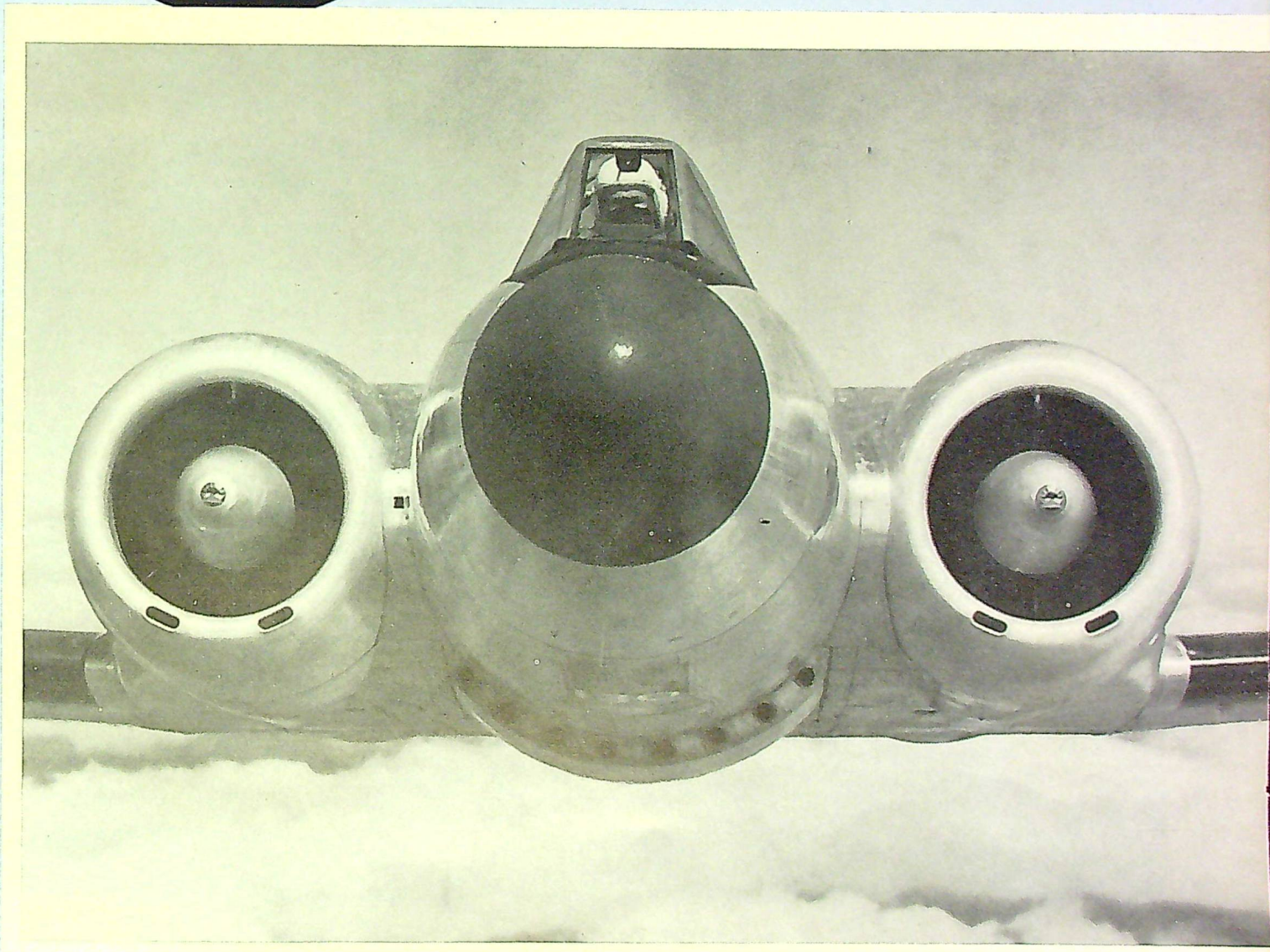


# *The* **CROWNDDEL**

Vol. 5, No. 10  
NOVEMBER 1953



**ROYAL CANADIAN AIR FORCE**

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Royal Canadian Air Force

Vol. 5, No. 10

NOVEMBER 1953

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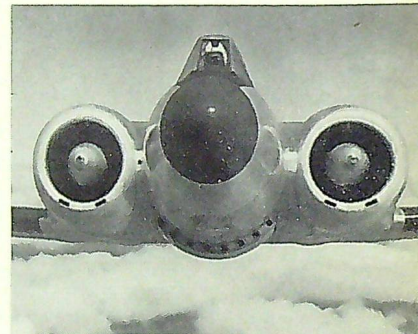
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THIS MONTH'S COVER



An unusual shot of a CF-100 in flight  
over R.C.A.F. Station North Bay.

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

# SGT. SHATTERPROOF IS STUNNED

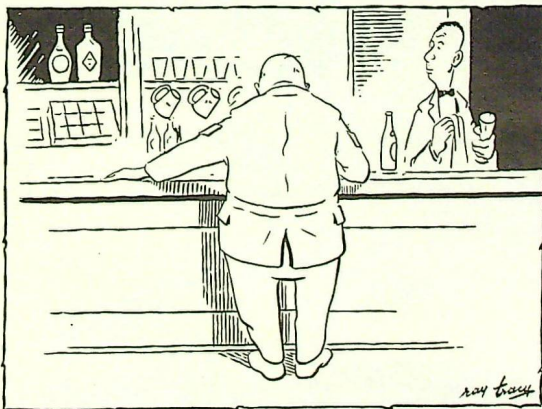
It was (says the grapevine) the pre-prandial hour in the Senior N.C.O.s' Mess, the hour when strong men unbend over the medicinal brew, when they temporarily relax from the lofty ideals that have spurred their thoughts and nerved their sinews throughout the day's relentless toil. It was, in a word, the hour when the rivalries of hangar and orderly room are forgotten and N.C.O. bares his soul to N.C.O.

Amid that glittering throng one figure stood pre-eminent. Titanic, monolithic, Sgt. Shatterproof pondered beside the bar. But tonight he wore an air of unwonted aloofness. Not for him was Sgt. Single-shot's hilarious account of last Saturday's blood-bath among the local deer; not for him Flt. Sgt. Scalpel's impersonation of the C.O. having a boil packed with gauze. Even his neighbour's misquotation of one of the most soul-stirring passages of Q.R. (Air) left him unmoved. Alone he stood there, deep in thought, glancing from time to time at a letter which he held in his unoccupied hand; and men say that the expression on his face was that of an overtaken mammoth looking for an opening among the advancing glaciers of the ice-age.

At last he stirred, and drew himself up to his full girth. Then, having thrice rapped on the counter for silence, he turned to face the room and thus addressed his fellow N.C.O.s:

Gentlemen:

You see before you a naked man. By that — as must be evident to all of you — I do not mean that Her Majesty's uniform no longer houses the frame upon which you now gaze. I mean merely that a Shatterproof without his sword is as completely naked as a fully-dressed man can be. And that, gentlemen, is my present case. I have been disarmed in fair combat, and the Force in which we serve has thus become almost, overnight, the bauble of the Brass.



I have in my hand a letter forwarded to me, rather belatedly, by the Editor of "The Roundel," a publication of which you may or may not have heard. With your permission, I shall read it aloud.

The Editor,  
"The Roundel."

14 Sept. 1953

Dear Sir:

What was nearly a crisis occurred in Air Transport Command recently when the July-August issue of your periodical was received.

Sgt. Shatterproof appeared before our eyes, on page 1, just alighting from an aircraft of this Command with a PIPE firmly clenched between his teeth. This, as Sgt. Shatterproof and all passengers in A.T.C. aircraft well know, is contrary to regulations. Pipe-smoking in aircraft is forbidden at any time, and smoking within fifty feet of an aircraft on the ground is also both a hazard and a crime.

A conference was called and the evidence placed before the gathered throng.

The final outcome, however, was influenced by the W.D. officer, an ardent admirer of Sgt. Shatterproof, who suggested that no one with Sgt. Shatterproof's high ideals and general know-how could be guilty of such crimes, and that it was probably the result of artistic licence on the part of the foul Tracy. (If, on the other hand, it was *not*, Shatterproof should be setting a better example, regardless of whether or not the pipe was lit.)

In the circumstances, it is felt that such an error should be brought to the editorial notice, if only in order to vindicate Sgt. Shatterproof and the whole of Air Transport Command.

Robt. C. Ripley,  
Air Commodore,  
A.O.C. A.T.C.

The silence that followed the reading of the foregoing letter has since been likened to that which must have settled down over the primordial swamps at the approach of an embattled tyrannosaur. Sgt. Shatterproof took advantage of it to apply himself briefly to his tankard. Then he resumed:

I will not harrow your feelings, gentlemen, with a description of my emotions upon receipt of this communication. Suffice it to say that I was a man stunned — stunned, let me hasten to add, not so much by the prospect of the firing-squad or a Headquarters posting as by the realization that the Air Commodore had slipped in beneath my guard and disarmed me with a lightning thrust. Nor does it console me that, like the chivalrous opponent that he is, he has given me the opportunity to pick up my weapon and step back on to the field of honour. The fact cannot be denied that the boys in the field have been betrayed by the pipe — albeit the cold pipe — of one in whom they trusted, and that this round must be conceded to the Brass.

And now, gentlemen, I stand at the bar awaiting the judgement of my peers. You may sentence me, if you will, to be left alone with a loaded revolver; if you will, you may bid me apply for a transfer to A.F.H.Q. I shall not dispute your verdict. Did my great-uncle, Sir Poona Shatterproof, question the verdict of the President of the Pukka Wallah Club after he had carelessly shattered the silence of the reading-room by commenting on the weather to Colonel Curry of the Bengal Lancers? No, he did not. Straight as a ramrod, he marched out and fed himself to the crocodiles of the Brahmaputra. You will find his grand-nephew, gentlemen, no less accommodating.



When Sgt. Shatterproof had finished speaking (continues the grapevine), he once more turned his back upon the room and consulted his tankard, seemingly indifferent to the sudden buzz of conversation that broke out behind him. Nor did he deign to show any further interest in the proceedings until W.O.1 Gallstone stepped forward and touched him lightly on the shoulder.

"Well, Sergeant, I guess we've decided."

Then, and only then, did the old wardog speak again. Eyeing his ancient enemy sternly: "Sir," he said, "I am ready."

"Drinks," said W.O.1 Gallstone; and he added, with ill-concealed relish, "— all round."

Men say that the cry which burst from Sgt. Shatterproof's lips resembled nothing so closely as the scream of a brontosaurus caught in a bog amid the forests of the Jurassic epoch.

# R.C.A.F. AIR TRANSPORT COMMAND

## Part One: Transport Operations

By Flight Lieutenant H. C. Langille

*(The work of Air Transport Command is never done; the sun never sets upon its operations. Its functions are, broadly speaking, twofold: air transport proper and aerial photography. In Part One of our account of the Command's past development and present activities, Flt. Lt. H. C. Langille, a former flying instructor and now Public Relations Officer at A.T.C.H.Q., sketches for us the purely transport side of the picture. Part Two, which will appear next month, deals with the photographic aspect. We are indebted to Wing Cdr. F. H. Pearce, A.F.C., who is in charge of the Transport Branch of the Directorate of Air Operations, for making several valuable additions to Flt. Lt. Langille's article.—EDITOR.)*

### INTRODUCTION

**I**N MODERN warfare no operation can be a success without the fastest possible movement of men and materials. The Germans proved this by their air support of the assault on Crete in 1941. Later, the Allies achieved notable success in South-east Asia

*Air Commodore R. C. Ripley, O.B.E., A.O.C. Air Transport Command.*



and again in North-west Europe at the time of the Normandy landings and the crossings of the Rhine; and a few years after that, the Berlin airlift, a full-scale air transport operation, won a signal victory for the West in the "cold war." More recently still, air transport has been a vital factor in supporting the conduct of the war in Korea.

The R.C.A.F. planners have used these valuable lessons of the Second World War in their development of Air Transport Command. With headquarters at Lachine, A.T.C. now controls five squadrons. Aircraft of these squadrons make frequent appearances in far corners of the globe as well as in many of the major cities in North America and Europe. They carry Service personnel and materiel to Tokyo, London, and all parts of Canada, on regular schedules. Their operations in Canada extend from Goose Bay to Vancouver, from Dorval through Winnipeg to various far-northern outposts of which Resolute Bay is only one.

Aircraft of A.T.C. range from the well-known Beechcraft, capable of carrying four to five passengers, to the Dakota, the C-119, and the North Star. Since the start of the Second World War, Air Transport Command has progressed from a branch of A.F.H.Q. to a vital arm of our present-day Air Force.

### HISTORY

While not specifically recognized as so doing, the R.C.A.F. was, in fact, engaged in air transport



*Fairchild C-119s.*

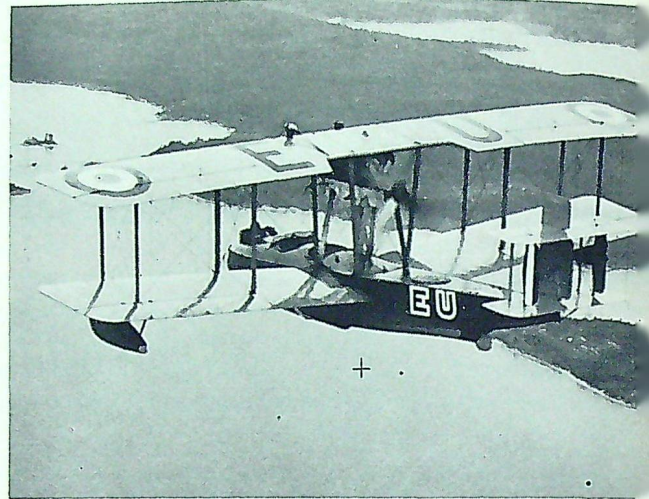
operations as far back as the late '20s and through the struggling '30s. In a humble way, these operations marked the beginnings of our present Air Transport Command. Vikings, Vedettes, and Vancouvers were among the aircraft used in those early days, until, in the course of time, they were replaced by aircraft of the famous Fairchild series — the Fairchild-51, the Fairchild-71, and the Fairchild Super-71. The bases from which they flew were pretty well restricted to Vancouver, Winnipeg, Trenton, Rockcliffe, and Dartmouth, and it was from these bases that their summer operations extended.

At the outbreak of the Second World War there was only one unit engaged in air transport, as we understand the phrase today. This unit was the Communications Flight at Rockcliffe, used mainly for carrying personnel of A.F.H.Q. to the various R.C.A.F. stations across Canada. The outbreak of the war saw an immediate growth of this unit, and in 1940 it became No. 12 (Communications) Squadron, adding ferry-work to its normal duties. As the need for a ferry organization grew, another unit, No. 124 Ferry Squadron, was formed at Rockcliffe in January 1942. Pilots of this unit flew Harvards, Ansons, Hurricanes, Cranes, Oxfords, Cornells, and all other types of training aircraft, to the schools that were springing up from coast to coast in order to meet the requirements of the British Commonwealth Air Training Plan.

The construction of an air base at Goose Bay was begun early in 1942, and by autumn of that year it became necessary to airlift large quantities of construction materials. To meet this necessity, No. 164 Squadron, equipped initially with Lode-

stars and Digbys, was formed at Moncton in January 1943. At the beginning of the airlift, only a very meagre dirt strip was available at Goose Bay.

By May 1943 a need arose for an airlift along the West Coast and interior North-west Staging Route from Edmonton to Whitehorse and points



*The Vickers Viking.*

beyond. No. 165 Squadron was formed, and it, too, was equipped with Lodestars and Dakotas. Based at Edmonton, the squadron had a detachment at Sea Island, near Vancouver.

Up until this time all transport squadrons had come under the direct operational control of the Directorate of Air Operations at A.F.H.Q. Then, late in 1943, when the volume and increasing complexity of transport operations had reached a point where they could no longer be efficiently controlled by the existing organization, a separate Directorate (the Directorate of Air Transport) came into being.

As the B.C.A.T.P. continued its rapid growth, more and more aircraft had to be ferried to training units. To ease the strain on No. 124 Squadron, a new squadron (No. 170) was formed at Winnipeg early in 1944 in order to take over ferry operations in Western Canada.

The first transatlantic commitment arose from the delay in delivery of Service mail from Canada

to Italy and the Middle East. In October 1943, No. 168 Squadron was formed and began to fly mail to Canadian troops overseas. Six B-17 Flying Fortresses were purchased from the United States Army Air Corps. These aircraft were replaced later by Liberators.

The mail flown from Canada was picked up in the United Kingdom by Dakotas of No. 168 Squadron and relayed to Italy and the Middle East by way of Gibraltar. After D-Day, the squadron's aircraft ferried it to the forward area of troops in Europe. More than 600 transatlantic flights were carried out and more than 2½ million pounds of Service mail were airlifted before the squadron disbanded in April 1946.

The summer of 1944 saw the formation overseas of three R.C.A.F. Dakota transport units (Nos. 435, 436, and 437 Squadrons), functioning under the operational control of the R.A.F.'s Transport Command.

Almost immediately after its formation, No. 437 Squadron began operations by towing gliders for

Vienna, Naples, and Athens.

Meanwhile, in the far-eastern theatre of war, the aircraft of No. 435\* and 436 Squadrons performed similar functions amid vastly different surroundings. In addition to the natural hazards of flying over countries like Burma, Assam, and India, the crews often faced ground fire from Japanese positions and attack by enemy fighters. Since their work continued until the Japanese surrender, these two squadrons were the last R.C.A.F. units engaged in operations against the enemy in the Second World War.

After the Japanese surrender, Nos. 435 and 436 Squadrons returned from Burma to the United Kingdom. Here, they joined No. 437 Squadron in No. 120 (Transport) Wing, R.C.A.F., which was formed at Odiham on 12 November 1945; and they were assigned to active transport operations between the United Kingdom and many cities in continental Europe. In a large measure, the work of these three squadrons was responsible for the maintenance of B.O.A.C. routes to the Continent. Working as a direct Canadian transport wing, their Dakotas carried urgently-needed medical supplies to all points in Europe, and evacuated wounded, sick, and other personnel from the Continent back to the United Kingdom. They continued in this rôle for the better part of a year until, having been finally replaced by the expanding B.O.A.C., they were disbanded and the aircraft were flown home to Canada. (Practically all the Dakotas still flying in Canada today with the R.C.A.F. were at one time with one or the other of these squadrons overseas).

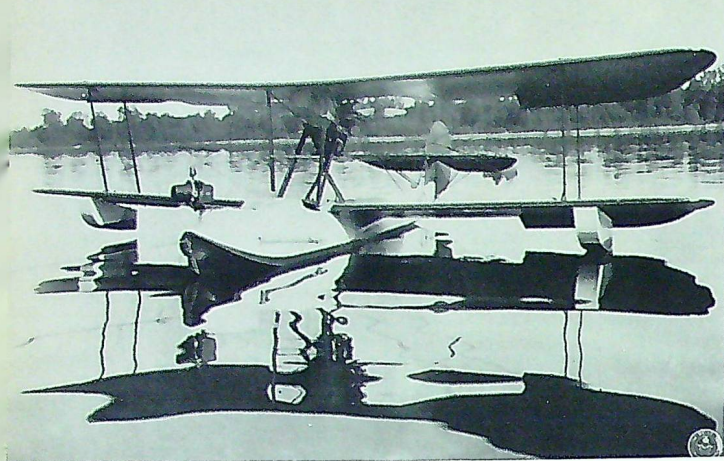
The diminishing requirements for the immediate post-war era left only No. 164 (Transport) and No. 12 (Communications) Squadrons still active. No. 164 was based at Dartmouth, with a detachment at Edmonton, while No. 12 remained at Rockcliffe. In the late summer of 1946, No. 164 was renamed and became 426 (T.) Squadron, while its detachment at Edmonton became No. 435. At the same time No. 12 Squadron was renamed No. 412 (T.) Squadron. In 1947, No. 426 moved to Dorval and set up domestic facilities at Station

\*See "Determined to Deliver" in the February 1953 issue of "The Roundel."



*The Vickers Vancouver.*

the airborne landings at Arnhem, and in the following months it was actively engaged in transporting troops and supplies to and from Continental bases. After the German surrender, No. 437 Squadron moved to the Continent and extended its operations as far afield as Oslo,



*The Vickers Vedette*

Lachine. Late in 1947, it began to convert from Dakotas to North Stars. All the above units then came under the control of No. 9 (Transport) Group, which had been formed to take over the expanded responsibilities of the Directorate of Air Transport.

On 1 April 1948, No. 9 (T.) Group was expanded into our present Air Transport Command, with headquarters then located at R.C.A.F. Station Rockcliffe. In addition to air transport operations, A.T.C. also assumed control of aerial photographic operations.

Its headquarters remained at Rockcliffe until August 1951, when it was moved to its present location at R.C.A.F. Station Lachine.

### THE SQUADRONS

#### **No. 426 (T.) Squadron**

As stated earlier, No. 426 Squadron was formed out of No. 164 in the late summer of 1946. In March of 1947, equipped with Dakotas, it moved to Dorval. Its routes were confined mainly to Eastern Canada. Late in the same year, however, it began to convert to North Stars, thus materially increasing its range. By the end of 1948 it was flying trans-Canada trips from Dorval to Whitehorse, in addition to its regular commitments in Eastern Canada; and since the spring of 1950, it has regularly participated in the seasonal resupply of arctic weather stations and has maintained regular service between Dorval and Resolute Bay.

By the summer of 1949, the probable future demands on No. 426 Squadron were under consideration. In anticipation, extensive training trips



*The Fairchild Super-71.*

were approved, and the squadron embarked on a training programme consisting of flights to Europe and through the Middle East, returning via South America to the home base at Lachine. These



training trips proved invaluable, and the crews gained experience which later enabled the squadron to step in on very short notice and undertake the trans-Pacific airlift at the outbreak of the

Korean war, during which it succeeded in building up a very enviable record.

In July 1950, the squadron was seconded to the Military Air Transport Service (M.A.T.S.) of the U.S.A.F. and transferred its operations from Dorval to McChord Field, Tacoma, Washington. It was from this base that the squadron participated in the first year of the Korean airlift, beginning its operations by flying one trip each day across the Pacific. Though it has long since been returned to Dorval, it continues its trans-Pacific flights. Since the start of the Pacific airlift, this squadron has carried out more than 500 round trips and has airlifted over 6 million pounds of freight between Tacoma and Tokyo.

In addition, No. 426 presently operates a scheduled return flight from Montreal, via Winnipeg and Edmonton, to Vancouver, every four days.

Now that the R.C.A.F. has its four fighter Wings in Europe, logistic support is provided by transatlantic flights from Dorval to the United Kingdom. While routine return runs are on a twice-weekly basis from Montreal to North Luffenham, No. 426 Squadron has, on more than one occasion, made as many as twenty-five transatlantic crossings per month.

#### **No. 435 (T.) Squadron**

After disbandment, No. 435 was reactivated in August 1946 from the original detachment of No. 164 Squadron. Its main commitments were air transport flights in support of the North-West Staging Route, but it also operated transport flights from Edmonton, through Winnipeg, to Churchill, Baker Lake, Coral Harbour, and other locations in Western and North-western Canada. In 1948 it took over the U.S.A.F.'s function in Operation Beetle and thus became involved in long freight hauls from Edmonton to such sites as Norman Wells, Kittigazuit, Sawmill Bay, and Cambridge Bay.

As well as its multiple other domestic tasks, air evacuation was assigned to No. 435 in 1951. Its Dakotas picked up wounded Korean veterans who had been flown in by M.A.T.S. to McChord Field, and flew them to D.V.A. hospitals across Canada. Late in 1952, the squadron converted

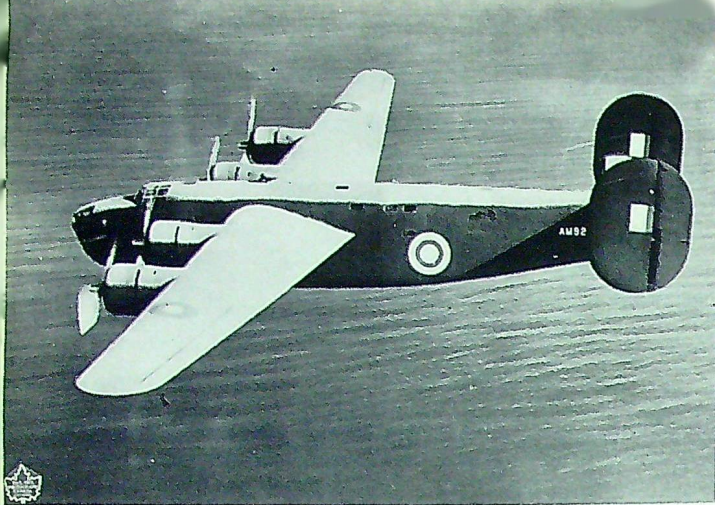


*American troops bound from Tacoma to Tokyo in one of No. 426 Squadron's North Stars.*

from Dakotas to the new C-119. This aircraft, much larger than the Dakota, has substantially increased No. 435's air transport potential.



The squadron regularly engages in paratroop continuation training for Western Command units, and it participates in combined manoeuvres and the airdropping of supplies to many remote detachments.



*Liberator of No. 168 Sqn. on overseas mail run.*



*One of the first B-17s to leave Rockcliffe on mail service to the U.K. and Italy in December 1943. L. to r.: Air Marshal R. Leckie (C.A.S.), Wing Cdr. D. Findlay, Flt. Lt. B. Middleton, Hon. C. G. Powers (Minister for Air), Flt. Lt. R. Niles.*

### **No. 412 (T.) Squadron**

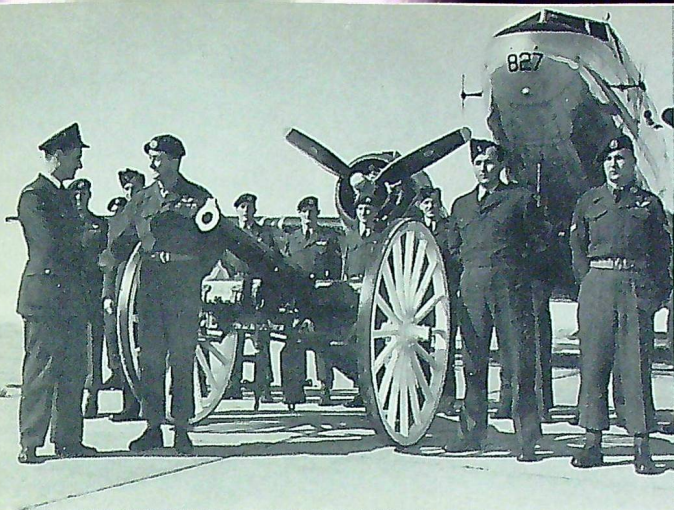
The oldest squadron in A.T.C. is No. 412 (T.) Squadron. Originally No. 12 (Communications) Flight, it received its present designation in August of 1946. Known as a personnel carrier squadron, it has always been based at Rockcliffe. Its main function is personnel communications work for National Defence Headquarters, Air Materiel Command, and other D.N.D. components in the Ottawa area. Its flights regularly embrace the whole of Canada and the United States.

Its prime function, and one in which it takes great pride, is its regular transportation of V.I.P.s. High-ranking visiting dignitaries, from practically every country in the world, are brought to, and taken away from, Ottawa by No. 412's aircraft. In addition to its six Dakotas, the squadron has two North Stars specially fitted for passengers, and the now well-known Canadair C-5.

No. 412 carried out the first complete round-the-world flight made by the R.C.A.F., when the Hon. L. B. Pearson made his global trip early in 1950. In 1951, the C-5 of this unit carried Princess Elizabeth and the Duke of Edinburgh on their tour of Canada. It regularly carries officers attending R.C.A.F. Staff College, National Defence College, and the Imperial Defence College, on their various tours in North America and to and from the United Kingdom. Last year the squadron flew the Hon. C. D. Howe and the Canadian Trade Commission on an extensive tour of South and Central America.



In addition to its personnel carrier rôle, No. 412 has in the past several years been responsible for paratroop continuation training for the Royal 22nd Regiment and the R.C.R.s in Eastern Canada.



*Feb. 1952. Wing Cdr. H. Morrison receives from Lt. Col. P. Bingham the cannon presented by the First Battalion of the Royal Canadian Regiment to No. 412 Squadron as a mark of appreciation for the latter's co-operation in paratroop training exercises.*

The most recent additions to this unit are the two Comet jet airliners recently acquired by the R.C.A.F. and intended primarily for use in co-operation with Air Defence Command. Both aircrews and groundcrews took extensive training in the United Kingdom on the operation and maintenance of these aircraft.

#### **No. 436 (T.) Squadron**

This famous squadron, disbanded on its return to Canada, was reactivated this year in Montreal. Now in the process of being built up, it will reach its unit establishment of C-119s by April 1954. The squadron badge shows the head of an Indian elephant, and its motto is "We Carry the Load."

Equipped with large-capacity C-119s, the squadron will be responsible for the major air transport domestic requirements in Eastern Canada. It will undertake all paratroop continuation training formerly done by No. 412, and it will also, very probably, carry out much of the regular routine transport between Dorval and the Goose Bay area, as well as a large proportion of the arctic

re-supply work. Further, it will provide the support for combined army operations in Eastern Canada. It is predicted that in a year's time the name of No. 436 Squadron will be as well known across Canada as that of any of its older sister squadrons.

#### **No. 4 (T.) O.T.U.**

The increasing growth of A.T.C. necessitated the formation of a transport Operational Training Unit. Formed in March 1952, it is located at Lachine and provides air and groundcrew training, both for A.T.C. and for other R.C.A.F. components, on Dakota, C-119, and North Star aircraft. The high standard of training given at this O.T.U. is reflected in the very low accident rate within A.T.C. Aircrew passing through No. 4 O.T.U. get an extensive ground-school and flying course, which qualifies pilots either as first officers or as captains on some particular type of aircraft. Normally the pilots will then be assigned to flying duties either within A.T.C. or within communications and rescue units of other R.C.A.F. Commands. Similarly, other crew members are trained in their respective trades and sent out to squadrons within the Command.

#### **CONCLUSION**

The road to our present A.T.C. has been long and often frustrating. The thought and work of a great many men have gone into its organization, but the net result has more than justified their labours. It is no small achievement, in an air force of the size of the R.C.A.F., to have reached the stage at which we can point, without fear of contradiction, to the watchwords of our Air Transport Command:

"ANYTHING - ANYWHERE - ANYTIME - SAFELY"

#### **"TRIPLE WAYS TO TAKE..."**

Already, the world divides into three categories — those who cannot read, those who read and do, and those who can read but only think they do.

(*"Canadian Mail"*)

# Personnel Movements ★ ★ ★

## OFFICERS: JUNE

G/C R. S. Turnbull, DFC, AFC, DFM — 4 FWgHQ, Germany, to 3 FWgHQ, Germany.

## OFFICERS: JULY

W/C D. P. Hall — RCAF Res Officers' School, Kingston, to SC, Toronto.  
S/L W. J. Wills — TCHQ, Trenton, to RCAF Stn Hamilton.

## OFFICERS: AUGUST

G/C L. G. G. J. Archambault, AFC — 1 GpHQ (Res), Montreal, to AFHQ.  
S/L C. D. Barnett, DFC — 129 AFF Det, Calgary, to 1 (F) OTU, Chatham.  
S/L R. J. Bayne, DFC — CJS Washington to AFHQ.  
S/L D. A. L. Bell, DFC — CJS London to AFHQ.  
S/L R. J. Bellamy — RCAF Stn Saskatoon to TCHQ, Trenton.  
W/C F. H. Bowler — TCHQ, Trenton, to 1 Air Div HQ, France.  
S/L D. J. Bullock — RCAF Stn. Portage la Prairie to 1 (F) OTU, MacDonald.  
S/L D. K. Burke — 1 PWS, MacDonald, to 1 (F) OTU, Chatham.  
S/L W. Clark, DFC — RU, Winnipeg, to AFHQ.  
W/C J. H. Cooper, AFC — AFHQ to Air Force Staff College, Norfolk, Va.  
S/L J. F. Corrigan, DFC — TCHQ, Trenton, to CNS, Summerside.  
S/L K. C. M. Dobbin — 436 (T) Sqn, Dorval, to ATCHQ, Lachine.  
S/L K. M. Douglas — CJS London to RCAF Stn Trenton.  
S/L A. W. Fisher — AFHQ to RCAF Stn Portage la Prairie.  
W/C T. H. Fletcher — TCHQ, Trenton, to CJATC, Rivers.  
S/L R. B. Fraser, DFC — 1 AFS, Saskatoon, to 418 (LB) Sqn (Aux), Edmonton.  
S/L S. D. Gillis — AAS, Trenton, to 2 TTS, Camp Borden.  
W/C W. W. Gilmour, AFC — RCAF Res Officers' School, Kingston, to SC, Toronto.  
G/C R. A. Gordon, DSO, DFC — CJS Washington to RCAF Stn St. Johns.  
G/C E. B. Hale, DFC — 1 FWgHQ, U.K., to AFHQ.  
S/L D. W. Henry, DFC — CJS London to ADCHQ, St. Hubert.  
S/L J. R. F. Johnson, DFC, AFC — 1 PWS, MacDonald, to 1 (F) OTU, Chatham.  
S/L F. C. Jones — 12 TSU, Weston, to CEPE Det, Namao.  
S/L N. Levitin, DFC — CNS, Summerside, to AFHQ.  
W/C R. V. Manning, DFC — ADCHQ, St. Hubert, to SC, Toronto.  
W/C H. G. Marriott — 12 ADGpHQ, Vancouver, to AFHQ.  
W/C J. F. Mitchell, DFC, AFC — AFHQ to SHAPE HQ.  
S/L J. H. Murray — RCAF Stn Aylmer to IAM, Toronto.  
S/L E. F. Nelles, DFC — RCAF Stn Goose Bay to RCAF Stn Uplands.  
S/L H. J. Reeves, DFC — RCAF Res Officers' School, Kingston, to U of Toronto Sqn (Prim Res), Toronto.

W/C H. E. Smith, AFC — RCAF Res Officers' School, Kingston, to SC, Toronto.  
S/L E. J. P. Sourisseau — 1 AFS, MacDonald, to 1 PWS, MacDonald.  
S/L R. K. Trumley — CJS Washington to 436 (T) Sqn, Dorval.  
W/C E. H. M. Walsh — 2 FWgHQ, France, to SC, Toronto.

## WARRANT OFFICERS: JULY

WO1 E. A. Mitchell — RCAF Stn Sea Island to RCAF Stn Centralia.

## WARRANT OFFICERS: AUGUST

WO2 W. V. J. Carroll — AAS, Trenton, to 2 TTS, Camp Borden.  
WO1 O. Dendy — 1 TTS, Aylmer, to RCAF Stn MacDonald.  
WO2 L. A. Evans — AAS, Trenton, to 2 TTS, Camp Borden.  
WO2 H. S. Garrett — 1 R&CS, Clinton, to AAS, Trenton.  
WO2 J. L. Giles — 426 (T) Sqn, Dorval, to RCAF Stn Lachine.  
WO2 W. T. Greenhough — RCAF Stn Centralia to RCAF Unit Fort Churchill.  
WO2 F. Kuzyk — 2 CMU, Calgary, to 2 FWgHQ, France.  
WO2 B. W. Nicholson, BEM — AAS, Trenton, to 2 TTS, Camp Borden.  
WO2 G. J. Norgaard — CEPE (NAE) Det, Uplands, to AMCHQ, Ottawa.  
WO1 A. Taylor — RCAF Stn Rockcliffe to RCAF Stn Goose Bay.  
WO2 H. E. W. Webb — RCAF Stn London to RCAF Stn Trenton.  
WO1 G. R. Worsick — AAS, Trenton, to 2 TTS, Camp Borden.

## KEY TO ABBREVIATIONS

AAS	— Air Armament School
ADCHQ	— Air Defence Command Headquarters
ADGpHQ	— Air Defence Group Headquarters
AFF	— Acceptance and Ferry Flight
AFS	— Advanced Flying School
Air Div	— Air Division
AMCHQ	— Air Materiel Command Headquarters
ATCHQ	— Air Transport Command Headquarters
CEPE	— Central Experimental and Proving Establishment
CJATC	— Canadian Joint Air Training Centre
CJS	— Canadian Joint Staff
CMU	— Construction and Maintenance Unit
CNS	— Central Navigation School
Det	— Detachment
(F)	— Fighter
FWgHQ	— Fighter Wing Headquarters
GpHQ	— Group Headquarters
IAM	— Institute of Aviation Medicine
(LB)	— Light Bomber
OTU	— Operational Training Unit
(Prim Res)	— Primary Reserve
PWS	— Pilot Weapons School
R&CS	— Radar and Communications School
RU	— Recruiting Unit
SC	— RCAF Staff College
SHAPE	— Supreme Headquarters Allied Powers Europe
(T)	— Transport
TCHQ	— Training Command Headquarters
TSU	— Technical Services Unit
TTS	— Technical Training School

# AIRCRAFT and the SOUND BARRIER

By W. R. Hilton, Chief Aerodynamicist, Armstrong Whitworth Ltd.

(Reprinted by courtesy of "The Listener," British Broadcasting Corporation)

(The following article was drawn to our attention by Group Captain C. B. Limbrick, The R.C.A.F.'s Director of Armament Engineering. We fully agree with him that it is about the clearest non-technical approach to the subject that we have yet read.—EDITOR.)

I WOULD like to contradict any idea that the sound barrier is some sort of wall of air, which makes a boom when you break it. This is definitely not true. A quick and easy explanation of the sonic booms heard when an aeroplane flies towards you faster than the speed of sound is that the aircraft will just keep up with its own noise, so that the usual noise you hear when an aircraft is approaching is telescoped into one single sound — the sonic boom.

Like most easy explanations, this is only a half truth, and in any case it does not give much idea of what to expect when the aircraft flies slightly faster or slower. Sound travels one mile in five seconds, 760 miles in an hour. This is also the speed at which pressure changes are transmitted through the air. If the aircraft moves faster than sound, the air has no idea what is coming and the air flow is completely different. If you listen to the weather forecasts you will be familiar with the idea of air pressure: you will know that air moves from a region of high pressure towards a region of low pressure. The same law applies, on a vastly smaller scale, to the air through which we fly. As you know, an aircraft is held up by the pressure of the air underneath the wings, aided by a reduction of pressure on top of the wings — both caused by the movement of the aircraft through the air. Although these pressures are greatest in the air actually touching the wing surface, they occur, to a lesser degree, in the air near the wing and, progressively lessening, at more remote points.

## If You Were an Air Particle

Imagine yourself to be a tiny air particle sitting in the path of an oncoming aeroplane. Air particles

cannot see anything, but they feel the aircraft approaching on account of the rise in pressure, very gradual at first, more rapid as the aircraft moves in to hit the air particles. However, as air particles always move away from regions of high pressure, you would start to move to one side to let the aircraft pass, slowly at first, more rapidly as the aircraft approached, and as the aircraft passed by, you would smugly note that it had missed you after all. Coming in the train to give this broadcast, I noticed the self-same effect as the engine of an express passed in the other direction. The thrusting aside of the air by the front of the engine blew a sudden puff of air in through a crack in the window. So the air moves aside to let the aircraft through, but how did the air know what it had to do? Because the pressure changes above and below the wings told it. But these pressure changes move with the speed of sound; in fact, we may think of sound as pressure changes moving through the air at 760 miles an hour.

Now we see the point. If an aircraft closes in on our unfortunate air particle faster than the speed of sound, no advance warning can be given, no avoiding action will be taken, and something very sudden has to happen to the air particle if it is to avoid being embedded in the wing. This sudden something is called a shock-wave, and there will be one above and one below the wing, jerking the air round the wing in very cavalier fashion.

There is no need to feel you cannot understand shock-waves. Technical people have to invent a technical jargon of their own, not so much to hoodwink the public into a sense of inferiority, but to admit of precise technical definition, as distinct from the commonplace terms, which are

seldom precise. The commonplace term for a shock-wave is an explosion or blast-wave — an all too familiar sound during the bombing. Like the blast-waves, shock-waves may be of various strengths. Forty pounds of cordite explode to produce 600 cubic feet of gas; a high-speed aircraft has a volume of approximately 600 cubic feet, so the sonic boom is roughly similar to the boom produced by the explosion of forty pounds of cordite up in the sky: in both cases 600 cubic feet of volume appear suddenly and cause a shock-wave. It would take an aircraft appreciably bigger than the Brabazon, moving at four times the speed, to produce the effects of a one-ton bomb. Thus our roofs and windows will be quite safe if these aircraft continue to fly at not less than 1,000 feet over cities, observing the existing law.

This sudden thrusting aside of the air, when travelling faster than sound, costs a great deal more horsepower than the gradual effects at lower speeds. If we draw a graph of horsepower needed to propel an aircraft at various speeds, we see that, while it always takes more horsepower the faster we go, the increase is most rapid at the speed of sound, where the horsepower required shoots up, levelling off on the supersonic side at a much higher horsepower. The term 'sound barrier' arose somewhat unfortunately from my showing some press reporters in 1936 this particular graph of horsepower against speed. 'The graph rises sharply at about the speed of sound', I remarked, 'like a barrier against future progress'. Next morning the 'sound barrier' was born in half-a-dozen daily newspapers. However, this is the kind of barrier which is a challenge, and not something solid you hit when trying to fly at the speed of sound. This challenge has been accepted by us in the aircraft industry, both in this country and by my former colleagues in America. At the present time we are learning to climb this barrier to progress.

Actually, there is no sudden change in the *behaviour* of an aircraft at the speed of sound, but the changeover from the air moving aside gently at subsonic speeds, to supersonic thrusting aside, is spread out over what we call the transonic speed range: transonic — through the speed of sound. Strictly speaking, 'transonic' covers all

aircraft speeds where the air is supersonic over some parts of the aircraft and subsonic over others. This transonic mixture of subsonic and supersonic has so far defied mathematical solution. We find by experiment that a very small shock-wave is formed on the wing at, say, three-quarters of the speed of sound, and gradually grows in length with increasing speed until, at the speed of sound, it reaches right out to the place mathematicians call infinity (but to you and me, it reaches the man on the ground who hears a sonic boom). Even at ninety-nine per cent of the speed of sound, the spread of the shock-wave is only a few aircraft lengths, and the aircraft would have to fly dangerously close for an observer to hear a boom. Thus we see that although the pilot feels no change at exactly the speed of sound, the sonic boom will suddenly reach out to a fairly distant observer at this speed. This is the only thing which happens exactly at the speed of sound.

It is a great pity that these shock-waves move too rapidly through air to be visible under normal conditions, as they would then be familiar to you. However, everyone has seen the very similar pair of water waves from the front of a boat, and anyone really interested in the subject should make a study of them. Imagine a quiet river with a punt moored up for tea. If a boat passes slowly along the river, it will send out little ripples and the punt will rise slowly and fall again, and all will be well. If a speed boat comes dashing along, the bow wave will suddenly rock the punt without warning and spill the tea. The faster the speed boat, the finer the angle of the V at which the two waves will set themselves.

#### **The Double Bangs from the V2 Rockets**

This brings us to a very important point, which has been overlooked by several of the theories concerning the sonic boom. If the aircraft flies faster than sound, the shocks will set themselves at an angle instead of being straight out. In London we remember the double bangs from the V2 rockets (or flying gas-mains, as they were popularly called). One of these bangs was the ordinary explosion at impact, and the other was the boom — the supersonic boom. These rockets

came down at an angle from the direction of Germany, travelling at more than three times the speed of sound, so that the shock-waves trailed back along the flight path. Thus one shock-wave descended on to people to the east of the point of impact, but the shock on the upper side of the rocket was directed upwards into the air, and lost. Observers to the west heard only the single bang due to the explosion. The supersonic boom from a V2 was followed by the usual noise of approach, heard in reverse, the last sound heard being that of the rocket entering the upper atmosphere. Thus one heard a double explosion followed by the noise of something apparently climbing rapidly into the sky, until it disappeared from earshot. 'Instead of coming it went', as the poet put it. Future supersonic aircraft will make a very similar noise.

So much for the double boom of the rockets, which were really single booms plus an explosion boom — but how do aircraft make double bangs without exploding? If an aircraft had sufficient power to fly straight and level at the speed of sound, it would only produce a single bang, as would an aircraft in a perfectly straight dive. However, the atmosphere is only a few miles thick, so that the dive, if it is to gain the power needed, must look more like a letter S. Naturally the combination of sounds heard on the ground will depend on the precise flight path of the aeroplane. Roughly speaking, the main sonic boom will be left behind as the aircraft enters the supersonic

part of the dive, and a second one will accompany the aircraft during the dive and be heard first on the ground. The areas of impact of these two booms usually overlap and produce a double boom. By the way, contrary to the recent film, no reversal of control is found on wings or control surfaces at supersonic speeds, provided they are sufficiently rigid and thin. However, if the control surface can bend the rear wingspar, it may cause a reversal of control.

We have come a long way together — across the subsonic lowlands, toiling together up the transonic barrier, and soon we shall reach easier going in the supersonic highlands. How do I know what is over the brow of the hill? I have not actually been there myself but I have worked with a supersonic wind tunnel for ten years and I am now building one driven by a 7,700 horsepower electric motor, whose consumption will equal 5,200 electric fires, all on at once — and all this power is used to blow wind at supersonic speeds on to a little model aircraft no more than eighteen inches long.

If you genuinely want to know what is over the other side of the sonic barrier, I suggest that you had better come and lend a hand in the aircraft industry where money does not buy results and where there is always plenty of room at the top for a good man. But I must warn you, it is not just a way of making a living — it is a disease, a kind of twentieth century crusade.

### DEAR MR. KINSEY...

To say that I am horrified at your new book called "Sexual Behavior in the Human Femail" is really putting it mildly. For I am not only horrified at you and the cohorts who abbetted you in interviewing those Femails but most of all I am horrified at the Femails you interrigrated. And all I can say is that you have managed to incounter 5,940 Human Femails who will never get anywheres.

(Extract from a letter from "Lorelei Lee" to Dr. Kinsey, in "The New York Times.")

# Pin-Points in the Past

Standing in front of the Siskin fighter are Flying Officer E. A. McNab, Flt. Lt. F. V. Beamish (R.A.F. exchange officer), and Pilot Officer E. A. McGowan. The photograph was taken at Rockcliffe in 1929, on the occasion of an aerobatic display in which the above-named officers were performing. Group Capt. McNab, O.B.E., D.F.C., is now Director of Personnel Administration at A.F.H.Q.; Group Capt. Beamish, D.S.O., D.F.C., A.F.C., was killed on operations in 1942; and Group Capt. E. A. McGowan was retired from the Service in 1944. Quite apart from his normal Air Force work, Group Capt. McGowan is also remembered by his contemporaries for his "rag-doll dance," a notable bit of boneless ballet which he sometimes executed in the mess on dining-in nights.

Our other photograph shows the senior N.C.O.s of Camp Borden in 1925. All of them, it will be observed, are still wearing the old C.A.F. uniform. Back row (l. to r.): Sgt. Maj. Waghorn (R.C.A.S.C.), Sgt. Godfrey (released), Sgt. Alguire (rel.), Sgt. W. Ramsden (Sqn. Ldr., M.B.E., retired), Sgt. G. Gorrill (Wing Cdr., ret.), Sgt. F. Hems (Wing Cdr., ret.), Sgt. W. Allan



(rel.), Sgt. F. B. Fulford (Sqn. Ldr., ret.), Sgt. G. Haines (rel.), Sgt. W. A. Clark (Flying Officer, ret.), Sgt. C. K. Flewelling (Sqn. Ldr., ret.), Sgt. L. Perry (rel.), Sgt. Maj. A. E. Annetts (Wing Cdr., ret.), Constable Johns (R.C.M.P.). Middle row (l. to r.): Flt. Sgt. L. Taylor (Flt. Lt., ret.), Flt. Sgt. Coupland (rel.), Flt. Sgt. Gregson (rel.), W.O.1 L. J. Dyte (Sqn. Ldr., ret.), Flying Officer F. V. Heakes (Air Vice-Marshal, C.B., ret.), Sqn. Ldr. N. R. Anderson (Air Vice-Marshal, C.B., deceased), Flt. Lt. C. M. McEwen, M.C., D.F.C. (Air Vice-Marshal, C.B., M.C., D.F.C., ret.), W.O.1 J. Wibberley (Sqn. Ldr., ret.), Flt. Sgt. J. B. Boyd (Group Capt., ret.), Flt. Sgt. D. Lusk (Wing Cdr., ret.), Sgt. R. J. Beaumont (Wing Cdr., ret.). Front row (l. to r.): Sgt. B. I. Barton (Sqn. Ldr., ret.), Sgt. J. A. Burton (Flt. Lt., dec.), Sgt. A. C. Duggan (Flt. Lt., ret.).



RC-1942



## DISCUSSION AND THE SERVICEMAN

*(One of the factors that contribute most to the achievement and maintenance of any man's morale is an understanding of why he is called upon to do certain things and what is the ultimate objective of the organization for which he is working. We in the Air Force are working for something rather more important than just our pay-cheques; we are working for the continued well-being of nearly 14 million fellow Canadians and also of a great many more millions of people whose ideas coincide with our own on the subject of what makes life worth while. Therefore, in March 1951, the Bureau of Current Affairs was organized within the Department of National Defence, for the purpose of assisting Commanding Officers in the armed services to keep their personnel informed about national and international affairs. Directing the Bureau's activities is Mr. H. R. Low, M.B.E., former Deputy Minister of Education for the Province of Manitoba, who later served as Director of Education in the R.C.A.F. during the Second World War, being released as a Group Captain in 1945. The following article attempts to give its readers an idea of the philosophy which underlies the Bureau's work. — Editor.)*

IN ANY EVALUATION of discussion we must begin with an attempt to define what we mean by the word "discussion." We could, perhaps, take the stand of Whistler's "Gentle Art of Making Enemies" (a stand which is frequently heard when a man is getting the best of his opponent): "I'm not arguing with you — I'm telling you." This is known as the "didactic method." It convinces nobody and merely results in evoking the equivalent of those cartoons that some teachers often find on their blackboards, portraying them in the most unfavourable light that the imagination of the young can conceive.

Or we can consider the text-book definition: "Discussion is the art of reflective thinking and communication, usually oral, by members of a

group whose aim is the co-operative solution of a problem."

There are a lot of words that need further definition in that sentence. The writer's former C.O. would either have said "There are a lot of words in that sentence," and left it at that, or, more probably, he would merely have growled "Too many words!", which meant "Get out of here and write something I can understand!"

To begin with, there is "reflective thinking." This is an orderly process. But don't get too simple in your orderly processes, for, as G. K. Chesterton once remarked, "Reduced to its lowest common denominator, your orderly process can end up with the constant and very self-convincing repetition of some such phrase as 'I am Napoleon

Bonaparte',” and you may wind up where those who make a passion of orderly thinking are kept in close confinement to prevent them from harming the rest of us. You must elaborate on your thinking and you must reflect. In short, you must say:

“I only think I am Napoleon Bonaparte and I think this for the following reasons:

- (a) I look like him,
- (b) I speak with the authoritative voice I know he used, and
- (c) I can lick any other two fellows of my own size.

“But, on the other hand, I cannot really be Napoleon Bonaparte, because:

- (a) I don't speak French,
- (b) I have no ambition to conquer the world, and
- (c) my wife's name is not Josephine.”

The reflective side of this thinking process means going quietly over each one of the pros and cons and balancing them off one against the other.

Then there is the word “communication.” You communicate your reflections to the rest of the group. Here we introduce a word of warning. If your reflective thinking has convinced you that you really are Napoleon Bonaparte, don't say a word about it to the rest of the group. They might misunderstand.

The expression “the aim is the co-operative solution of a problem” needs a little elaboration, too. It all depends on the problem. To a domestic problem there frequently is no solution except capitulation to one's wife's idea, and no good Serviceman ever thinks of capitulating. So let's stay clear of domestic issues and stick to the humdrum affairs of the nation's business and the international hurly-burly. There are quite a few problems in these two spheres; and some of the people engaged in arguing these problems are doing it with bombs and bullets. Arriving at a co-operative solution by such means is difficult. They are not the means favoured by the discussion group.

In our Service discussion group, we come armed with the weight of an authority who has written a

“Current Affairs” pamphlet. We equip ourselves with the statistics presented in an “Outline for Discussion Leaders.” We pin up a “World Current Affairs” news-map. Our discussion leader brings in a bevy of visual aids — projector, epidioscope, charts, and cartoons. In addition, he brings along his own personality. We then get down to Brass Tacks. Nobody can pull the wool over our eyes. We dig out all the pros and cons — cold, factual evidence that we weigh unemotionally, each one of us pointing out something that the rest of us have overlooked. There is nothing didactic about this process: it is co-operative to the *n*th degree.

The group leader finally sums up everything we have said and, if possible, reaches the conclusion that one party to the discussion has more weight on his side than has the other. Being democratic, we all go away convinced that the group conclusion is the right one — all, that is, except Corporal Omar Khayyam, who mutters in his beard:

*“Myself when young did eagerly frequent  
Doctor and Saint, and heard great argument  
About it and about; but evermore  
Came out by the same door wherein I went.”*

Petty Officer William Shakespeare (who also has a beard), talking it over later with Sergeant Shatterproof, confides his opinion that “a man convinced against his will is of the same opinion still.” Khayyam and Shakespeare are both guilty of what the theologians call “invincible ignorance.” Democratically speaking, they are entitled to go on thinking wrongly, and we, as Servicemen, “will defend to the death their right to think what they like.”

\* \* \*

Of what value to the Serviceman is the sort of discussion we have just been attempting to describe?

Let's begin with what it will not do for him. It will not get him posted to some specially choice location. It will not procure him a late pass or an extension of leave. It will not give him more time for boning up on the baseball scores or amusing himself with comic books. In short, it will not help him to obtain any of the more commonly sought amenities of life.

Then what use is it?

You have to be serious-minded to appreciate its value, and, if you aren't serious-minded, it will to some extent assist you in becoming so. It initiates you into the school of responsible people who take the serious things of life seriously. You begin to understand that important events are taking place thousands of miles away that may affect your future in life. You begin to see that an assassination in the Near East or a revolution in the Far West can result in your being sent to the other side of the world on what turns out to be anything but a picnic. It has happened before and it can happen again. Few of the millions who died in the First World War had ever heard of the Archduke Francis Ferdinand, whose assassination touched it all off in 1914. Fewer still had heard of Sarajevo, where the assassination took place.

A decline in Canadian trade with a far-away country can result in serious loss of revenue to the government and increase in the tax on your income or your cigarettes. To understand why the decline in trade takes place is to understand why the new tax is necessary. Thus, an understanding of foreign and domestic issues is a step towards the understanding of the foreign and domestic policies of our own country and how they affect us personally.

But understanding the issues is not enough. Through the discussion group you learn about democratic procedure. Few people, even in a democracy, know anything about this — a fact which is obvious to anybody who has ever attended a meeting of rate-payers or a protest meeting where anybody can get up in violation of the rules of order to air an irrelevant issue. Those who do understand and who know how to manage these meetings become our aldermen, controllers, Reeves, and mayors. The discussion group is, in effect, a democratic school of citizenship. Better discipline is obtained when understanding reigns and when a

man knows why his country is taking a given position on a given issue.

The discussion group is a school of leadership for the Services as much as it is for civilians. It brings out the latent ability of the man whose natural shyness has hitherto prevented him from putting forward his views in Mess arguments. It brings him the respect of the other members of the group. It also deflates the ego of the "noisy vessel that makes the most sound."

In the officer who conducts a discussion group, it develops the qualities of leadership. It provides him with opportunities for exercising his self-reliance and tact in handling difficult situations. It teaches him to appreciate the fact that the self-respect of the individual must be recognized. All these things are important facts in the management of men.

Finally, it educates a man. Education does not mean a cluttering up of the mind with inert and unrelated facts. It means, literally, a process whereby the best in a man is "brought out." The educated man is one who can discriminate between what is useful to understanding and what is not, one who can choose intelligently between information and propaganda. The discussion group, in the Services of Canada, is designed to supply a man with the information he needs for an intelligent appreciation of what democracy is all about and what Canada is doing at home and abroad.

\* \* \*

There is no need for further elaboration of our point. All we have set out to do is explain the value of discussion in open forum among members of the armed services. Whatever a man's views on the world-picture, they are apt to be valueless even to himself unless they are debated calmly with men and women who hold different views. We live in a democracy, and the important thing is that we develop our thinking in the light of reason, not in the hot-house atmosphere of emotion and falsehood.

# Feminine Gen

(Corporal McKee here concludes the brief pictorial diary she kept of her activities during her stay in England as a member of the R.C.A.F. contingent at the Coronation.—EDITOR.)

## CORONATION DIARY: PART TWO

*Sunday, May 10.* We spent our first week-end in London trying to cover all the sights in a few hours. Buckingham Palace, Regent Park Zoo, and Madame Tussaud's Wax-Works, were all included on our itinerary. We also saw the changing of the Guard, walked over part of the decorated Coronation route, down the Mall to Trafalgar Square, then to Piccadilly, and on to Nuffield Centre, a favorite rendezvous for Service folk of all nations.

*Monday, May 11.* Drilling began in earnest today at Pirbright Camp—to music by the Grenadier Guards and Canadian Army bands. Up and down the parade square in threes, fours, and twelves . . . "Heads up! Swing your arms! Watch your dressing! For Heaven's sake, watch your dressing! *Holy Smoke, watch your dressing!*"

Our shoes took such a beating on the pebble-covered parade square that we nipped into town in the evening and got double soles put on.

*Thursday, May 14.* Corporal Volansky, Gladys Pledger, Helen Knott, and myself, all took pictures of the Pakistan contingent on parade. Invited on to the reviewing stand, we chatted with the reviewing officer before he inspected his troops. Suddenly he said: "Excuse me, here come my troops. I'd better start acting like a General." We agreed that the Pakistan pipers, with their green tartan-decorated bagpipes, were a "smashing sight."

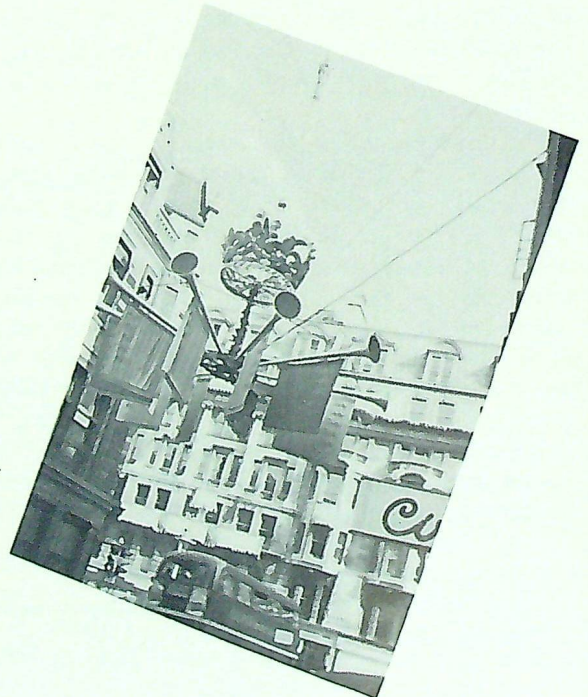
*Friday, May 15.* Slightly in disgrace today. Invited to an R.A.F. Police Dog Show after parade, we spent so much time in the N.A.A.F.I. cafeteria at Aldershot on our way that we arrived only in time to catch the very last act. The dogs put on a marvellous show. They were very friendly

and allowed us to pat their heads, but, at a signal from their trainer, would spring forward and another "criminal" would bite the dust.

*Monday, May 18.* Today we noticed the New Guinea Police Force troops shivering in their greatcoats during rest periods, while we sweltered in the few hot days England gave us.

Our drilling seems to be paying off. Today as we marched past, a ramrod-stiff Grenadier Guards sergeant-major said from under his moustache: "Well done, ladies!"

" . . . the decorated Coronation route . . . "





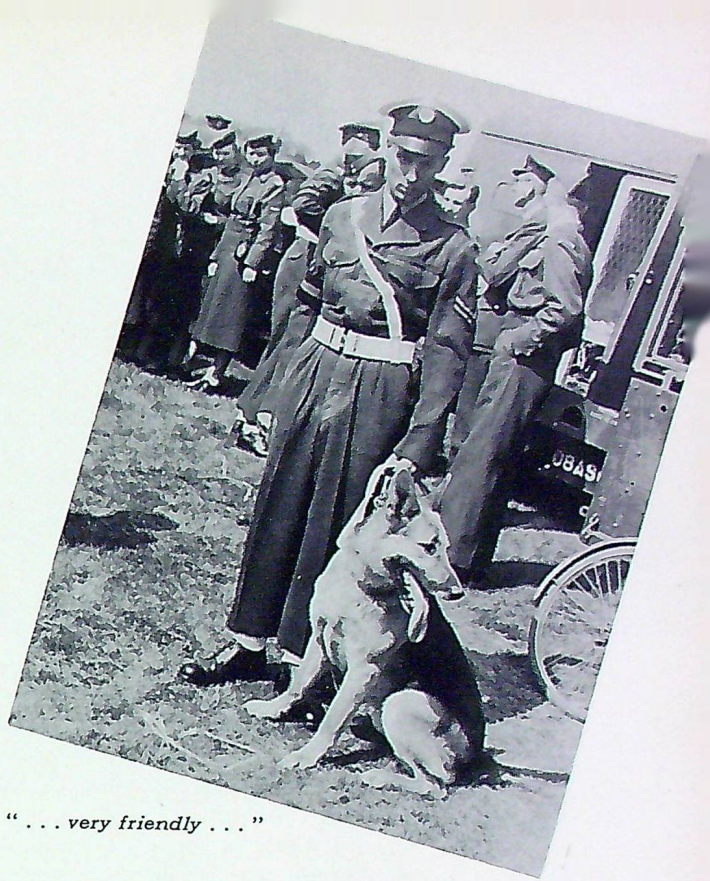
*The diarist, with Cpl. du Preez of S. Rhodesia, in the Pirbright canteen.*

*Thursday, May 21.* Leaving from Richmond Park this afternoon, we toured the Port of London by harbour craft, and had a marvellous time even though it was a cold, blustery day. Waterfront London, with its warehouses, docks, ships of many lands, busy cranes and puffing tugs, against a backdrop of the Houses of Parliament, St. Paul's, and the Tower, was a sight never to be forgotten. All Commonwealth troops had been invited, but not all turned up; so we each had two teas instead of one. Corporal Pledger had an extra treat. She, and a number of others up forward were completely drenched when an over-enthusiastic wave broke over the bow. Father Thames certainly had welcomed her.

*Saturday, May 23.* On tour of London again, we saw the Tower of London and Westminster Cathedral and took pictures of the latter through the Gothic window framework of a bombed-out church which, we learned, had been used in the filming of "Mrs. Miniver."

Cathie Sutherland, Jean Parker, Helen Knott, Gladys Burrows, Tommy Thomas and I, all went to the Hammersmith Palais in the evening for dancing-dates. The dance-floor made our parade square seem small in comparison. We danced to two name bands.

*Thursday, May 28.* Squadron Leader Sylvia Evans and Nursing Sister Claire Trepanier were presented to the Queen at a garden party at Buckingham Palace.



*"... very friendly ..."*

*Saturday, May 30.* We had our full-dress rehearsal today, and Pirbright Camp looked more than ever like a miniature Commonwealth of Nations. Most spectacular of the British troops were the Grenadier Guards, in their flaming red uniforms and bearskin hats.

As we formed up and marched along the "Coronation Route" marked out on the parade square, I was sure that the applause of the spectators must have carried right into the heart of London. As the excitement grew, and spread from spectator to participant, and back again, we had a foretaste of the wonder and significance of the Coronation itself.

At a garden party in the afternoon at Marlborough House, to which we had been invited by the Duke and Duchess of Gloucester, we were presented to the Duchess, who is honorary Air Chief Commandant of the W.R.A.F., and also to Lady Patricia Ramsay, for whom the famous Canadian regiment, the Princess Pats, is named. Bright sunshine playing on the flags of many nations, and the varied uniforms of the Commonwealth forces, helped create a colourful setting. After the presentation, tea was served in the best English garden-party manner.



“ . . . used in the filming of ‘Mrs. Miniver’.”

This week-end is clean-up, polish-up, and press-up time. I’ve used two tins of shoe polish and a half pound of wax since being assigned to the Contingent.

*Monday, June 1.* Early to bed — to dream of our own golden coaches that would take us into a story-book world, complete with a fairy princess and a tale to tell in future times.

*Tuesday, June 2.* Sure enough, our coaches (that is, bright red double-decker buses) awaited us this morning, and we climbed into them eagerly.

Who can describe the scene London presented that morning? With its streamers and standards bearing the Royal Coat of Arms, its gold and scarlet and blue banners, its heraldic emblems, the archways stretching across its streets, and countless thousands of gay spectators all along the Coronation Route, London was almost unreal in its

*The diarist is presented to the Duchess of Gloucester.*



“We ate our lunches standing . . .”

magnificence. Even the rain failed to dampen the spirits of the Great City.

We ate our lunches standing, protected from the rain by army capes.

Eventually we heard the 21-gun salute, the playing of the National Anthem, and the bells ringing from a hundred churches to proclaim the crowning of the Queen and the end of the service in Westminster Abbey.

Excitement was now at fever pitch. When the Queen’s coach joined the parade, we moved off through canyons of sound—shouting, music, and applause. Spectators and participants alike were caught up in a whirlwind of jubilation. Then suddenly, wonderfully, the sun broke through the clouds as the coach swung through Admiralty Arch.

*Wednesday, June 3.* Medals parade at Buckingham Palace. We saw the Royal family and children on the balcony, and I stood just eight feet from the Queen as she passed, reviewing the troops. We received our Coronation medals and, after a march past, returned to Kensington Park, where buses waited to take us back to camp.

*Thursday, June 18.* It is all over now. Today we begin our return journey to Canada on the “Samaria,” just bursting with talk about our wonderful experiences.

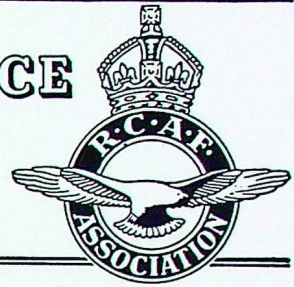
Like the cat in the nursery rhyme, “I’ve been to London to see the Queen.”

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# ROYAL CANADIAN AIR FORCE

# Association

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## BATTLE OF BRITAIN ANNIVERSARY

*Not here they fell who died a world to save,  
Not here they lie but in a thousand fields afar,  
Here is their living spirit that knows no grave,  
Not here they were, but are.*

Once again, as they observed the thirteenth anniversary of the Battle of Britain, the memory of Association members all across Canada went back to those days in 1940 when a small group of never-to-be-forgotten men defended our way of life against overwhelming odds.

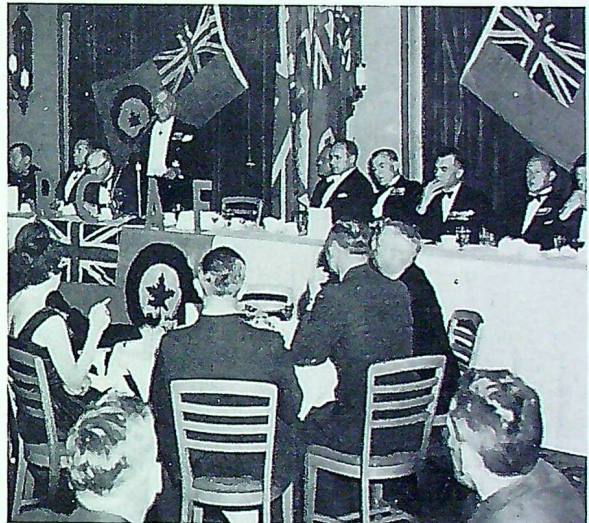
This year, Wings were encouraged to hold a Battle of Britain banquet on the Friday preceding Battle of Britain Sunday, and reports so far received indicate that the suggestion was excellently received. Commemoration services on Battle of Britain Sunday were also well supported.

It is the fervent hope of the National Executive Council that we may permanently establish Battle of Britain Sunday as an Air Force Day of Remembrance.

**Cornwall.** Ceremonies of No. 424 Wing consisted of a church parade and a radio broadcast.

Speaking during the commemorative programme, the Rev. Norman Sharkey took the congregation back to what he called the "days of willing sacrifice." He said that every privilege enjoyed by us today is the result of victories won by those who willingly gave their lives.

Air Commodore W. I. Clements, O.B.E., of A.F.H.Q., placed a wreath on the Cenotaph at Lancaster and later took the salute on the march-past. Wing Commander P. S. Turner, D.S.O., D.F.C., also of A.F.H.Q., was interviewed on the radio broadcast.



*The Hon. Clarence Wallace responding to the toast to Her Majesty.*

*Air Commodore Clements places a wreath on the Cenotaph at Lancaster.*



A group from No. 410 (Ottawa) Wing attended the ceremony in Cornwall. Following the parade, Air Force personnel and guests were entertained at the home of Air Commodore N. F. Mossop, C.B.E. (retired), and Mrs. Mossop.

**Vancouver.** Approximately 150 members of the Association attended a formal memorial dinner at the Hotel Vancouver in Vancouver.

The Lieutenant-Governor of British Columbia, the Hon. Clarence Wallace, C.B.E., was in attendance and responded to the toast to the Queen.

Full credit is given to the Wings and B.C. Group for the manner in which the programme was carried out.

**Moose Jaw.** Members of No. 601 Wing attended services in various churches on Battle of Britain Sunday. Following the services, wreaths were placed by J. Thurgood (president) and K. Dennis (secretary) of the Wing.

The "open house" on Air Force day at R.C.A.F. Station Moose Jaw was well attended by members of the Wing.

**Kingston.** A memorial service was held by members of No. 416 Wing in their clubrooms. The Rev. Minto Swan, of St. John's Anglican Church, Portsmouth, conducted the service.

(Reports from other Wings have not been received in time for inclusion in this issue.)

#### A REPORT FROM THE PRESIDENT

I have just completed my first tour since being elected National President of the Association, and I must say that what I saw was most encouraging and very revealing.

I visited 12 of the 19 Wings located in the Maritime Provinces, and found 10 of them well set up and firmly established in their own quarters. One of the other two is now showing definite signs of life after a long period of inactivity. The twelfth Wing, located at New Glasgow, has only been in existence for two months, and I was honoured to present it with its Charter at an elaborately arranged banquet. If initial enthusiasm is any criterion, this Wing should become one of the most active in the Maritimes.

The pattern of success in the Maritimes seems to stem from pride of ownership. It

appears that the first step of each successful Wing was to obtain quarters, regardless of the financial commitment involved.

The second step was to take on a project or projects, the chief among them being Air Cadets. All Maritime Wings are either sponsoring, co-sponsoring, or directly assisting Air Cadet squadrons.

Once a Wing has quarters and a definite purpose, membership seems to follow more or less automatically.

After first finding quarters, the matter of expansion or renovation, or both, often arose. The problem, in each instance, was placed in the hands of the members, and the results achieved are amazing. Each Wing, it appears, is attempting to outdo the other, with the majority of work being carried out within the membership on a voluntary basis. I would venture to say that every Wing in the Association has within its ranks sufficient amateur or professional tradesmen and hobbyists to undertake the establishment of quarters.

An excellent example of this is No. 150 Wing, St. John's, Newfoundland. This Wing has been in existence since 1949, but was inactive until last spring, when a few keen and active types took over. Last March there were no paid-up members and no quarters; now the Wing has clubrooms and a strength of 91 members. The new quarters were formerly used as a warehouse. One room has already been completely refinished, and it is expected that the second room will be ready by the New Year. Most of the work was done by members of the Wing, and the venture was undertaken on the strength of a \$900 loan, which was underwritten by the members at \$10 each.

The Wing is taking an active part in the operation of the local Air Cadets and hopes to become co-sponsor in the near future.

Another example of utilizing the talents of Wing members is to be seen in the very fine interior finishing in the quarters of No. 253 (Moncton) Wing. This has all the appearance of a professional job and would do credit to any commercial club anywhere. I had the pleasure of officially opening the extension to the clubrooms, and of meeting the Wing member responsible for this masterful work.

He informed me he is strictly a hobbyist along this line.

As for projects, No. 250 (Saint John) Wing deserves plaudits. This Wing is the sponsor of two Air Cadet Squadrons at the present time, and is in the process of forming a third in the city of Lancaster. This is quite an accomplishment.

In addition to Air Cadet sponsorship, the Saint John Wing took over the defunct Fundy Flying Club approximately a year ago, complete with a \$1,500 debt. In one year of operation the club is on a paying basis and out of the red. This year it trained 36 pilots, including six air cadets who had been awarded flying scholarships. It hopes to increase its scholarships to eight for next summer and also to take over the flying training of air cadets from other parts of the Maritimes.

Another Wing deserving special mention is No. 254 (Mirimichi), at Chatham. This is a comparatively young Wing, but it has gone ahead by leaps and bounds. It has acquired clubrooms in the form of an old home which had been an eyesore to the community for many years. The Wing has completed the exterior alterations, transforming it into one of the better-looking homes in the town. When the interior alterations are finished, it should be one of the better clubs in the Maritimes.

I could ramble on at great length about the accomplishments of other Maritime Wings, but, as space is limited, I must confine my remarks to the highlights. However, I hope this short report exemplifies what Wings can do for themselves, the R.C.A.F., and the community as a whole.



(G. E. Brookes)

#### ASSOCIATION AWARD

This year's winner of the R.C.A.F. Association Trophy is No. 22 Air Cadet Squadron, of Powell River, B.C.

The winning squadron scored the remarkable total of 1987.4 points, out of a possible 2,000, to



*The R.C.A.F.A. Trophy.*

gain the trophy from the 1952 winner, No. 187 Squadron, High River, Alta. The adjudication takes into account all factors of squadron operations. These factors include attendance at parades, effectiveness of the training programme, and value of the squadron to the community. The activities of the civilian sponsoring committees, which stand behind every squadron, are also considered.

The trophy will be officially presented to the Powell River Squadron at a later date, together with a parchment certificate for permanent possession, and a cash award.

Introduced last year, the trophy goes annually to the "most proficient" squadron. Its purpose is to help raise even higher the standard of Air Cadet training across the country.

#### REUNION IN OTTAWA

A troupe of Air Force entertainers, the famed R.C.A.F. Central Band, and a comedy skit featuring Lyn and George Gorman of Ottawa, were the main attractions at the Third Air Force Reunion, sponsored (like the two previous reunions) by No. 410 (Ottawa) Wing.



Left to right: Ethel Kong, Kaye Archibald, and Ethel Graver.

R.C.A.F. performers, under the direction of L.A.W. D. E. Marshall, of Vancouver, were: A.W. Ethel Kong, Sgt. Ethel Graver, L.A.W. Anne Hennessey, and A.W. Marlene Wambolt.

The president of 410 Wing, Mackenzie Hall, introduced the guests of honour: Group Captain W. H. Schroeder, O.B.E., representing the Chief of the Air Staff; E. Russell Hopkins, representing the Association's National President; and Miss Kaye Archibald, Miss Canada of 1953.

The affair was attended by representatives from Wings in Cornwall, Kingston, and North Bay. The Ottawa Wing intends to make the reunion an annual event.

#### NO. 900 (ARDUA) WING

31 October 1953.

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

Dear Sir:

This is in no way intended to be a criticism of that excellent organization, the Ground Observer Corps. We of No. 900 (Ardua) Wing well realize that in a country the size of ours, it is virtually impossible to have every square mile of sky under surveillance. However, we do feel that a slight mistake was made when our town was not included in the scheme of things. True, we do not have any major military installations or factories, but we do have our brewery, which all the citizens would hate to see become defunct.

To make a further point, it has also been observed by several members of the Wing that our



L. to r.: L. M. Fischer (pres., Guelph Wing), F. J. Ellis (pres., No. 408 Wing), and Mayor Lamport, of Toronto. The Wing Colours were presented by the Mayor to No. 408, together with the Union Jack and the Air Force Ensign.

town is on the direct fly-way of the Canada Goose as it heads out each autumn from the frozen north towards the industrial areas in the heart of the U.S. If the wild goose flies over us, why not enemy bombers?

Our position was deliberated at great length at a recent meeting, and we came up with a plan. We would organize a sort of independent branch of the Observer Corps, to sound the alarm in the event of local attack or to pass on a warning when suspicious aircraft were sighted. The usual enthusiasm of Wing members for all R.C.A.F.A. projects was apparent as soon as our decision was announced, and volunteers came forward by the dozen.

We decided, in the beginning, that we would only keep watch on fine Saturday afternoons, and, after we gained more experience, possibly expand our operations to include the odd Sunday.

Our natural vantage point was a fairly high hill to the north of the town, and our watchers were to be stationed there, always bearing in mind our motto "Eyes to the Skies." Another group was to be ensconced in the steeple of a church in the middle of town, where they would pick up the

signals from the hilltop and relay all information to the nearest Ground Observer Corps filter centre, wherever that might be.

Our method of signalling posed a bit of a problem since, at the start, we could not hope for such modern devices as the field telephone or "walky-talky." These, we felt, might come once we proved that we were ready to do our bit.

We settled for a system which, although somewhat primitive, seemed reasonably fool-proof. Borrowing a leaf from the book of the first citizens of Canada, we decided to prepare a smudge and have an operator (a Second World War wireless operator/air gunner) standing by with a blanket to signal in morse code the approach of aircraft. This is probably the first instance of smoke signals being used in actual operations in the atomic era.

On the first Saturday, the boys took off for the hill in high spirits, as they planned to make a bit of an afternoon of it, along with watching.

Imagine our surprise when, about mid-after-

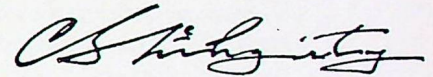
noon, frantic signals started to billow up from the hill top! We were flabbergasted, to say the least. And, to make matters worse, we couldn't read the signals.

The crew on the hill appeared to be panic-stricken, for, before too long, all semblance of dots and dashes stopped and a solid column of black smoke pointed skyward. Could it be an "H" or an "A" bomber?

We analysed the situation rapidly and made for the hill. There we found not a single member of the party the least bit excited, but all having a wonderful time. It appears they were simply signalling to say they had run out of refreshments and the blanket caught fire and burned to bits.

We will try again.

Yours, with Air Power,



Corresponding Secretary,  
No. 900 (Ardua) Wing.

## "BLITHE SPIRIT..."

The pilot prepared to start the engines. As he reached for the switch, a small bird flew in the open window of the 'plane and perched at his shoulder. The pilot's surprise grew as the bird spoke to him and said "I wouldn't start the engines if I were you sir. The undercarriage mechanism is u/s." In shocked surprise the pilot checked immediately with the ground crew and soon discovered that a serious fault in the undercarriage mechanism would undoubtedly have caused a bad crash on landing.

As he turned to go to the Flight room, the pilot again noticed the little bird and, approaching, thanked his feathered friend for the astounding advice. "Think nothing of it" said the little bird, "but I couldn't let you take off knowing the aircraft was unsafe. You see, actually I'm an air-

woman, but a wicked witch cast a spell over me and I must remain like this until the spell is broken."

"But how can the spell be broken?" asked the pilot.

"Well sir, if you could take me to your quarters and in the witching hour place me carefully on your pillow, as the clock strikes, I shall be free of the curse and will resume my former shape."

The pilot was much moved by this and feeling that he owed a deep debt of gratitude, carefully lifted the little bird and took it to his quarters. There he waited, and at the witching hour placed the little bird tenderly on the pillow . . .

It is most unfortunate that the Court Martial would not believe a word of the story.

("Langar Log": R.C.A.F.)

# ★ What's the Score?

The U.S.S.R. offers a more fertile field for the expression of uninformed opinion than any group of peoples in the world today. The following questionnaire, contributed by Flt. Lt. B. Dale, of the Directorate of Air Force Security, may help to forestall at least a few of the glib utterances commonly heard both in and out of the Air Force. The correct answers appear on page 48.— Editor.

1. Russia is the general name given to those territories of Europe and Asia which are contained within the Union of Soviet Socialist Republics (U.S.S.R.). The Government of this Union is best described as:
  - (a) Communist.
  - (b) Socialist.
  - (c) Dictatorial.
  - (d) Democratic.
2. The U.S.S.R. is the largest unbroken political unit in the world and occupies approximately 1/6 of the land surface of the globe. The number of ethnic groups inhabiting this area is:
  - (a) 19.
  - (b) 69.
  - (c) 129.
  - (d) 169.
3. The languages and dialects spoken by the many races inhabiting Russia total to:
  - (a) 15.
  - (b) 25.
  - (c) 55.
  - (d) 125.
4. The tundra zone, which stretches across the whole of northern Russia, denotes:
  - (a) An autonomous region.
  - (b) A treeless land region.
  - (c) A climatic region.
  - (d) A forest land region.
5. The single largest group in the Soviet Union is formed by:
  - (a) The Great Russians.
  - (b) The Little Russians.
  - (c) The White Russians.
  - (d) The Siberians.
6. Shortly after the Czar was forced to abdicate his throne, early in 1917, a new government was formed in Russia. This government was representative of the:
  - (a) Bolsheviks.
  - (b) Mensheviks.
  - (c) Middle class.
  - (d) Anarchists.
7. After the Bolshevik Revolution, Allied Expeditionary Forces aided the "White Russians." The term "White Russians," in this case, denotes:
  - (a) An ethnic group.
  - (b) A religious group.
  - (c) A political group.
  - (d) A revolutionary group.
8. The Soviets introduced some very drastic changes in all fields of Russian life. These changes were most pronounced in the:
  - (a) Cultural field.
  - (b) Economic field.
  - (c) Political field.
  - (d) Military field.
9. The U.S.S.R. is a federation consisting of 16 Union Republics. The largest of these is:
  - (a) Russian S.F.S.R. (Soviet Federated Socialist Republics).
  - (b) Ukrainian S.S.R. (Soviet Socialist Republics).
  - (c) White Russian S.S.R.
  - (d) Georgian S.S.R.
10. Soviet election results usually indicate a 99% support for government candidates. This unanimity may be attributed primarily to the:
  - (a) Overwhelming approval by the people of the régime.
  - (b) Indirect method of voting.
  - (c) Fact that voters are usually confronted with the choice of one candidate only.
  - (d) Constitution.
11. In August 1939, Ribbentrop went to Moscow and signed the German-Soviet non-aggression pact. This pact proved to be worthless when the:
  - (a) Russians repudiated it.
  - (b) Germans crossed into Eastern Poland.
  - (c) Foreign Communist parties protested against it.
  - (d) League of Nations ignored it.

12. The final decision to proceed with "Operation Barbarosa" was made in August 1940. This operation was the code name for the:
- German invasion of Russia.
  - Russian invasion of Finland.
  - Russian advance on Warsaw.
  - North African landings.
13. A major change in the constitutional structure was effected in 1944 by which each Union Republic was authorized to maintain its own military formations and to enter into diplomatic relations with other states. The extension of this principle enabled Russia to increase the number of her representatives in the U.N. by the addition of representatives from:
- Lithuania and Estonia.
  - Lithuania and White Russia.
  - Estonia and the Ukraine.
  - White Russia and the Ukraine.
14. In May 1943, as an apparent concession to her wartime allies, the Soviet Government dissolved the:
- Orgbureau (Organizational Bureau).
  - Politbureau (Political Bureau).
  - Comintern (Communist International).
  - Sovkhozes (State farms, as opposed to group-owned collective farms).
15. The flexibility of Soviet policy manifests itself in sudden changes of government action at home and abroad. These changes are:
- Condemned by the Communist parties abroad.
  - Inconsistent with Russian aims.
  - Difficult to explain.
  - Tactical in nature.
16. Communism is a term used to denote a system of social organization based upon:
- Political theories.
  - An equal distribution of income and wealth.
  - The Soviet system.
  - The Paris Commune.
17. At a secret meeting in October 1947, in Poland, delegates from nine European nations organized the:
- Orgbureau.
  - Cominform (Communist Information).
  - Comintern.
  - Politbureau.
18. Of the nine countries referred to above, Soviet interference is least evident in:
- Finland.
  - Estonia.
  - Latvia.
  - Lithuania.
19. Since the end of the Second World War a number of European countries have passed into the Soviet orbit. Generally speaking, the Communist parties in Western European countries in the last few years have:
- Declined in numbers and influence.
  - Made substantial gains.
  - Followed the Tito pattern.
  - Maintained their post-war initiative.
20. Since the end of the Second World War, the non-Communist world has encountered the Communist threat by three principal methods: military preparedness and unification, plans to alleviate economic misery, and legislation. Legislation outlawing the Communist Party has been passed by:
- The U.S.A.
  - Canada.
  - Australia.
  - West Germany.

**THE DIGNITY OF LABOUR**  
 Inspired, no doubt, by the lofty example of the North American undertaker, who has long since been referring to himself as a "mortician," a chimney-sweep of Ruislip, England, is now listed in the telephone directory as a "fluonomist." (Vide "The Times Weekly Review.")

# The ROYAL CANADIAN AIR CADETS



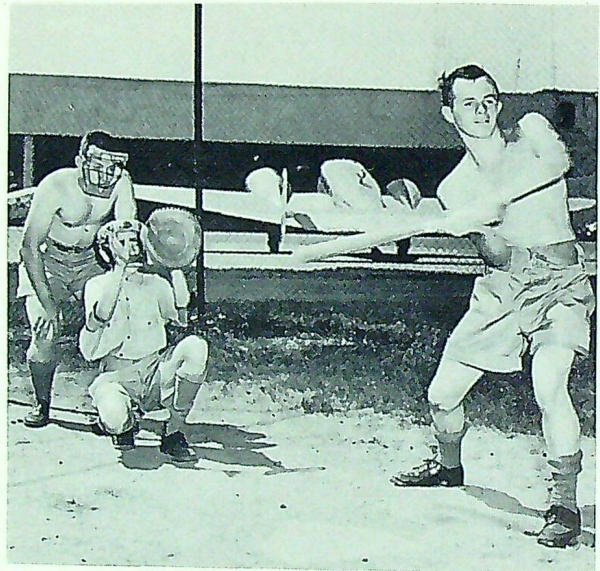
By Arthur Macdonald, Air Cadet League of Canada

## SUMMER 1953

### Summer Camps

Close to 4,000 cadets attended this year's summer camps held, respectively, at Greenwood, Aylmer, and Abbotsford. During their two weeks' stay at camp, the cadets attended lectures, took part in organized sports, and received familiarization flights in R.C.A.F. aircraft.

*Cadets about to take off on their first flight.*



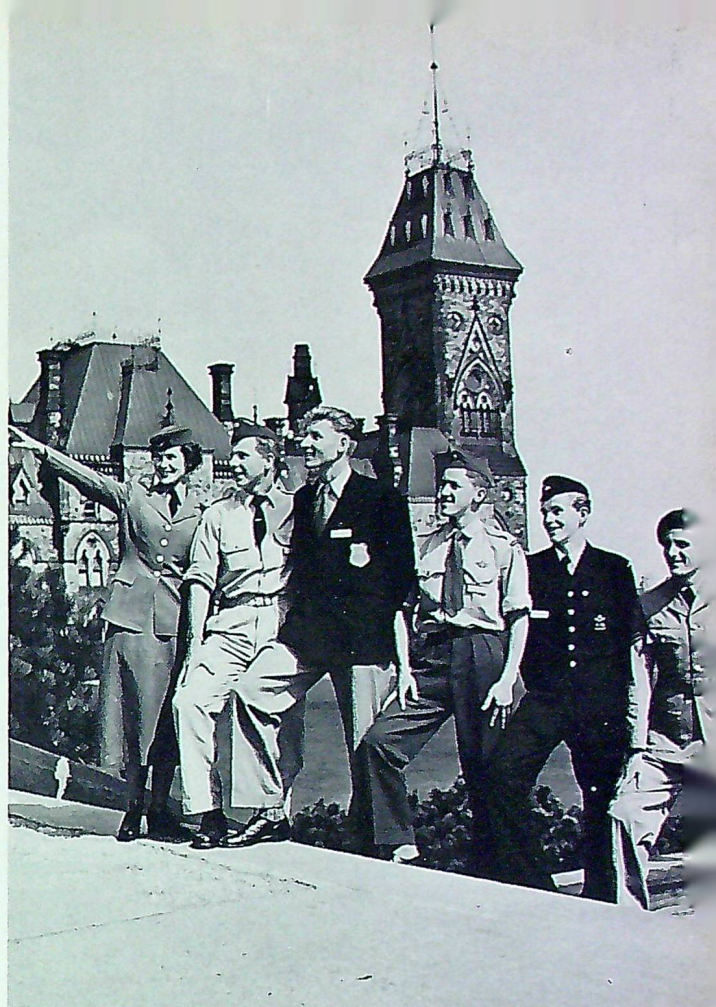
*Ball game at Abbotsford.*

### Flying Training

The 1953 Scholarship Flying Course for Air Cadets was the best on record. Two hundred and fifty cadets reported for training at the flying clubs, and 230 of them have already qualified for private pilots' licenses and Air Cadet wings. It is expected that 13 more cadets will pass supplementary examinations, bringing the average on the course to 97%. This year's course offered 30 hours of flying time during the four weeks at the flying clubs.



*R. Ayotte of Regina, rated as the best amateur pilot in Saskatchewan for 1953, receives the Malone Memorial Shield from Dr. E. A. McCusker, hon. pres. of the Regina Flying Club. He is a graduate of the Air Cadet scholarship flying course.*



*Airwoman A. Hennessy, of R.C.A.F. Station Rockcliffe, serves as guide on Ottawa's Parliament Hill to some of the visiting cadets. The cadets (left to right) represent: Norway, Holland, Denmark, Sweden, and the U.K.*

### **International Exchange Visits**

Canada exchanged cadets this year with six different countries — the U.S., the U.K., Norway, Sweden, Holland, and Denmark. A total of 58 Canadian cadets made goodwill trips abroad, while a like number of visiting cadets were entertained by the League and the R.C.A.F. in Canada.

### **Senior Leaders Course**

One hundred cadets spent seven weeks at R.C.A.F. Station Camp Borden on the first Senior Leaders Course. Graduates of this course are qualified as potential officers and instructors for Air Cadet squadrons.

*Allan Massay, of Charlottetown, P.E.I., is shown here with His Majesty the King of Sweden.*





*Canadian cadets visit Loch Lomond.*

*Cadet Flt. Sgt. Chalmers, of Winnipeg, top cadet on the Senior Leaders Course, receives the Air Cadet League Trophy from its donor, H. L. Garner, past president of the League. With them is Air Vice-Marshal J. G. Kerr, C.B.E., A.F.C., A.O.C. Training Command, who inspected the cadets on graduation day.*

### **International Drill Competition**

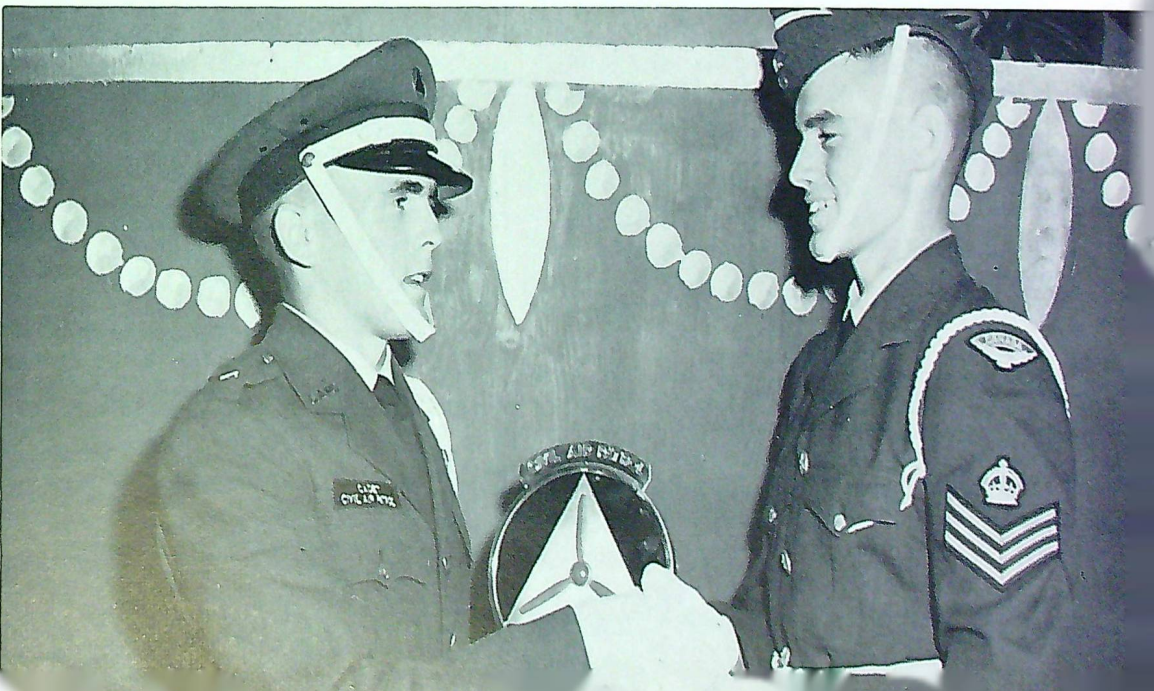
Canada won the 6th annual International Drill Competition, held at the Canadian National Exhibition, Toronto. This brings the score to four victories for Canada and one each for the U.S. and Britain. In the presence of 24,000 spectators, the Canadian team defeated the American squad by the narrow margin of 1119 to 1117.





*Viscount Montgomery inspects the competing drill teams.*

*The captain of the R.C.A.C. drill team, Flt. Sgt. Chalmers, accepts the congratulations of the U.S. team captain, Cadet J. Allred.*



# Achtung - DVII!

By A. M. Feast (R.C.A.F.A.)

*(Ex-Flight Lieutenant Feast, several of whose articles have appeared in previous issues of "The Roundel," here gives us the story of a remarkable German aircraft that entered the First World War just too late to do more than afford additional evidence of Fokker's genius. — EDITOR).*

THIRTY-FIVE years and 3,500 miles separate the Fokker DVII from its stormy day of glory in the skies over France in the First World War and its present peaceful existence in the War Museum Annex of the Brome County Historical Museum located in the town of Knowlton, Quebec.

This Fokker fighter was one of about twenty DVII's which were included in an allotment of German aircraft given to Canada as war trophies after the Armistice in 1918. Some of them were flown in Canada in 1919 and 1920, presenting one particularly spectacular display at the Canadian National Exhibition in Toronto. Few of these war trophies have survived the ravages of time, and fewer still are now in a display condition. Indeed, the aged but remarkably well preserved Fokker in the Knowlton museum is probably the only one in Canada that is now available for public inspection. The museum is open to the public only during the months of July and August.

The DVII well merits preservation, for it was the outstanding aircraft in the closing months of the 1914-18 War, with a performance superior to that of any other German or Allied fighter in actual service at the front.

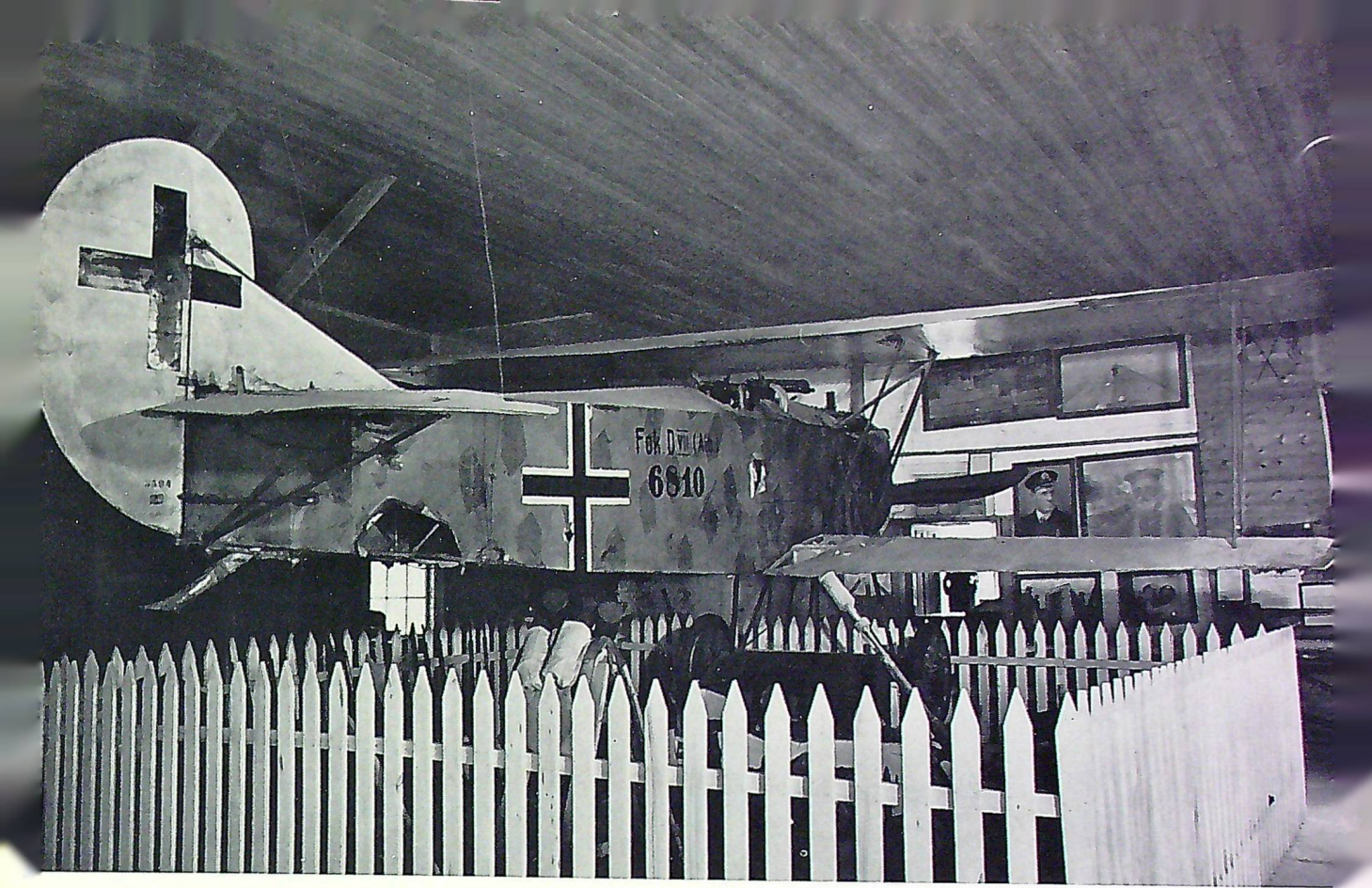
Setting out to design an altogether new aircraft which would combine all the best fighting qualities in one airframe, Anthony Fokker produced, early in 1918, a prototype which moved the expatriate flying Dutchman to exult "the best ship I had yet built."

It was indeed a fighter plane of radical appearance, in comparison with other German and Allied fighting aircraft of its day. Its design was clean-cut and streamlined. It had a fuselage of welded steel, with a pair of short wings of marked camber and low aspect ratio. The wings were the most radical feature of the design, as they were built of a wooden box-frame cantilever construction which entirely eliminated the need for external struts and guy wires. Said Fokker: "It looked good — an almost sure test of a fine aeroplane."

Its first test flight confirmed his most optimistic hopes. It was fast, with an impressive rate of climb. It turned tightly and went through every aerobatic and combat manoeuvre in a manner that heralded its immediate adoption by the German High Command. Elated with his latest creation, Fokker invited the top army officials from Berlin to his factory at Schwerin and personally took the 'plane aloft in a demonstration flight. He put the machine through a scintillating display of flying and then, expectant and confident, landed.

The high-ranking officers went over the aeroplane suspiciously, and shook their heads. The machine, they pointed out, was obviously not safe. "Look," they observed, "there is nothing visible supporting the wings." The machine would collapse under the stress and strain of aerial combat. The top brass nodded wisely and with finality.

Swallowing his exasperation, Fokker carefully



detailed his revolutionary theory of internally braced wings, stressed the inherent strength of the welded steel fuselage; but all in vain. The aircraft was just too far in advance of its time, and the army officials departed unconvinced.

Fokker was not easily discouraged. He got in touch with friends in the fighting squadrons at the front and, with the help of a technical officer in the famed Jagdgeschwader led by von Richthofen, he initiated a scheme to have an open competition at which all the latest fighter types of the German aircraft designers would be tested and judged by fighter pilots — the men who would have to fly them in combat. To render the competition fair and impartial, it was stipulated that every entrant would be powered by the 160 h.p. water-cooled Mercedes, the only engine that was then available in quantity.

Just prior to the competition, held at Johannisthal, Fokker produced a modification of his original design, in which he bowed to Berlin's conservatism to the extent of adding a simple

N-type strut between the wings. The function of the strut was largely decorative, but it was to serve its purpose, as the Johannisthal competition disclosed. In the hands of some of Germany's best pilots (to whom Fokker had privately given a "tip" about his ship's special feature — its exceptional quickness on turns) the DVII won the day in brilliant fashion, outclassing all the other entrants. The authorities, vastly impressed by the display, and entirely mollified by the addition of the N-strut, presented Fokker with an immediate contract for 400 machines at 25,000 marks each, and ordered other companies into production of the same machine on a royalty basis. (The Knowlton DVII appears to have been one manufactured under this royalty arrangement by the Albatros company, Fokker's chief rival.)

The first "production" Fokker DVII's appeared on the Western front late in May 1918, the first units to be equipped with them being von Richthofen's own fighter wing, the great Jagdgeschwader I (though by that time the famed "Red

"Knight" was dead, shot down in air combat the previous month by a young Canadian, Capt. Roy Brown). The Allied airmen were eager to get details of the remarkable new fighter which they encountered in the skies over eastern France, and a Canadian pilot was instrumental in forcing down the first Fokker DVII to fall into British hands. On 17 June 1918 a group of S.E.5s from No. 24 Squadron tangled with a formation of DVIIIs over Cachy in the Somme valley. In the engagement, the British pilots, one of whom was Capt. G. O. Johnson, M.C. (later to become an Air Marshal in the R.C.A.F.), brought one of the enemy down behind our lines with its pilot wounded. The German airman was Leutnant Kurt Wusthoff, a leading "ace" credited with 27 victories and wearer of the Orden pour le Merite, the highest decoration the Kaiser could bestow.

Initially the Fokker DVII was powered with the 160 h.p. Mercedes. During the six months in which it saw action it was also fitted with the 185 h.p. B.M.W. and the 200 and 220 h.p. Mercedes. Its top speed with the 200 h.p. engine (the

type in the Knowlton aircraft) was 140 m.p.h., with cruising speed of 125 m.p.h. Its service ceiling, which it could reach in  $18\frac{3}{4}$  minutes, was 19,800 feet, and it had a range of two hours. Armament was two air-cooled Spandau machine-guns, synchronized to fire through the propeller arc. Dimensions and weights were: wing span, 29 feet 3 inches; length, 23 feet; height, 9 feet 6 inches; weight empty, 1,540 lbs.; useful load, 396 lbs.; gross weight, 1,936 lbs.

From the end of May 1918 to the Armistice in November, the Fokker DVII was the mainstay of the German air force. In the words of Hermann Goering's biographer, "without this magnificent weapon the tenacious and successful resistance in the last months of the war would certainly not have been possible." The Allies tacitly admitted that they had in active service no aircraft of superior — or equal — all-round performance, and in the Armistice terms they specified that all DVIIIs were to be surrendered intact. A tribute indeed to the genius of Anthony Fokker!

## The Commonwealth

This uncommon — indeed, unique — association of free and independent states is rooted deep in our history. In the contemporary world, it has an importance and a value which no one should underestimate in adding up the resources of the free world.

Unlike the United Nations, unlike N.A.T.O., the Commonwealth has no formal machinery, no treaty binding its members, no specific commitments. In its very freedom — and in its diversity — lie its power and the influence which it can wield for good in the world today. The sovereign countries of the Commonwealth are found in every continent, and contain vast populations, with people of every race. This changing Com-

monwealth, which links free Asia with the free West, has proved its vigour and usefulness, not only to its own members but to the world, by its capacity for solving practical problems and for adapting its outward forms to meet new needs.

The modern Commonwealth is no narrow group aiming to improve its position at the expense of others. It is a widely representative association, aware of the great range of conditions throughout most of the world, seeking to find some basis or which national actions can be taken in the light of the needs of international co-operation, linking together Asia and the West when links of this kind are so sorely needed.

(Hon. L. B. Pearson.)

# No. 422 (Tomahawk) Squadron

By Wing Commander F. H. Hitchins, Air Historian

WHEN NO. 4 FIGHTER WING flew from Canada to its base at Baden-Soellingen, Germany, this summer, to complete the build-up of the R.C.A.F.'s Air Division in Europe, one of the three squadrons which took part in the "Leapfrog" operation was No. 422 Squadron, under the command of Sqn. Ldr. W. J. Buzza. Trans-Atlantic flying is nothing new in the history of the Tomahawk unit. Eleven years previously, in October and November 1942, crews of No. 422 had already flown across the Atlantic from Montreal to the United Kingdom, with one stop at Gander en route. The squadron can also boast of another feat which makes it unique among all the units of the R.C.A.F.: it is the only Canadian squadron that has flown to, and carried out operations from, a base in the U.S.S.R. In the past its crews have heard Erse, Gaelic, Welsh, Icelandic, and Russian spoken, as well as a myriad varieties of the King's English; now they can add German to their polyglot vocabulary.

No. 422 Squadron was born on the banks of Lough Erne in Northern Ireland, and in that beautiful location by the tree-lined, island-studded lake it spent almost one-half of its war-time career, in two periods of seven and twelve months each. Between its two Irish tours, the squadron was



*Wing Cdr. L. W. Skey, D.F.C.*

stationed for a year at bases on the west coast of Scotland, and it ended the war with a nine-month sojourn in southern Wales, thereby completing a "Coastal tour" of the three Celtic components of the United Kingdom. In the course of their operations with Coastal Command, crews of No. 422 also flew from bases in the Shetland Islands, Iceland, north Russia, southern England, and Gibraltar.

Although the official date of the squadron's formation was 2 April 1942, several weeks elapsed before it had any corporeal existence. By the beginning of July, however, the new squadron was starting to take shape, and Wing Cdr. L. W. Skey, D.F.C., was appointed commanding officer. A Canadian member of the R.A.F., Larry Skey had distinguished himself as a Sunderland captain in the early months of the war, escorting convoys,



*On quay at Pembroke Dock. In front (l. to r.): Flying Officers W. J. Bice, W. C. Schmidt, F. Field. Behind (l. to r.): Flying Officers N. C. Rowley, S. Jones, C. H. E. Cook, J. D. Graham, Warrant Officer T. E. Campbell. Flt. Sgt. H. C. J. Walker, Warrant Officer J. O. Fink, Flying Officer T. A. Reeves.*

hunting submarines, searching for enemy warships and carrying out special reconnaissances to Norway at the time of the Nazi attack. For sixteen months Wing Cdr. Skey remained in command of No. 422, guiding it through the first varied phases of its career.

When the squadron was first formed, it was planned to equip it with Catalina flying-boats, and, pending delivery of these operational aircraft, the crews began training on Lerwicks, an obsolete twin-engined type. Early in August three Catalinas were received, and at the end of that month No. 422 embarked on its first operation. A detachment of three crews, led by Sqn. Ldr. R. E. Hunter,

D.F.C. (R.A.F.), was despatched to the Shetlands to take part in Operation "Orator," covering the movement of an important convoy to North Russia. No. 422's three Commonwealth crews (14 R.C.A.F., 12 R.A.F., 2 R.N.Z.A.F., and one South African Air Force) transported key personnel and equipment from Sullom Voe to Grasnaya (Murmansk) and Lakhta (Archangel) in North Russia, made some ferry flights between the two Soviet bases, and then flew back to the Shetlands early in September. One crew, skippered by Warrant Officer L. W. C. Limpert, returned to Grasnaya a week later with a British diplomat as passenger, and while at the Russian base made a long reconnaissance patrol off North Cape to watch for any move by the German battleship "Tirpitz," which was lying in one of the Norwegian fiords. On another occasion, when Limpert was returning to Grasnaya from a ferry flight, he found

an air raid in progress, several bombs falling near the Catalina as it approached the landing area. When the convoy had reached its destination, Limpert's crew flew back to the Shetlands and the squadron's first war mission was completed.

Its next assignment was another unique venture. Eleven skeleton crews (pilot, observer, flight engineer, and wireless-operator/air-gunner), led by Wing Cdr. Skey, embarked on the "Queen Mary" for America and, after reporting to Ferry Command Headquarters at Dorval for instructions and training, ferried eleven Catalinas from Boucherville to Gander and thence across the Atlantic to Britain. Although six of the eleven pilots had never previously flown as captains of aircraft, the ferry assignment was completed without incident in less than six weeks from the time that the crews sailed from Glasgow. The average flying time from Montreal to Britain was 23½ hours.

While the ferry detachment was away, the squadron at Lough Erne was reduced to a non-operational status, its Catalinas being turned over to another unit and the Lerwicks ferried away for reduction to produce. Vacating its quarters to make room for its sister squadron (No. 423), Wing Cdr. Skey's unit moved temporarily to Kesh, a few miles away, and then early in November left Northern Ireland for a new station at Oban on the Firth of Lorne on the west coast of Scotland. Here the ferry crews rejoined the squadron and began conversion training on the four-engined Sunderland flying-boat.

Progress toward becoming operational on the new type was somewhat retarded by the departure of some experienced R.A.F., R.A.A.F., R.N.Z.A.F. and S.A.A.F. personnel to permit further "Canadianization" of the squadron, and was still further hampered by the unfavourable weather of winter, high gales repeatedly lashing the moorings at Oban. Nevertheless, by the end of February 1943, six of the nine crews had completed the conversion course and, on 1 March, No. 422 again became operational. The first casualties were suffered during this period when a Sunderland, returning from a flight to Sullom Voe, broke up in the rough sea as it landed at Oban and seven of

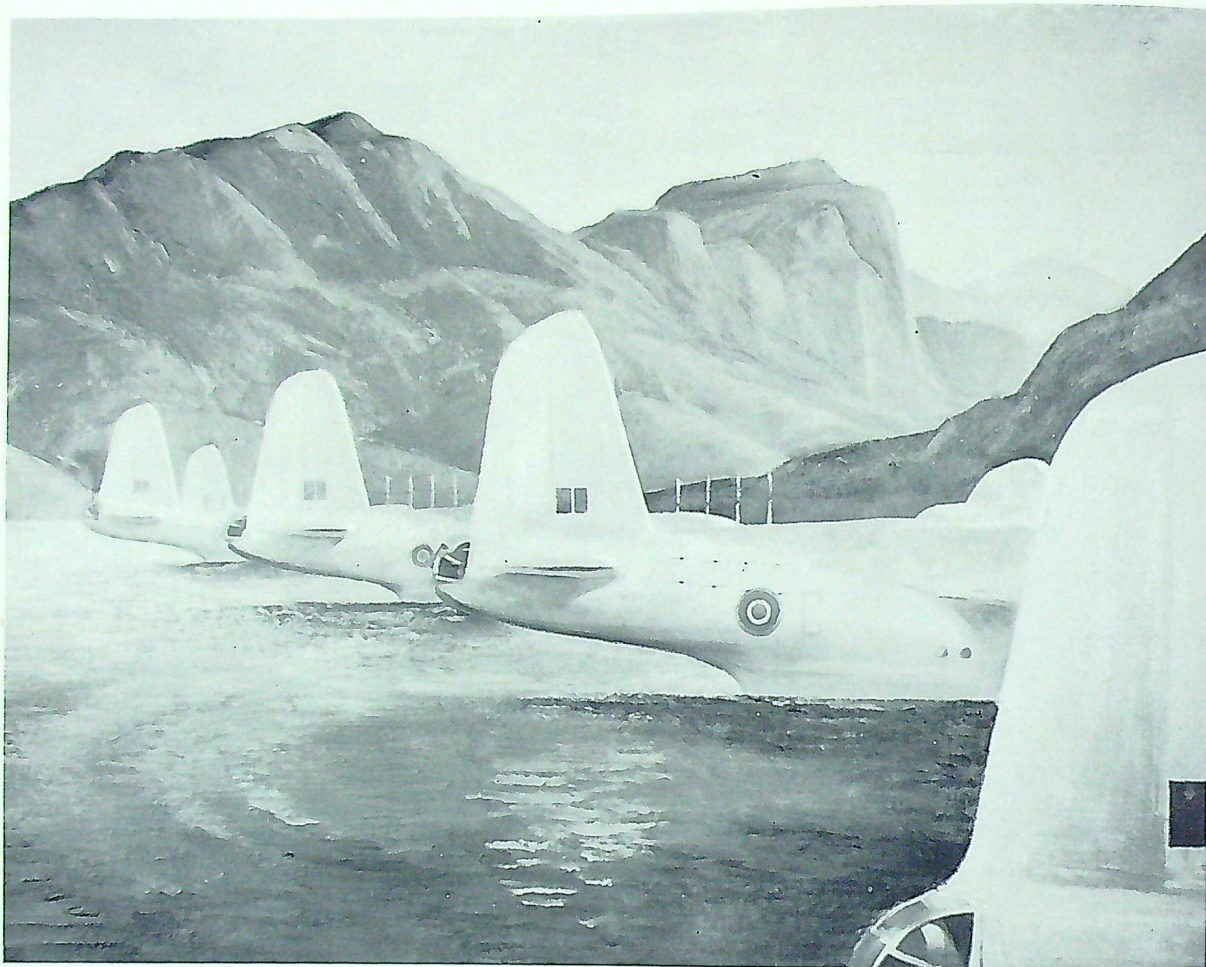
the crew and passengers on board were lost. Flt. Lt. J. T. Reed, Flt. Sgt. J. H. Baker, and Sgt. G. E. Chamney were mentioned in despatches for gallant efforts to rescue their comrades from drowning.

Four days before the squadron officially became operational on Sunderlands, Flying Officer P. T. Sargent and his crew carried out the first war patrol to escort a convoy west of the Outer Hebrides. For the next three months convoy patrol was the squadron's major task, with an occasional air-sea rescue search by way of variety. On their sorties, which averaged about twelve hours in duration, the crews swept great areas of the ocean between Ireland and Iceland, but did not sight a single U-boat. One crew was lost on this work when a Sunderland, captained by Flying Officer E. F. Paige, D.F.C., crashed off the Irish coast on its return from a convoy patrol.

Early in May 1943 the squadron moved from Oban about 60 miles down the coast to Bowmore on the isle of Islay. Accommodation at the new base was rather restricted, and the exposed location and limited facilities were ill-suited for an operational unit. As a result, during the six months that

*A Sunderland crew. Kneeling (l. to r.): Sgts. W. F. Beals, D. Mesney, J. D. Stafford. Standing (l. to r.): Sgts. W. M. Parker, C. Einarson, Flying Officer A. Tomlinson, Flt. Lt. P. T. Sargent, Sgts. J. H. Shand, L. T. Needham.*





*Sunderlands moored at Oban. (Painting by Flying Officer E. Aldwinckle.)*

it was officially stationed at Bowmore, No. 422 did most of its operational flying from its original base at Castle Archdale on Lough Erne.

The change in base was followed by a change in tactics and operational area. Instead of shepherding convoys through the north-western approaches to the British Isles, the flying-boats went out on offensive hunting patrols in search of U-Boats as they passed through the Bay of Biscay. Hardly had the Sunderlands started on this new phase in June, when the squadron recorded its first sightings. Two hundred and fifty miles north-west of Cape

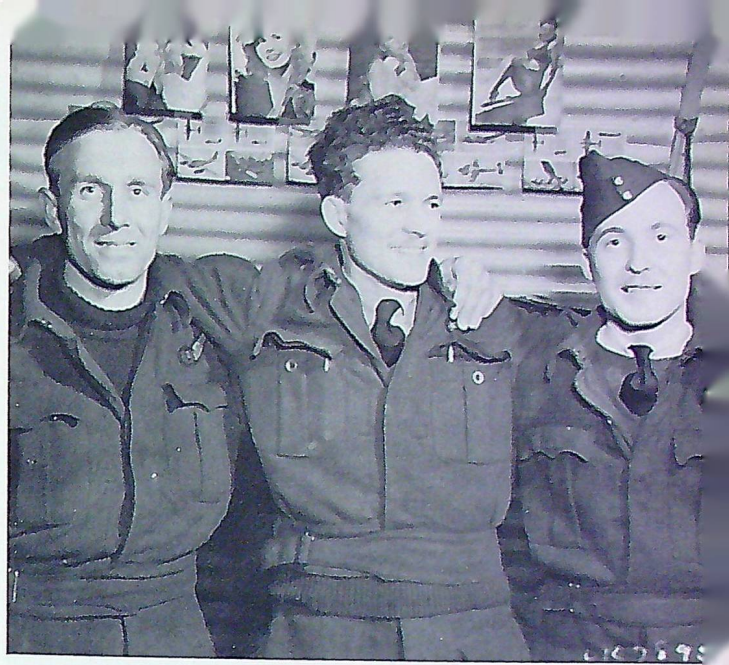
Ortegal one crew encountered three U-boats, travelling in company on the surface, which put up such a concentrated screen of flak that the aircraft was unable to get in an attack before the enemy was lost from sight in the thick haze that hung over the sea. A few weeks later two more U-boats, which another crew came upon in the same area, crash-dived before the Sunderland came within range.

At the end of July the squadron began operating also over another area far to the north, hunting submarines in the ocean south-east of Iceland. At the end of these patrols the crews sometimes landed at Reykjavik. For the next three months activities

were divided about equally between the Bay of Biscay and the new northern zone, but no more U-boats were sighted. On one patrol over the Bay in September 1943, Flying Officer J. A. H. de le Paulle was forced to ditch his Sunderland when the starboard outer engine caught fire and fell away into the sea. The crew of twelve launched their two dinghies before the flying-boat sank, erected the masts and set sail eastward. For three days they drifted along, in good spirits and confident of reaching the Portuguese coast if searching aircraft did not find them. On the fourth day an American Liberator sighted the two dinghies and homed a Sunderland to the scene. Despite the high sea that was running, the flying-boat captain made a skilful landing, picked up the twelve men and brought them safely home.

In October 1943, when U-boat packs fought several battles with convoys in the North Atlantic (and came out second-best), No. 422 helped provide aerial escort for the menaced merchant vessels. Flt. Lt. P. T. Sargent and his crew, while carrying out one of these escort missions on the 17th, found two submarines on the surface some miles from a convoy and went in to attack through a storm of flak. On the first run the stick of depth charges undershot the target by a narrow margin, so Sargent came in again, flying straight and level to make sure of a good attack. Shells and bullets ripped through the flying-boat, killing two of the gunners at their posts and mortally wounding the navigator; but Sargent got his remaining depth charges away in a perfect straddle and then ditched his seriously damaged aircraft near one of the escort vessels. The Sunderland broke up in the heavy sea; seven of the crew were rescued by the sailors of the frigate, but the gallant captain went down with his aircraft before the rescuers could reach him.

Late in October 1943, Wing Cdr. Skey handed over his squadron to Wing Cdr. J. R. Frizzle, and simultaneously No. 422 left Bowmore, which was quite unsuitable for operations during the stormy winter months, and returned to Castle Archdale, its birthplace in Northern Ireland. For some months the squadron was divided, the head-



*L. to r.: Flt. Sgt. J. H. C. Underwood, Warrant Officers R. N. Dewar, R. D. Jollymour.*

quarters being located at St. Angelo while operations and maintenance were carried out at Castle Archdale. Finally, in April 1944, the whole unit was reunited at the latter base.

The first four months at Lough Erne (November 1943 — February 1944) were a relatively slack period in operations due to the limitations of

*Wing Cdr. J. R. Frizzle.*





*Flt. Lt. J. A. H. de le Paulle, D.F.C.*

winter weather. When flying was possible, the squadron continued to divide its patrols between the northern area south-east of Iceland and the southern area off the Bay of Biscay. Aircraft working on the northern beat sometimes landed at Sullom Voe in the Shetlands, while in the south a few flights were made to Gibraltar.

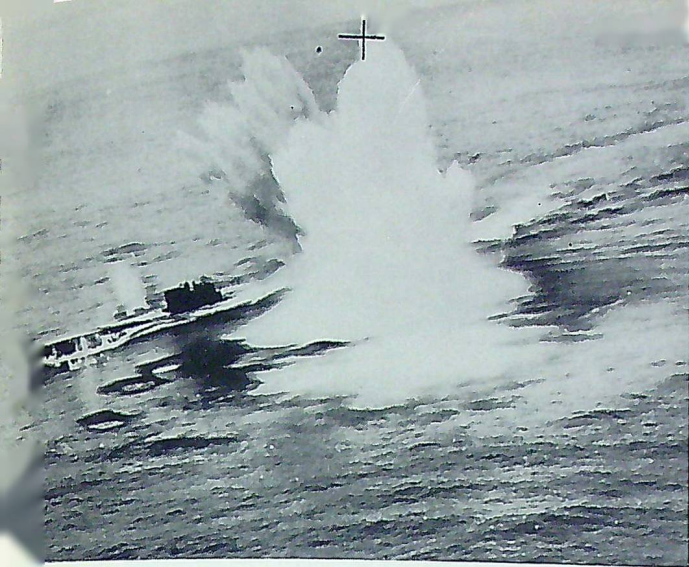
Late in November a Sunderland, captained by Flying Officer J. D. B. Ulrichsen, which was engaged on an anti-submarine sweep along the course of a convoy some 500 miles off the coast of Portugal, signalled that it had sighted a U-boat. Some time later an S.O.S. was picked up, presumably from the same aircraft. No further messages were received, and searching aircraft and ships could find no trace of the missing crew. In all probability, the flying-boat had been damaged in action with the submarine and had been forced down at sea.

In the last days of 1943 the squadron was temporarily diverted from its anti-submarine rôle to engage in an extensive anti-shipping operation

to intercept the "Alsterufer," a German blockade runner. Coastal Command found the ship and attacked it repeatedly until an aircraft from a Czech squadron delivered the *coup de grace*. Flt. Lt. W. Y. Martin's crew of No. 422 Squadron had a share in the attack on the "Alsterufer," raking its decks with gunfire and receiving one flak hit in return.

When a Sunderland crashed near St. Angelo while on a fighter affiliation exercise, one day in February 1944, two members of the crew were killed and all the others were injured. The casualties might have been much more serious had it not been for the bravery of Sgt. J. S. Eadie, an R.A.F. member of the crew, who gallantly re-entered the blazing aircraft to help four of his comrades to safety. His courage and complete disregard for his personal safety, despite flaming petrol and exploding ammunition, were recognized in the award of the British Empire Medal.

There was a quickening of activity in March as the weather improved and the aerial preparation for "Overlord" gained momentum. This increased activity brought Wing Cdr. Frizzle's squadron a clean-cut kill out in the Atlantic 400 miles west of Ireland. The Sunderland was en route to its patrol area, on the afternoon of 10 March, when a U-boat was sighted six miles away. Flt. Lt. S. W. Butler (R.A.F.), one of the squadron's original pilots, was at the controls at the time, screening Warrant Officer W. F. Morton, who was making his first operational trip as a captain. The enemy opened fire at long range as the flying-boat closed in, and then manoeuvred to keep its stern towards the Sunderland. After some jockeying in an attempt to carry out a bow-on attack, Butler seized the opportunity to come in on the beam and got his depth charges away in a perfect straddle, while his gunners raked the U-boat's deck with bullets. Return fire ripped a hole in the flying-boat's hull, which the crew patched with rags and chewing-gum. After the depth charges exploded, the submarine submerged for a few moments, but soon re-appeared, leaving a trail of heavy oil. Some minutes later the Germans, after flashing a message, "Fine bombish," began to abandon their vessel as it sank stern first. With



*Flt. Lt. S. W. Butler's attack on U-boat, 10 March 1944.*

the scalp of U.625 tied to its tomahawk, the Sunderland flew home and Sid Butler received the D.F.C. to cap a long and noteworthy tour.

Warrant Officer W. A. Riddell, an R.A.F. flight engineer in the Canadian squadron, was also decorated for gallantry under quite different circumstances. When the aircraft in which he was flying on convoy escort developed a serious oil leak, Riddell crawled out into the wing and worked for almost an hour, with hot oil spraying over him, to effect repairs so that the Sunderland could return to base.

In May 1944 the focus of the anti-submarine campaign shifted to the "Northern Transit Area," between Norway, Iceland, and the Shetlands, where Coastal Command was trying, with marked success, to check the movement of U-boats to the vital Biscay and Channel areas. No. 422's crews were sent on detachment to Sullom Voe in the Shetlands and operated from that base until the eve of D-Day. In these northern waters Flying Officer G. E. Holly and his crew were lost while attacking a submarine on 24 May.

On D-Day the crews were recalled from Sullom Voe and began operations over the South-Western Approaches, the Bay of Biscay and the English Channel, where the combined forces of Coastal Command and the Navies had erected an impenetrable barricade against the German U-boats that were trying to strike at the movement of the Allied armies across the Channel. The next five months were the busiest period in the history of the squadron, sorties averaging over 75 a month, with



an all-time peak of 95 in September. Radar contacts were numerous during this period, but the enemy submarines, thanks to their "Schnorkel" breathing-tubes, were able to remain submerged for long periods, and Wing Cdr. Frizzle's crews had only one definite sighting to record. On that occasion the U-boat dived below the surface long before an attack could be made.

After a month's concentrated effort in the southern area to guard the seaward flank of the invasion forces, the squadron shifted its major activity to waters nearer home in the area north of Ireland and west of the Hebrides, where the U-boats were lying in wait by the shipping routes

that converged on the North Channel. In August, a detachment was also sent once again to Sullom Voe for a short time to patrol over the "Northern Transit Area," on the watch for U-boats that had been forced to evacuate their bases on the Bay of Biscay. As summer waned and the nights lengthened, flying-boat crews on patrol during the hours of darkness experimented with dropping flares to illuminate the sea and keep the enemy below the surface.

At the end of October, Wing Cdr. Frizzle completed a year in command of the squadron and was succeeded by Wing Cdr. J. R. Sumner. A few days later, No. 422 left Castle Archdale and moved to Pembroke Dock in south Wales, where it remained until the campaign against the U-boats ended. During these last months of the war, the Sunderlands spent most of their time on patrol over "boxes" in the Irish Sea, St. George's Channel, the Bristol Channel, and the English Channel, working in co-operation with naval escort groups to run down the elusive "Schnorkel" subs that once again were operating close inshore along the shipping routes.

Winter was setting in when No. 422 moved to Pembroke Dock, with the result that operations were on a rather restricted scale until the end of February 1945. A few vanishing radar blips and an occasional sighting of suspicious puffs of smoke were the only variations in a long series of otherwise uneventful sorties.

In March 1945 the tempo of operations quickened again as Coastal Command opened its final all-out offensive against the undersea foe. For No. 422 the period started with a flurry of "Schnorkel" smoke sightings and some inconclusive attacks on submerged targets, one of which won commendation for Flt. Lt. R. W. Berryman's crew for their good drill and training. All these incidents, and the great majority of the patrols carried out in the final weeks of the campaign, were over the Irish Sea and the nearby waters of the North Channel. In addition there were some special reconnaissances on which the Sunderlands flew along the French Biscayan coast as far as the Spanish border, sometimes en-



Wing Cdr. J. R. Sumner.

countering flak from hold-out Nazi garrisons in the ports which they passed.

Hostilities officially ceased on 8 May, but Coastal Command continued its escorts and patrols for a month longer to guard against any possible fanatical attacks and to shepherd surrendering U-boats into port. No. 422 Squadron flew its last sorties on 1 and 2 June, when five crews went out to escort a homeward-bound convoy of repatriates. At the conclusion of his patrol, Flt. Lt. R. B. Duclos was diverted to Castle Archdale, so that the waters of Lough Erne, which had witnessed the squadron's birth three years previously, saw also the termination of its last operational sortie.

During its long tour with Coastal Command, No. 422 Squadron had logged almost 13,300 hours on more than 1100 missions. On Catalinas it had flown to North Russia and crossed the Atlantic from Montreal to Britain; on Sunderlands it had scoured the seas from Iceland to Gibraltar, and from the Norwegian coast far westward to mid-Atlantic. On these operations six aircraft had been lost, three as the result of enemy action and the others in accidents. In one case the whole

crew was rescued from the sea, and some members of two other crews survived; but 41 officers and airmen did not return. Seven more lost their lives in two crashes on non-operational flying, another was killed in an accident on the ground, and yet another died from natural causes during an operational flight. The squadron won 33 awards, including an O.B.E., an M.B.E., six D.F.C.s, a B.E.M., twenty-two Mentions in Despatches, and two U.S. Air Medals awarded to two U.S.A.A.F. officers who flew with the Canadian unit.

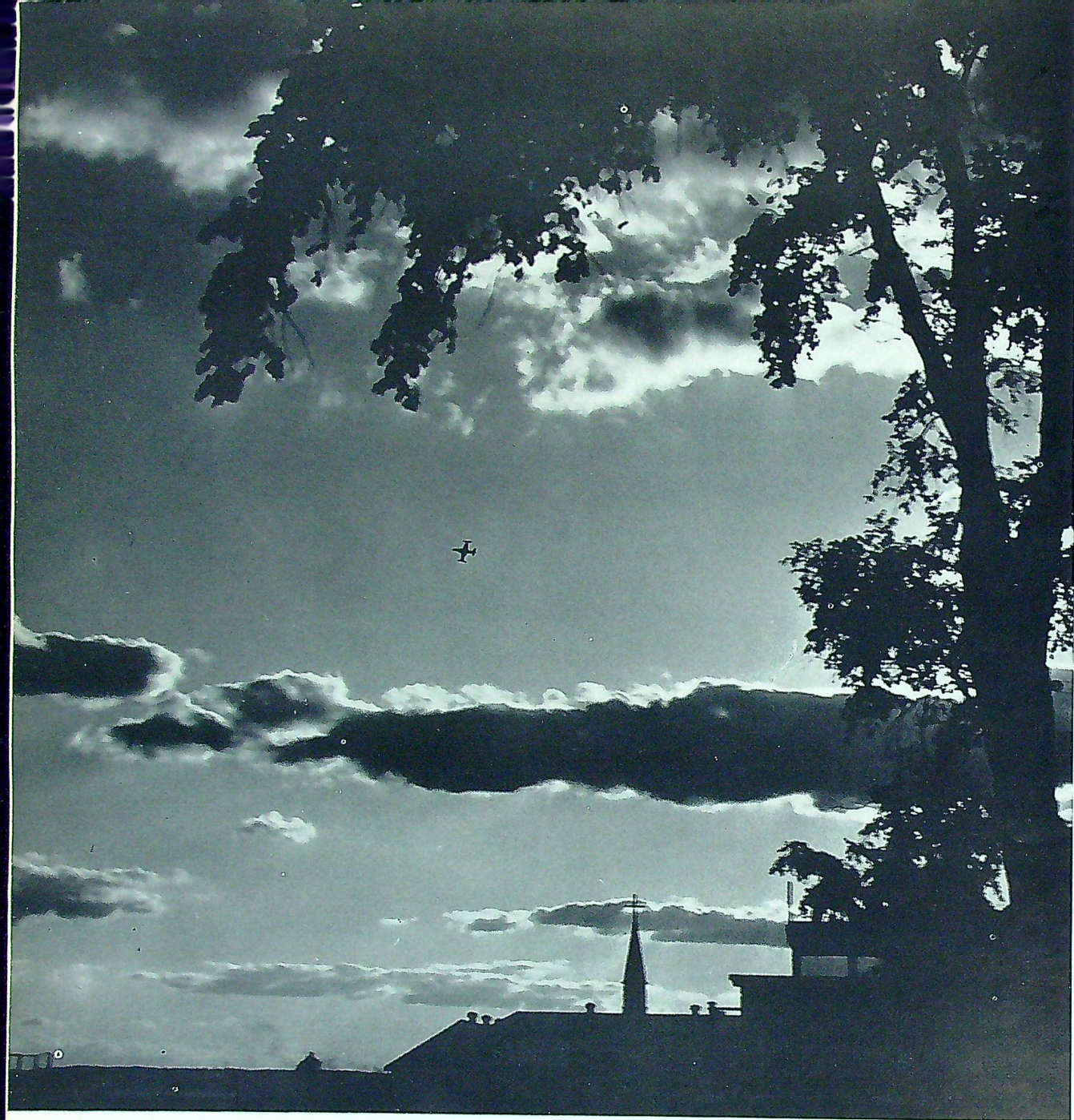
After the termination of Coastal's campaign, No. 422 Squadron was transferred to Transport Command on 5 June 1945, but it remained at Pembroke Dock as a lodger unit for several weeks pending completion of plans for its future employment and conversion to Liberators. During these weeks, while rumours and speculation spread like wildfire, the composition of the unit changed considerably. The last of its R.A.F. personnel departed; trades not required for transport work were posted away; some long-timers were repatriated and "Second Phase" volunteers reported in. Early in July the last of the Sunderlands was ferried away, and the squadron then began preparations to move to Bassingbourn, about 30 miles north of London. The move was completed on 24 July, and, after settling down in their new quarters, the crews began ground training for their new transport rôle. With the arrival of some Liberators, air training also got under way on 20 August and continued for a week. By that time V-J Day had arrived, the war was over, and orders came to disband the unit. On 3 September 1945, the sixth anniversary of the beginning of the Second World War, No. 422 Squadron officially ceased to exist.

The next, still current, chapter in the history of the Tomahawk squadron opened at Uplands on 1 January 1953, when No. 422 was reformed as a Sabre fighter unit in the R.C.A.F.'s Air Defence Command, earmarked for subsequent transfer to the Air Division in Europe upon completion of organization and training. Command of the reborn unit was delegated to Sqn. Ldr. W. J. Buzza, who had flown Typhoon fighter-bombers with No. 438



Squadron of 2nd T.A.F. in the Second World War, and as senior flight commander the squadron received Flt. Lt. E. A. Glover, a war-time Hurricane intruder pilot who had just returned from a tour in Korea during which he had won both the British and American D.F.C.s for his victories in combat with Communist MIGs. In contrast with its first rather protracted genesis in 1942, the new squadron was quickly rounded into shape and, after checking out on the Harvard and Silver Star, the pilots were soon logging bags of flying time on their Sabre "stove-pipes."

Between the big four-engined Sunderlands of the squadron's first tour and its sleek supersonic jets of today lies a generation of aeronautical progress. Aircraft, weapons and rôle have changed, but the spirit is still the same. Whether hunting the enemy under the sea or, if need be, battling him in the stratosphere, the motto of No. 422 still holds true: "This Arm Shall Do It."



## *Evening flight*

*A camera study by A.C.1 D. F. Piercy, R.C.A.F. Station Trenton.*

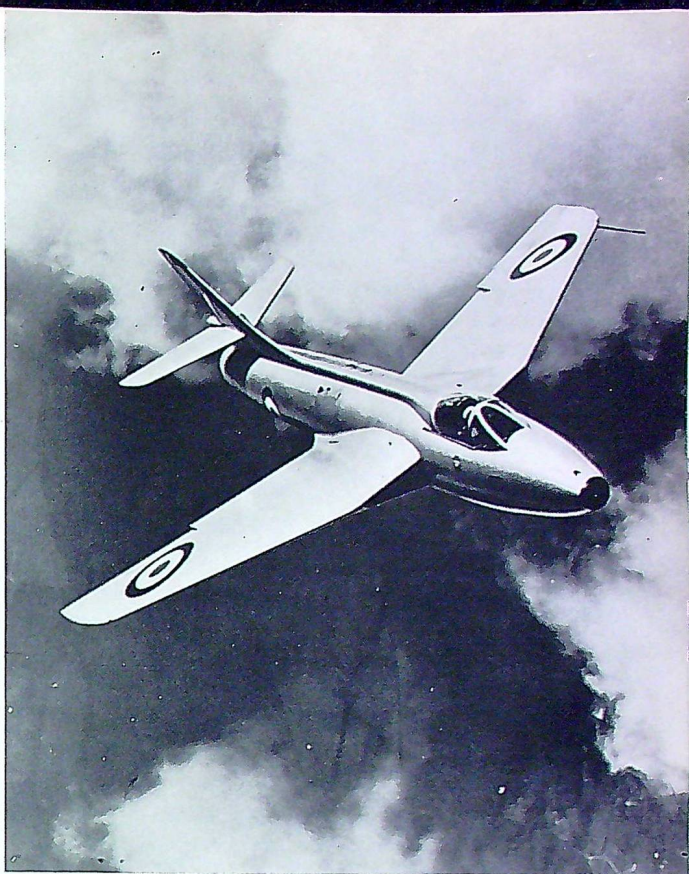
# British Fly-Past

September and October drew world-wide attention to British high-speed fighters. It therefore seems appropriate this month to publish the photographs of a few of Britain's more outstanding aircraft.

*The crescent-winged Handley Page Victor, a four-jet bomber.*

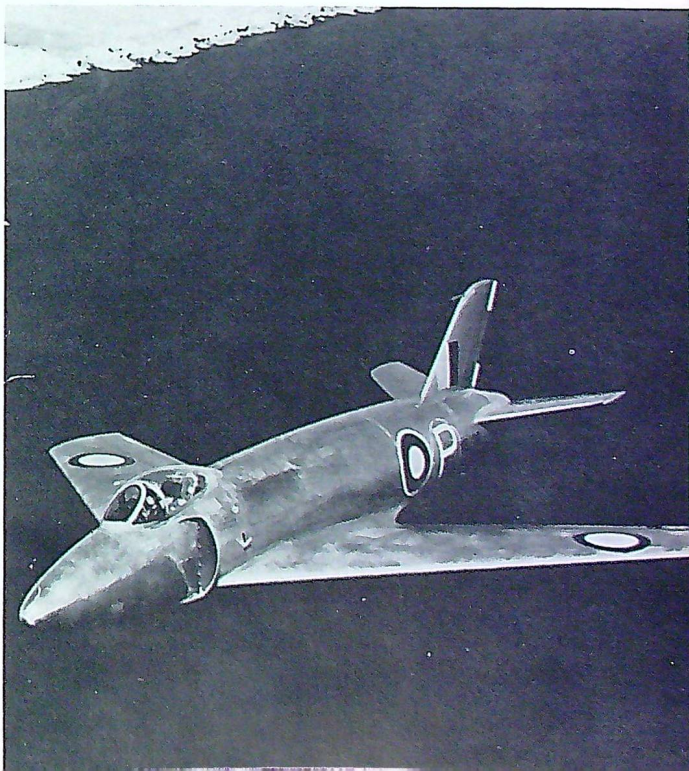


*The Vickers Valiant, a long-range bomber with four Rolls-Royce Avon engines.*



*The Hawker Hunter, now in super-priority production for the R.A.F.*

*The Supermarine Swift fighter, powered by a Rolls-Royce Avon jet.*





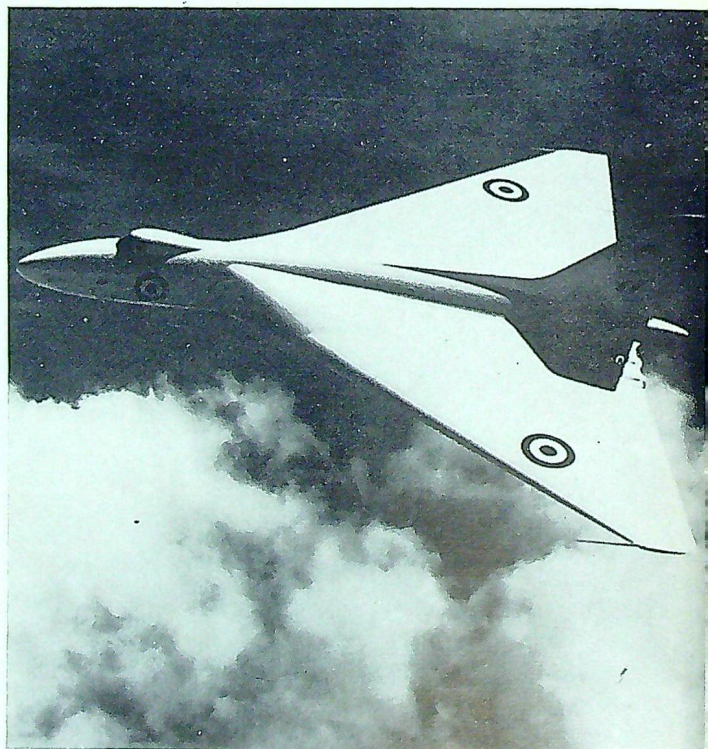
*The Bristol Britannia airliner, powered by four Bristol Proteus turbo-prop engines, can carry more than a hundred passengers for 4,000 miles at a cruising-speed of 365 m.p.h.*

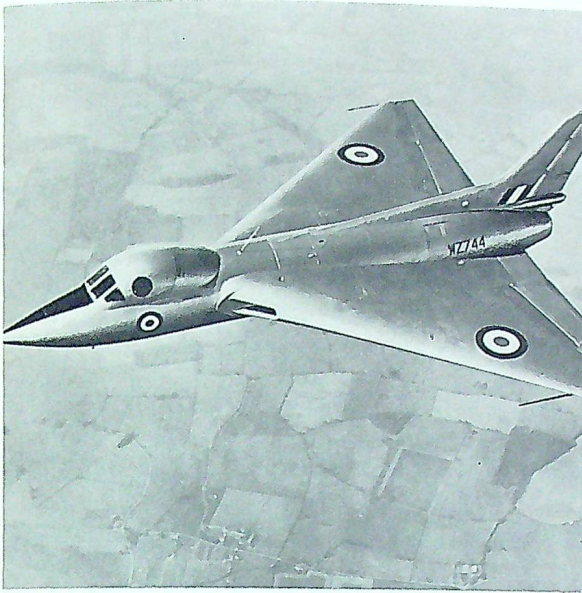
*The carrier-borne Fairey Gannet, a three-seater anti-submarine aircraft, can be flown on one of its two Armstrong-Siddeley Double Mamba turbo-prop engines.*



*The English Electric Canberra, which set a new altitude record of 63,668 feet and flew the Atlantic twice between breakfast and tea on the same day.*

*The world's first delta-winged jet bomber, the Avro Vulcan.*





*The Avro 707C, the first delta-winged trainer.*

*The twin-engined Bristol-173 helicopter carries 13 passengers and can fly on one of its Alvis Leonides engines.*



*The Saunders-Roe Princess flying boat, with its ten turbo-prop engines, can carry 102 passengers or 250 troops.*

*The De Havilland 110, an all-weather day and night jet fighter powered by two Avons.*



# Letters to the Editor ★ ★ ★

## PERSONAL SKETCHES

Dear Sir:

I would like to make a request — or rather, a suggestion. From time to time, the R.C.A.F. loses some of its famous names, whether by death or by retirement. A case in point is Squadron Leader W. R. Greene, who recently lost his life while giving a flying exhibition at the National Air Show in Toronto on Air Force Day.

Would it not be a good idea to devote a corner of "The Roundel" to commemorating such men by means of photographs and brief outlines of their careers? Many of us vets would like to clip such items and put them into our albums.

J. E. Cormier (R.C.A.F.A.)

*(There is much merit in Mr. Cormier's thought. The matter of personal sketches, however, has been discussed by the Editorial Committee before now, and we hesitate to embark on a course of action that might very easily get out of control. Added to this consideration is the fact that Canada's newspapers and radio already give generous coverage to Service matters of such a nature.—EDITOR.)*

## ABBRs

Dear Sir:

While looking at a copy of the May issue of "The Roundel" (passed on to me by a member of the R.C.A.F.A.), I noticed a letter from Cpl. G. B. Landis about the use of abbreviations.

As a casual reader of "The Roundel," may I say I am heartily in favour of Cpl. Landis' proposals to write out in full a military title on its first occurrence in an article, and to use the abbreviation for it only if the title occurs later in the text.

Here in Sault Ste. Marie, besides cadet corps of all three Services and our own regiment, we have U.S. Army, R.C.A.F., and (only a 15c. ferry-ride away) Coast Guard personnel. Ignorance of abbreviations is not, in our case, bliss. On the contrary, it often leads to embarrassment. Many of us, although we can readily identify "Btfsplk" as the mournful little Joe in "L'il Abner," can hardly even place the Service associated with "F/O" or "LAW."

Military abbreviations are not our only problem. We have to remember what the NLRBs, ATCMs, and SPEBQSAs mean, too. Bureaucratic gobbledygook is not an exclusive prerogative of the armed services.

Children have trouble identifying such well-known initials as NATO or FAO. Bearing in mind the fact that the average I.Q. is said to be that of a fourteen-year-old, I think it is about time that at least one Service journal led the way towards drying up the rain of alphabet soup that has so long bogged down the public. This is one time, at least, when the North

American passion for canned thinking ("sloganzing") has backfired.

I myself, now that I have been TOS, often am exposed to OOs from AGRA(AA). You can see what I mean? Trade argots are all right, but they should be confined to the trade.

Yours for a return to the English language,  
G. Norman McKinney.

*(Except in "Personnel Movements," "The Roundel" is, in effect, attempting a compromise along the lines recommended by Mr. McKinney and other readers.—EDITOR.)*

## E.T.A. UNKNOWN

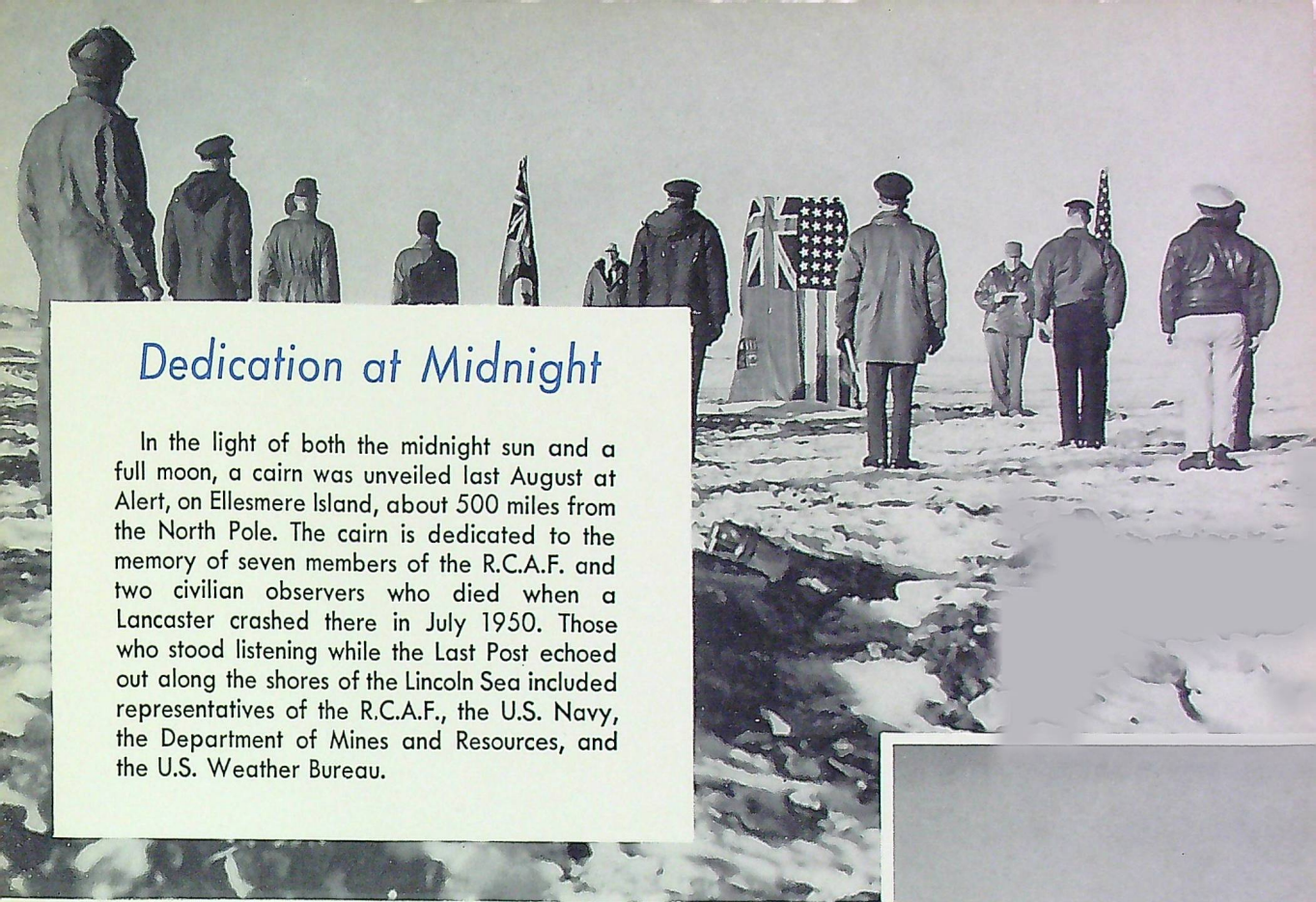
A traveler in Switzerland tells us that, uncertain of his way, he asked a small lad by the roadside where Kandesteg was, and received the most significant answer that was ever given him. "I do not know, sir," said the boy, "where Kandersteg is, but there is the road to it." That is an epitome of the spiritual experience of men.

Harry Emerson Fosdick.

### Answers to "What's the Score?"

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

*Fear an ignorant man more than a lion. (Turkish proverb.)*



## Dedication at Midnight

In the light of both the midnight sun and a full moon, a cairn was unveiled last August at Alert, on Ellesmere Island, about 500 miles from the North Pole. The cairn is dedicated to the memory of seven members of the R.C.A.F. and two civilian observers who died when a Lancaster crashed there in July 1950. Those who stood listening while the Last Post echoed out along the shores of the Lincoln Sea included representatives of the R.C.A.F., the U.S. Navy, the Department of Mines and Resources, and the U.S. Weather Bureau.

