those which will remain unknown." He chose them, he says, "rather haphazardly, merely because they are typical of certain phases of the war and of certain theatres of operations . . . Their only common factor is the courage and idealism of those whose lives they relate, and they show above all that, under different guises, the highest virtues of man are the prerogative of no single nation."

The stories present in some measure a cross-section of the war from the days of "too little, too late" at Maestricht, Pearl Harbor, and Bataan, to the "twilight of the gods" over Germany and Nippon. They present highlights of the campaigns in the Low Countries (1940), the Pacific, and the Western Desert, the Battle of Malta, Coastal Command's anti-shipping strikes, the tragic Warsaw uprising of 1944, and the final collapse of the Third Reich and the Japanese Empire. The airmen who appear in the stories are of many nationalities — Belgian, French, British, Canadian, Australian, American, Polish, German, and Japanese. But while the emphasis is, naturally, upon the men who flew and fought, the author has not forgotten "those important actors, the aircraft themselves." Recognising that "every 'plane has its own personality," Mr. Clostermann

*Pierre Clostermann, D.F.C.: "Flames in the Sky", Translated by Oliver Berthoud. Chatto and Windus, London; 1952. Pp. 220; illustrated. Distributed in Canada by Clarke, Irwin and Company, Limited. \$3.00.

has appended to many of his chapters brief "biographical" notes giving details and data about the aircraft concerned, the P.38 (Lightning), the Mosquito, the Me. 262, the Zero, and several others.

The book is illustrated with photographs of some of the leading characters and aircraft mentioned in the stories. A few of the pictures are not particularly appropriate to the narrative; the Me. 262 surely merited representation rather than the Japanese "George," and the English reader would probably be more interested in seeing a Breguet 693 than a Ju. 87 or an F.W. 190 both of which are barely mentioned.

Although the author presents his volume as a collection of segments of history, he has treated some of the stories with a measure of dramatic license. "A Day in Malta," for example, which professes to be an account of "Buzz" Beurling's first day on the George Cross island, appears to telescope into less than twenty-four hours events that, according to Beurling's own account in his "Malta Spitfire," actually occurred over a period of several weeks. Clostermann writes that in his first day on Malta the Canadian pilot was in action twice and won five victories (destroyed, probables, and damaged). Beurling himself states that, after arriving on the island, he didn't leave the ground again until two days later and that it was almost a month before he scored his first enemy aircraft destroyed. In fact it is impossible to reconcile Clostermann's "day in Malta" with any single day — or sequence of events — in Beurling's career on the island.

In another chapter the author quotes a report which, he says, Sqn. Ldr. C. C. Scherf signed on 23 September 1943. Scherf, an Australian pilot, was one of the outstanding "aces" of No. 418 (R.C.A.F.) Squadron, but the report quoted cannot be found in the records of the unit under the date cited. The correct date would appear to be 16 May 1944; but there are many differences between the official combat report and the one quoted in the book.

Losses seem to have been exaggerated in two other incidents referred to in the volume. On 24 August 1944, a force of twenty Beaufighters, eight

of which came from No. 404 (R.C.A.F.) Squadron, made a very successful attack on two enemy destroyers in the Gironde estuary. But, according to the author, "only three Beaus had got back." The official record does not agree. Several of the Canadian aircraft were damaged by the intense flak and one had to make a forced landing at an airfield in France; the other seven, however, returned to England.

Again, in speaking of Polish supply-dropping missions during the Warsaw uprising, Mr. Clostermann states that in two months the unit principally concerned in this work lost 32 crews. Its losses certainly were grievous, but, according to the history of the Polish Air Force, the correct figure for this period was 17 crews.

Some other errors should be corrected for historical accuracy. Beurling's rank ("sous-lieutenant" in the French text) has been incorrectly rendered as Squadron Leader in the English version. He was killed in an accident on 20 May 1948 (not in 1947). On another page the name of Thomas Manser, V.C., has been spelled incorrectly; the aircraft which he flew was a Manchester, not a Stirling. A French "groupe de bombardement d'assaut" is not equivalent to a "fighter" squadron. The force of P.38's which intercepted Admiral Yamamoto came from three squadrons, and not just one as the author implies.

But these, and other deviations from the strict canon of Clio are probably of concern only to the meticulous historian and will not detract from the general reader's enjoyment of "Flames in the Sky." For the author has told his tales in a colourful and dramatic fashion that holds the interest. Each vivid vignette is set in a frame that gives the campaign setting. Outstanding among them is the chapter on Admiral Yamamoto, which tells the story of what the U.S.A.A.F. official historians have called "one of the most extraordinary interceptions of the entire Pacific campaign." In a "flawlessly executed mission" sixteen P.38's completed a circuitous overwater flight of 435 miles from their base on Guadalcanal to intercept, at the scheduled moment, the Japanese transport plane carrying the enemy naval C.-in-C. on an inspection trip to Bougainville. Yamamoto's passion for

punctuality was his doom. The admiral's itinerary and time-table were known to the Americans because three years earlier a Japanese naval officer had tucked his lead-covered codebook inside his clothing instead of throwing it overboard when his vessel went down.

Another story that deserves to be read — and remembered — is "Flames over Warsaw," not only as a reminder (if any be needed) of Polish heroism on the ground and in the air, but also as an example of Communist double-dealing.

Courage and idealism, as the author says, "are the prerogative of no single nation." The records of all the armed forces, Allied and enemy alike, are studded with stories of men who deliberately

sacrificed their own lives to save those of their comrades. To the Western mind, however, the self-sacrifice of the Japanese "Kamikaze" pilots, which Mr. Clostermann describes in his final chapter, is something strange. This was not reaction to a sudden, unforeseen crisis: it was deliberate, premeditated, preconceived, carefully executed. There was no gambling on a one in a thousand, or one in a million, chance of survival; it was intentional suicide, a special form of "hari-kari" to bring glory to the pilot, victory to the emperor, and disaster to the foe. The reader will agree with Mr. Clostermann that the "Kamikaze" mentality leaves "our European minds . . . just baffled."

C.F.S.'s PRIZE STORY

Three of the "coming-on-nicely" pupils started an argument about who could do the most spins from 5,000 ft.— for a sweepstake of 2s. 6d. No. 1 spun to within 500 ft. or so and pulled out. No. 2 went a lot closer and pulled out. But No. 3 only pulled out as he hit the ground, and completely disintegrated the machine.

The fire-engine and blood-wagon raced out to the wreck — the other two competitors standing on the running boards. As they reached it, the putative corpse stood up, stepped out and started pulling splinters off himself.

The other two grabbed him by the arms, and shook him, and shouted at him: "What the hell did you do that for, you B.F.?" To which the said B.F. replied: "Well! As a matter of fact, I was thinking of doing another turn, but I thought, after all, for half-a-crown, is it worth it?"

(Note.—B.F. = abbreviation of "Blessed Fat-head.")

(C. G. Grey, in a letter to "The Aeroplans": U.K.)

An ass is still an ass though its saddle-cloth be of satin. (Turkish proverb.)

Letters to the Editor ★ ★ ★

LINCOLN OR BARNUM?

Dear Sir:

Authors and editors being what they are, it is a rare occurrence when a reader finds an error, particularly in a publication such as "The Roundel." However, every once in a while, a mis-statement does creep in, and then it becomes the reader's bounden duty to make it known. I know that Sgt. Shatterproof would never permit false information to be printed without taking someone to task.

In the May 1953 issue of "The Roundel," an article entitled "The Meaning of Public Relations" credits the quotation "You can fool some of the people all of the time and all of the people some of the time, but you can't fool all of the people all of the time" to Lincoln. This Lincoln is no doubt Abraham Lincoln, one-time President of the United States.

To the best of my knowledge, this quotation was not uttered by the illustrious Lincoln, but rather by that master showman and founder of the present-day Barnum and Bailey Circus, P. T. Barnum. A short time ago an article on the life of Mr. Barnum appeared in "The Reader's Digest," and I distinctly remember those words being recorded as one of his famous sayings.

The truth, the whole truth, and nothing but the truth, Sir!

Sgt. H. R. Gibbon,
A.M.C.H.Q.

(It may well be that Sgt. Gibbon is right — that P. T. Barnum was indeed the originator of the aphorism as worded above. But, according to "Bartlett's Familiar Quotations" (1951 edition, p. 457), the saying was attributed to Lincoln in Alexander K. McClure's "Lincoln's Yarns and Stories." It is worded in Bartlett: "... you may fool all the people some of the time; you can even fool some of the people all the time; but you can't fool all of the people all the time."—EDITOR.)

HALIFAX CITADEL MUSEUM

Dear Sir:

The Halifax Citadel was a familiar landmark to personnel of Eastern Air Command during the war. At that time the buildings were used for Army purposes.

The Citadel today is in process of renovation and is no longer used for National Defence purposes. In so far as is possible, the old fort is being restored to its original condition and is already becoming a big tourist attraction.

Not the least of the attractions is the armed forces' permanent display in the museum. Unfortunately, the R.C.A.F. activities of the last war are not all represented: there just appears to be nothing available to Maritime Group which we may include.

While some photographs are being obtained, there is great need for three-dimensional exhibits. If anyone has an old Liberator or Canso kicking about, Maritime Group would be most happy to receive it for museum purposes. Any old German submarines, sunk by E.A.C. crews, would also be most acceptable. This suggestion is put forth in all seriousness, as we understand that there were some very excellent detailed scale models at one time in existence.

Any souvenirs (excluding only material liberated during The Day in Halifax) will be most acceptable. This appeal is therefore placed before all war-time E.A.C. personnel. If you have any souvenirs of value for which you would like to find an appreciative and permanent custodian, please communicate with the Air Officer Commanding Maritime Group, and out-

line what you have to donate. The R.C.A.F. is numerically, and therefore materially, overshadowed in this project. Won't you please come to our help?

Wing Cdr. H. Pearce, M.B.E.,
Maritime Group Headquarters

(This strikes us as a very worth-while cause, and we strongly recommend it to all ex-personnel of E.A.C.—EDITOR.)

EDUCATED CAT

Dear Sir:

We of No. 11 Exam. Unit, Aylmer, are naturally somewhat question-conscious. Around here, even our mascot cat, Preamble, knows the score.

Not long ago, discovering that she was in the family way, we gave her a short pre-natal lecture on the multiple-choice type of question. Each question, we told her, should be accompanied by four answers — one right and three wrong.

Preamble showed herself to be a worthy pupil. When, after the usual lapse of time, she was brought to bed of four kittens — lo and behold! one of them was white and three were red.

The Staff,
No. 11 Exam. Unit.

PROs OR PRO's?

Dear Sir:

I have read with interest and approval the recent letter to the Editor regarding the use of the term "Sergeant Major" in the RCAF. The letter by Cpl. Landis in the May '53 issue is also worth while.

However, there are mistakes in the two last paragraphs of Cpl. Landis' letter — whether they are his or your proof readers', I do not know. I refer to the pluralization, by means of an apostrophe, of the abbreviated term "PRO". Strictly contrary to CAP 460, this incorrect formation of plural abbreviations arouses my ire intensely every time I see it. It seems to be increasingly prevalent throughout the Air Force in these days — doubtless because people don't always think before they write.

I think there are many who agree with me. Possibly some sort of a reminder in your excellent publication might help to discourage this practice and make for better staff work in the RCAF.

Wing Cdr. J. M. Stroud, D.F.C.,
C.O., No. 33 A.C. & W. Sqn.

(Cpl. Landis is guiltless. We failed to think before we wrote.—EDITOR.)

Answers to "What's the Score?"

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

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