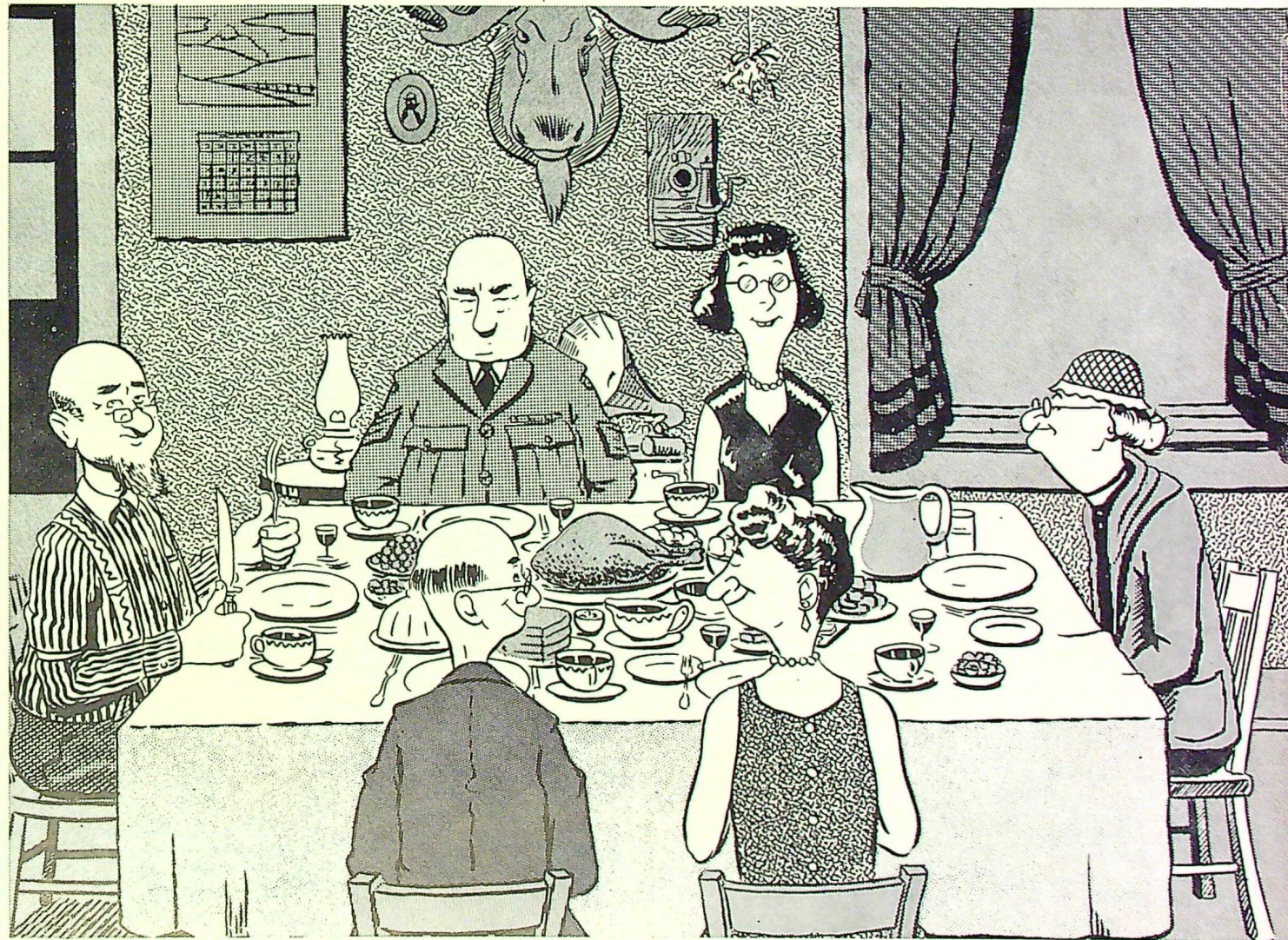
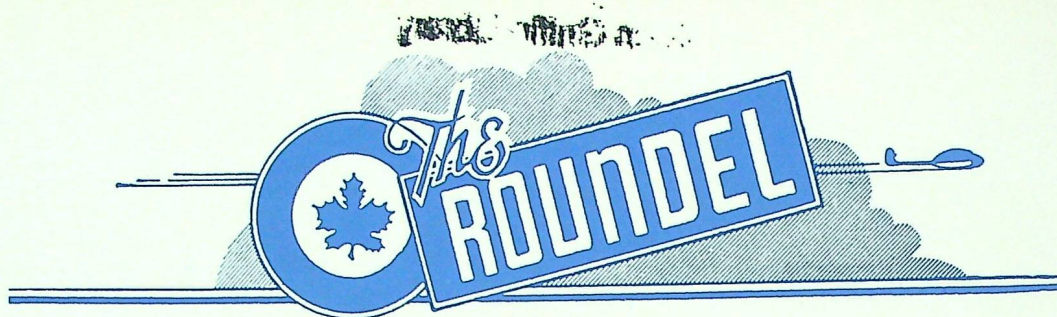


The **CROWNDDEL**

Vol. 5, No. 11
DECEMBER 1953



ROYAL CANADIAN AIR FORCE



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THE CHIEF OF THE AIR STAFF
 Royal Canadian Air Force

Vol. 5, No. 11

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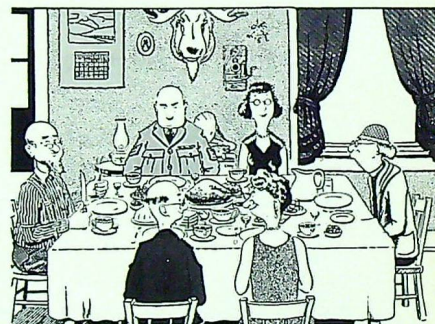
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This Month's Cover



The festive board at Farmer Fetlock's. Sgt. Shatterproof's Christmas greeting appears on the inside of the back cover.

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

A Message from the Minister

To all members of the Royal Canadian Navy, the Canadian Army, and the Royal Canadian Air Force, at home or abroad, I extend warmest Christmas greetings and a wish that the coming year will be a happy and rewarding one to you all.

To this I would like to add my congratulations for the good work you have done during the last year. All three Services can be justly proud of the record of achievement they made during 1953. That record is the result of the teamwork of the members of all the Services.

The efforts of the United Nations to stop aggression in Korea have so far been successful. To this, members of all three Services have made a notable contribution. Canada is meeting, on time, its commitments to assist in building up the strength of the North Atlantic nations to prevent aggression in Europe. We are pressing on with the defences of North America.

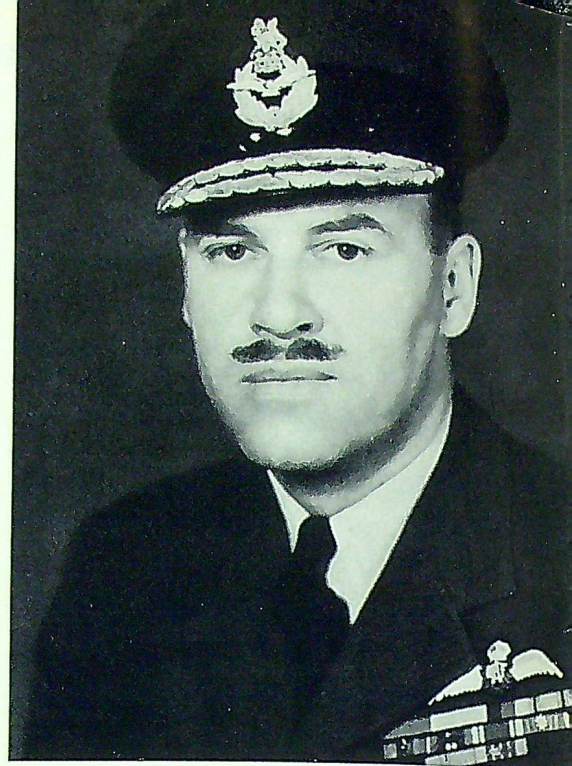
This work must be continued to prevent war and preserve peace and those Christian principles which are so much in mind at this Christmas season.



Brooke Claxton

*Brooke Claxton,
Minister of National Defence.*

A Message from the C.A.S.



This is my first opportunity, as Chief of the Air Staff, to wish you all a merry Christmas and a glad New Year.

In expressing these wishes, I must use words that are often too easily uttered. Having grown up with this Service of ours since the day it was formed, and after more than thirty years of the give and take of Air Force life, I can say with deep sincerity that I have encountered no group of people for whom, as a group, I could wish more of the good and worth-while things of life.

Men and women enter the R.C.A.F. with various outlooks and attitudes towards their future; but those who remain — as the best of them always do remain — until their appointed work is done, leave the Service with a consciousness of having served something much more significant than simply an armed force. That may sound like an overstatement, but, if we think it over honestly, we shall find that no easily spoken cynicisms can undermine the general truth of it.

To all such men and women, whether they are actively on duty with the Service or whether they have completed their duty, I send my greetings at this season — a season which, let us remember, is the symbol of the greatest service ever done mankind.

A handwritten signature in cursive script, appearing to read "A. K. Stinson". The signature is written in dark ink on a light background.

*Air Marshal,
Chief of the Air Staff.*



THE CANADIAN JOINT STAFF, LONDON

By Flight Lieutenant S. A. Marshall

(In last June's issue of "The Roundel" we published an article on the Canadian Joint Staff, Washington, D.C. Since the Joint Staff in London operates in a very similar manner, it will not be necessary to do much more than relate its history and describe those of its functions which differ from the functions of its counterpart in the United States — with special reference, of course, to the Air Force Division of the organization. The writer of the present article, who was formerly one of Canada's most distinguished swimmers, flew on fighter and fighter-bomber operations during the war and was released from the Service in December 1945. Re-enlisting in November 1948 after graduation from university, he served as a pilot in No. 413 (Survey Transport) Squadron before being sent down to the United States to attend the U.S. Armed Forces Public Information Officers' Staff School. Graduating in the spring of 1950, he became a Public Relations Officer at A.F.H.Q. He was transferred to C.J.S. London, in 1951, as R.C.A.F. P.R.O. for the United Kingdom.—EDITOR.)

INTRODUCTION

THE FIRST headquarters of the R.C.A.F. Overseas was in the Sun Life Building, physically a part of Canada House, on Cockspur Street, just off Trafalgar Square, London. By January 1942, the staff had far outgrown its limited accommodation, and a handful of Canadian airmen moved to an address which will long be associated with Canada and the R.C.A.F.—No. 20, Lincoln's Inn Fields, Holborn. As the mayor of Holborn said in 1945, "from this tiny vanguard the R.C.A.F. grew into tens of thousands, comprising one of the most deadly striking forces in aerial history." The operational wartime history of the R.C.A.F. Overseas has been well chronicled, but the joys and sorrows of the administration behind it is already largely buried in musty files and fading memories.

The R.C.A.F. moved out of the historic setting of Lincoln's Inn Fields soon after the end of the war, but a permanent mark of the Canadian sojourn still stands in the form of a maple tree, planted in 1945 "as a living symbol of the mutual respect, friendship, and affection which in those years began, grew, and flourished between the sons and daughters of the Dominion of Canada and the people of Holborn." In this area, where Dickens lived and worked and where Samuel Johnson wrote and compiled his dictionary, there is now a street which in 1945 lost its 330-year-old title of "Newmand's Row" to become "Canada Walk," in commemoration of the days when (to quote from the sign commemorating the renaming) "a great band of weary sojourners settled in Lincoln's Inn Fields and added a new value to a bit of old London." Air Marshal G. O. Johnson, C.B., M.C., was Air Officer Commanding-in-Chief



The Canadian Joint Staff. Left to right: Brig. R. W. Moncel, D.S.O., O.B.E. (Army); Air Cdre. M. Costello, O.B.E. (Air Force); Capt. H. V. W. Groos (Navy); Brig. G. P. Morrison, O.B.E. (Defence Research Board); Maj.-Gen. J. D. B. Smith, O.B.E., D.S.O. (Chairman).

of the R.C.A.F. Overseas in those days, and he predicted that, "as years go by, many of the men and women who served here during the war will come back to the heart of the Empire and back to this Square to renew their association with the Borough of Holborn and Canada Walk."

At the end of the War more than 4,600 personnel, of all ranks, were serving at R.C.A.F. Overseas Headquarters (including seven district headquarters located respectively at Inverness and Edinburgh in Scotland, Peterborough, York and Torquay in England, Cairo, and Rome).

The need for perpetuating the close military associations which had developed during the war years was recognized by the Department of National Defence of Canada when the Overseas Headquarters of the three Canadian Services were no longer needed as such. The co-operation and alliances which existed during the war were thus maintained in the postwar era by the organization of the Canadian Joint Staff Mission, London, which was constituted by Cabinet War Com-

mittee decision on 8 January 1945 as a liaison staff. By the end of that year the Staff Mission was superseded by the appointment of a liaison officer from each of the three armed services and from the Defence Research Board, to be attached to the Canadian High Commissioner's Office in the United Kingdom. This might properly be considered the birth of the Canadian Joint Staff, known then as the Canadian Joint Liaison Office.

HISTORY OF C.J.S.

The R.C.A.F. interpreted the foregoing change as the signal to transfer R.C.A.F. Overseas Headquarters authority to the Air Member, Canadian Joint Liaison Staff, London. Titles and forms of address were in a state of flux in those days, although the liaison job doubtless remained

fundamentally the same. The Air Member, C.J.L.S. (London), was then known as S.C.A.F.L.O. (Senior Canadian Air Force Liaison Officer), and this appointment was filled by Air Vice-Marshal R. E. McBurney, C.B.E., the last A.O.C.-in-C of the R.C.A.F. Overseas.

The new organization was moved in August 1947 from Lincoln's Inn Fields to 11 Hill Street, in Mayfair, not far from Piccadilly Circus and Berkeley Square. (The new building had been used by General Eisenhower's staff in the planning of the D-Day landings.) Liaison staff members of the Navy, Army, Air Force, and Defence Research Board, were thus brought under one roof, and the term "joint" staff took on a much more tangible meaning.

The Air Member took over from Overseas Headquarters the administration and discipline of all R.C.A.F. personnel in the U.K. and Continental Europe. He also maintained liaison with the Royal Air Force on policy, progress, and trends; and he advised the High Commissioner on air

matters. There were, in addition, certain diminishing commitments assigned to the senior Air Force officer overseas. These were the administration of the R.C.A.F. section of the Dominion Air Forces Research and Enquiry Service, a Casualty Liaison Office, and a Historical Liaison Section.

Following Air Vice-Marshal MacBurney as Air Member, came Air Commodore J. L. Hurley, C.B.E. From October 1946, Major-General S. F. Clark, C.B.E., acted as Chairman of the Joint Staff, serving as the representative of the Chiefs of Staff in London and accredited to the Western European Regional Planning Group of the North Atlantic Military Committee. The Chairman represents the Chiefs of Staff on all matters relating to the North Atlantic Treaty and serves as principal military adviser to the Canadian High Commissioner in London. The present Chairman, who took over from Major-General Clark, is

66 *Ennismore Gardens.*





another Army officer, Major-General J. D. B. Smith, D.S.O., C.B.E. The position of Chairman may be filled by a Senior Officer of any of the three armed services.

With the acceptance of N.A.T.O. commitments by the Canadian forces, it became obvious that the limited accommodation at Hill Street would not house the staff necessary to represent Canada in the N.A.T.O. as well as in the normal British sphere. A move was therefore made to 66 Ennismore Gardens, in Kensington, not far from the Albert Hall. Once a fine residence, the building has now lost the stately air of a town house and has become a busy office building. The only room left in its original state is the large conference room, which is richly carved in oak; and the officers of the staff have devoted considerable money to the purchase of paintings with which to set it off. Among the most recent acquisitions of this kind is a life-size portrait of the Queen, by Denis Fildes.

The name "Moncorvo House," carved on the building's gateway, is no longer used to identify it. Like the mounting-step before the front door, it is a relic of the days when transport was provided by horses and carriages, and when elegant parties were held in the room that now serves as a typing-pool.

* * *

In June 1951, Air Commodore Martin Costello, C.B.E., took over from Air Commodore Hurley as Air Member, a position which he still holds.

DUTIES

The senior Canadian official in the United Kingdom is the High Commissioner, the Honourable Norman Robertson, whose offices are at Canada House, in Trafalgar Square. There is a high degree of co-operation between Canada House and the Canadian Joint Staff. As in C.J.S. Washington, the Chairman acts as the representative of the Chiefs of Staff, and is the principal military adviser to the Canadian High Commissioner. The Chairman is, of course, backed up by members from the three Services and the Defence Research Board, with the Air Member providing information and liaison on all air

matters. The latter comes under the direction of the Chairman as representative of the R.C.A.F. in connection with the North Atlantic Treaty. Under the Air Member, the R.C.A.F. Division of C.J.S. London provides liaison between the R.C.A.F. and the Royal Air Force on all matters of common interest.

The Chief Staff officer is the administrative head of the organization and acts as Commanding Officer. One of his liaison duties is to act as R.C.A.F. member on the Joint Services Air Safety Committee, which is composed of British, American, and Canadian Air Force representatives. This committee studies methods of improving the safety of air operations in the United Kingdom. He also acts as agent for the R.C.A.F. in dealings with the Chester Herald regarding all R.C.A.F. badges.

Technical liaison occupies the time of the Staff Officer Engineering, while three other officers take care of the telecommunications, armament, and supply fields. By this organization, a constant flow of technical information is fed into R.C.A.F. channels from the R.A.F., U.K. Ministries, and commercial establishments, on policy, research, and design development, progress, and trends. Particular emphasis is laid on matters which might have a bearing on R.C.A.F. policy.

Under the heading of "Personnel" comes a small recruiting unit and the Movements Section — as well as the Staff Officer Administration, who is, in effect, the Staff Adjutant. The officer in charge of movements is concerned with the ever-increasing flow of personnel through the United Kingdom. He is, to quote his own description of himself, "a travel-agent, a mover, and a baggage-man;" for sooner or later, as one senior officer recently put it, "almost the whole of the R.C.A.F. passes through C.J.S."

The Senior Accounts Officer is concerned more with the welfare of C.J.S. personnel than with liaison — and his work is, needless to say, regularly appreciated. He is, by virtue of his location at what (for the R.C.A.F.) are the cross-roads of Europe, an expert on currencies, and can hand out a travel-advance in Norwegian Kroner with no less exactitude than he can in Turkish Lirasi.



Sgt. O. J. Ellis hangs up his cap.

Recently opened up in London are positions for a Staff Officer Medical Services and an officer of the Accident Investigation Branch. The S.O.M.S. represents the R.C.A.F. in medical liaison with almost all the N.A.T.O. countries and with R.A.F. and British civilian practice. He has attended several N.A.T.O. medical meetings and has visited France, Germany, Belgium, Denmark, the Netherlands, Norway, Sweden, Italy, and Portugal, in the course of his duties. He sits on the British Flying Personnel Research Committee as the Canadian member, and also on the N.A.T.O. Allied Group Aeronautical Research and Development Council, which meets in Paris and London. In addition, he represents the Defence Research Board in all medical matters. The Accident Investigation officer looks after the interests of the R.C.A.F. in accident investigation, both by way of liaison with the R.A.F. and in the normal manner of his branch. Although the latter position is held on the C.J.S. establishment, it covers the general needs of the Air Force overseas.

* * *

Additional responsibilities of C.J.S. London are the arrangements for R.C.A.F. personnel to attend courses in the U.K., and liaison with the R.A.F. regarding the exchange of officers between the two air forces.

At present there are close to thirty R.C.A.F. officers working on exchange duties with the Royal Air Force in the United Kingdom. Two officers are employed on "interchange," which is a new arrangement whereby officers are held on staff at C.J.S. London but work at the Air Ministry without a similar transfer occurring in the R.A.F. Exchange officers work in almost all phases of R.A.F. activity and provide very useful liaison contacts with the Service in the field. Among the exchange positions filled are positions at the Air Ministry, Coastal Command, the School of Land/Air Warfare, the R.A.F. Staff College at Bracknell, the R.A.F. Regimental Depot at Catterick, and many R.A.F. stations in Bomber, Fighter, Coastal, Training and Transport Commands.

A total of thirteen officers and ten N.C.O.s and airmen are presently attending courses in the U.K. These courses include those of the Imperial Defence College, R.A.F. Staff College, R.A.F. Flying College, Imperial College of Science (University of London), the Empire Test Pilots' School at Farnborough, the College of Aeronautics at Cranfield, the Joint Services Staff College at Latimer, the School of Aviation Medicine, and the University of Edinburgh. Four senior N.C.O.s are on course at the R.A.F. School of Music at Uxbridge, and a number of airmen are studying flight simulators with the Redifon Co., Ltd.

* * *

With the four agents for Canada's defence working side by side, the idea of unification is being put to a successful test. Outside the office of the Chairman, however, the work of the Air Member's staff normally concerns R.C.A.F. matters only. One section which is completely tri-Service is the office of the Assistant Judge Advocate General. This office represents the Department of National Defence in all legal matters connected with Canada's military forces in Europe.

Another indication of the great expansion of Canada's defence effort is the establishment of two officers working exclusively with the Military Agency for Standardization, which is a N.A.T.O. board set up to establish standards in everything from language to aircraft equipment, airfield equipment, and operational techniques. These officers are held on the C.J.S. establishment, but work at the M.A.S. offices in Chelsea.

C.J.S. has been involved continuously in the growth of the Canadian Air Division, and it is inevitable that the R.C.A.F. in London should represent it in all its business with British Government and civilian offices. In fact, there is not one R.C.A.F. staff officer in London whose work has not been increased by the developments of the Air Division.

* * *

Arrangements exist for C.J.S. aircrew officers to keep their hands in at their own trade by flying with the R.A.F. practice flight at Hendon.

C.J.S. OFF DUTY

Work on a liaison staff often entails erratic demands on the time of many sections. However, every effort is made to take advantage of recreation and social activities. An annual "classic" is the Derby, at Epsom, on which occasion buses are hired for a day's outing on the most famous race-course in the world.

Another notable sporting event is the annual softball game between C.J.S. Air Force officers and officers of the Royal Air Force Staff College. Since there are usually several Canadian and American officers either on the staff or on course at the College, the competition is keen. This year, C.J.S. was leading when the game was called on account of heavy rain. Each side now claims one victory.

Golf is a popular sport for many staff members, and a tri-Service match was played this spring. The R.C.A.F. team holds the trophy put up for this competition, which will be an annual affair. In addition, the Chief Staff Officer (Group Captain J. B. Harvey) and Flight Lieutenant M. T. Friedle formed half of a Canadian team



which won the annual Lucifer Golfing Society trophy in competition with teams representing Australia, India, New Zealand, Pakistan, and South Africa.

Several Servicemen working at C.J.S. play hockey with top British teams in the British Ice Hockey League. In fact, Flt. Sgt. Frank Boucher, of the Accounts Section, was coach and captain of the Wembley Lions for three years before his return to Canada this summer. Sqn. Ldr. A. E. Mitchell, the Armament Officer, has even taken up the game of cricket, playing with a team from the Ministry of Supply. In order to speed up the game, certain changes were made to the rules, and Sqn. Ldr. Mitchell reports that it is now possible to finish a game decisively in one Sunday's play.

Perhaps the most popular recreation for R.C.A.F. personnel overseas is travel in foreign lands. Holiday-time means travel, chiefly by car, in Europe. Attendant upon all this international touring is an added interest in Europe's languages, history, and culture. A cine-camera club was recently formed at C.J.S. to provide an outlet for

the growing number of its staff who record on cine-film the sights and scenes which come their way. Sgt. O. J. Ellis, who works in the office of the Chairman, chronicled a trip he made recently to French Morocco and Tangiers, and among his colour-film stories is one of bull-fighting in Spain. He is now building up leave for a trip to Israel before his return to Canada.

R.C.A.F. social events this year have included a Mess Dinner on April 1st to celebrate the Service's 29th anniversary. The dinner was held in the R.A.F. Club, on Piccadilly, with senior R.A.F. officers from the Air Council, Air Ministry, and R.A.F. Commands, as guests. Although the R.C.A.F. in London could not entertain the British public at any air display on Air Force Day, the occasion was marked by a reception attended by senior Air Ministry officers and representatives of Commonwealth and N.A.T.O. air forces. Service in the United Kingdom often brings with it an opportunity to attend one of the Royal Garden Parties at Buckingham Palace during the summer months, and, in some cases, of being presented to Her Majesty the Queen.

Most Canadians in London soon learn to appreciate the remarkable facilities which exist for the theatre- and concert-goer. London reigns supreme as the theatre city of the world, and symphony, opera, and ballet flourish there in quality and quantity enjoyed nowhere else. Nor must that unrivalled British institution, the pub, be forgotten — for it seldom is by Canadians in Britain.

Living-accommodation in England varies tremendously. However, it is generally true that it lacks central heat — and, if central heating is installed, it usually provides only a lukewarm defence against the cold of winter. Most R.C.A.F. personnel find it a problem at first to keep warm (by Canadian standards), but, by their second winter in the country, they seem to develop a



In Madame Tussaud's Waxworks, Sgt. R. Racicot and L.A.C. R. Paré watch Mr. Bernard Tussaud (descendant of Madame Tussaud) completing the head of Prime Minister St. Laurent.

remarkable degree of tolerance to the chilly breezes.

Food rationing is, fortunately, almost a thing of the past, and a wider variety of goods is now coming on the market. Most Canadian Servicemen in Britain drive English cars, which, with their better gas-mileage and their ease of handling in narrow and congested thoroughfares, provide efficient and reasonably economical transport — despite the fact that gasoline costs approximately 65c. per gallon.

* * *

Although the lights often burn late at Moncorvo House, service with the Canadian Joint Staff in London is an experience to be remembered with pleasure always. Quite apart from the satisfaction that comes from doing work which is both interesting and of vital importance in the pattern of history, there is something strangely stimulating in the atmosphere of this ancient, proud, and most friendly city.

Personnel Movements ★ ★ ★

OFFICERS: APRIL

W/C J. W. Griffith — AFHQ to 1 Air Div HQ, France.

OFFICERS: JULY

G/C F. W. Ball, DFC — NDC, Kingston, to RCAF Stn Goose Bay.

G/C F. R. West — NDC, Kingston, to AFHQ.

OFFICERS: AUGUST

W/C G. H. Avent, DFC — TCHQ, Trenton, to 4th ATAF HQ, France.

S/L J. R. P. Beaudet, DFC — CNS, Summerside, to Laval USqn, Quebec.

S/L A. Bowen — RCAF Stn St. Johns to AMCHQ, Ottawa.

W/C E. C. Briese — 12 ACW Sqn to ADCHQ, St. Hubert.

W/C H. J. Bright — IAM, Toronto, to TCHQ, Trenton.

A/C H. M. Carscallen, DFC — AFHQ to TCHQ, Trenton.

W/C H. F. Darragh, AFC — 1 Air Div HQ, France, to 3 FWgHQ, Germany.

G/C R. W. Desbarats — AFHQ to TCHQ, Trenton.

S/L D. H. Evans — CJS Washington to ADCHQ, St. Hubert.

S/L A. W. Fisher — RCAF Stn Portage la Prairie to RCAF Stn MacDonald.

W/C V. F. Ganderton, DSO, DFC — 1 TAC, Edmonton, to SC, Toronto.

G/C R. J. Gray, MBE — RCAF Stn Goose Bay to TCHQ, Trenton.

S/L J. M. Hempstock — CNS, Summerside, to ATCHQ, Lachine.

S/L P. O. Jones — 1 Air Div HQ, France, to 4th ATAF HQ, France.

W/C W. C. Klassen, DFC — 408 (Ph) Sqn, Rockcliffe, to ATCHQ, Lachine.

S/L R. A. Lamont, DFC — RCAF Reserve Officers' School, Kingston, to U of British Columbia Sqn, Vancouver.

S/L J. MacKay, DFC — 444 (F) Sqn, St. Hubert, to 444 (F) Sqn, Germany.

G/C J. P. McCarthy, DFC — AFHQ to Advisory Staff, Japan.

S/L G. G. Monson — 404 (MR) Sqn, Greenwood, to 2 (M) OTU, Summerside.

W/C J. D. Munroe — AFHQ to RCAF Stn Edmonton.

S/L J. T. Murchison — TCHQ, Trenton, to AFHQ.

S/L W. G. Richmond — 121 C&R Flt, Sea Island, to RCAF Stn Frobisher Bay.

S/L E. T. Sherlock, DFC — CJS Washington to AFHQ.

S/L E. J. P. Sourisseau — 1 PWS, MacDonald, to 3 (AW) OTU, North Bay.

S/L W. Spafford, DFC — CJS Washington to CNS, Summerside.

G/C W. C. Van Camp, DFC — MAC, Halifax, to TCHQ, Trenton.

S/L W. Whiteford — 12 ADGpHQ, Vancouver, to ADCHQ, St. Hubert.

S/L E. Wilson — RCAF Stn Aylmer to TCHQ, Trenton.

OFFICERS: SEPTEMBER

W/C R. M. Aldwinckle, DFC — CEPE Det, Namao, to SC, Toronto.

S/L J. A. Arnott — 1 OS, London, to SC, Toronto.

W/C E. T. Atherton — AFHQ to 1 Air Div HQ, France.

W/C S. J. Balke — ADCHQ, St. Hubert, to RCAF Stn MacDonald.

W/C I. H. Barclay — AMCQH, Ottawa, to 1 GpHQ (Res), Montreal.

S/L C. A. Bayley — TCHQ, Trenton, to SC, Toronto.

S/L W. L. Baynton — 1 AROS, Clinton, to SC, Toronto.

S/L G. Broadley — AFHQ to SC, Toronto.

S/L A. F. Brown — 1 FIS, Trenton, to 4 FTS, Penhold.

G/C B. R. Brown — TCHQ, Trenton, to CJS Washington.

S/L P. Bula — AMCHQ, Ottawa, to 1 GpHQ (Res), Montreal.

S/L D. J. Bullock — 1 PWS, MacDonald, to 1 (F) OTU, Chatham.

S/L W. K. Carr, DFC — ATCHQ, Lachine, to SC, Toronto.

S/L W. P. Casey, DFC — RCAF Stn Aylmer to TCHQ, Trenton.

S/L W. H. Cleaver — AFHQ to SC, Toronto.

S/L G. H. Cooper — RCAF Stn Aylmer to CJS London.

S/L G. P. Cummings — AFHQ to RCAF Stn Goose Bay.

S/L J. T. Dalton — 1 R&CS, Clinton, to U of New Brunswick Sqn, Fredericton.

S/L J. J. P. V. Davignon — 1 FWgHQ, U.K., to AMCHQ, Ottawa.

S/L N. W. Emmott, DFC — 404 (MR) Sqn, Greenwood, to SC, Toronto.

S/L V. J. Faurot, DFC — RCAF Stn Lachine to SC, Toronto.

G/C J. H. Fenton, MBE — 1 TAC, Edmonton, to 25 AMB, Calgary.

W/C J. F. Flemming — CJATC, Rivers, to SC, Toronto.

S/L D. G. Forrest — 1 AROS, Clinton, to SC, Toronto.

S/L T. R. Futer, DFC — 3 (AW) OTU, North Bay, to RCAF Stn Uplands.

W/C W. A. Gamble, MBE — AFHQ to SC, Toronto.

S/L W. M. Garnett — 1 TAC, Edmonton, to SC, Toronto.

W/C D. Gooderham, OBE — 1 TAC, Edmonton, to SC, Toronto.

S/L W. I. Gordon — 3 FWgHQ, Germany, to AFHQ.

S/L J. F. D. A. Halle — AMCHQ, Ottawa, to 1 FWgHQ, U.K.

S/L R. F. Hatton, DFC — 1 GpHQ (Res), Montreal, to RCAF Stn Portage la Prairie.

S/L E. J. Haugen, DFC — ATCHQ, Lachine, to SC, Toronto.

S/L E. N. Henderson — ADCHQ, St. Hubert, to SC, Toronto.

S/L K. C. Henry — 1 ANS, Summerside, to 1 TTS, Aylmer.

W/C W. A. Hockney — TCHQ, Trenton, to SC, Toronto.

W/C A. U. Houle, DFC — CEPE, Uplands, to SC, Toronto.

S/L E. L. Howey, DFC — AFHQ to SC, Toronto.

S/L J. F. Irvine — AMCHQ, Ottawa, to 1 RqU, Dayton.

W/C J. S. Jordan — 2 FWgHQ, France, to TCHQ, Trenton.

W/C G. W. Kusiar, DFC — AFHQ to SHAPE HQ, France.

S/L J. L. G. Lacombe — 1 ANS, Summerside, to SEngl, St. Johns.

S/L H. P. Lagace, DFC — SEngl, St. Johns, to SC, Toronto.

S/L D. G. Laidler — AFHQ to SC, Toronto.

S/L P. R. M. Laronde — AFHQ to SC, Toronto.

S/L A. G. Lawrence, DFC, AFC — 423 (AW) Sqn, St. Hubert, to RCAF Stn Bagotville.

S/L J. B. Lawrence — RCAF Stn Camp Borden to RCAF Stn Portage la Prairie.

S/L M. J. Le Boldus — RCAF Stn Lachine to SC, Toronto.

S/L E. Lee — RCAF Stn Trenton to 1 R&CS, Clinton.

W/C K. P. Likeness — CJS Washington to AMCHQ, Ottawa.

W/C T. C. MacKinnon, DFC — AFHQ to SC, Toronto.

G/C F. W. MacLean — TCHQ, Trenton, to AFHQ.

S/L J. O. Maitland — C&R Flt, Namao, to SC, Toronto.

W/C H. Malkin, DFC, AFC — CJS London to 1 TAC, Edmonton.



S/L M. C. McArthur — RCAF Stn Rockcliffe to RCAF Stn Toronto.
 S/L H. McLachlan, DFC — ADCHQ, St. Hubert, to SC, Toronto.
 S/L L. A. Merrifield, DFC — 12 TSU, Weston, to AMCHQ, Ottawa.
 S/L P. L. Michel — 4 (T) OTU, Trenton, to RCAF Stn Trenton.
 W/C A. H. Middleton, AFC — AFHQ to SC, Toronto.
 S/L S. S. Mitchell — 2 (M) OTU, Greenwood, to SC, Toronto.
 S/L G. J. Moir — AFHQ to SC, Toronto.
 S/L H. F. Monon — RCAF Stn Goose Bay to AMCHQ, Ottawa.
 S/L R. L. Moodie, AFC — AMCHQ, Ottawa, to SC, Toronto.
 S/L J. W. Murphy — 1 R&CS, Clinton, to Queens USqn, Kingston.
 S/L F. W. New — IAM, Toronto, to 3 FWgHQ, Germany.
 S/L T. G. Newton — 2 FWgHQ, France, to 6 RD, Trenton.
 S/L W. H. Nickel, DFC — MAC, Halifax, to SC, Toronto.
 S/L G. F. Ockenden, DFC — RCAF Stn St. Hubert to Stewart AFB, N.Y.
 W/C E. E. Parks — AFHQ to SC, Toronto.
 S/L H. V. Peterson, DFC — 1 ANS, Summerside, to CJATC, Rivers.
 S/L J. H. Phillips, DFC — CEPE, Uplands, to SC, Toronto.
 S/L W. H. Quinn — 6 RD, Trenton, to SC, Toronto.
 S/L B. R. Rafuse — CJS Washington to SC, Toronto.
 S/L J. T. Reed, DFC — 418 (LB) Sqn (Aux), Edmonton, to SC, Toronto.
 W/C W. C. Sanderson, DFC — AFHQ to CJS London.
 S/L E. O. Semple, MBE — AFHQ to SC, Toronto.
 W/C D. O. Shaw — CJS Washington to SC, Toronto.
 S/L F. N. Sheffield — TCHQ, Trenton, to SC, Toronto.
 S/L J. E. G. St. Jean, DFC — 1 AROS, Clinton, to SC, Toronto.
 S/L D. Stewart — AFHQ to RCAF Stn Toronto.
 W/C M. S. Strange, DSO, DFC — ADCHQ, St. Hubert, to SC, Toronto.
 W/C G. Sutherland — RCAF Stn Penhold to SC, Toronto.
 S/L C. Toronto, AFC — 426 (T) Sqn, Dorval, to SC, Toronto.
 G/C J. A. Verner — AFHQ to RCAF Stn London.
 S/L M. D. Walker — 1 RqU, Dayton, to AFHQ.
 G/C A. Walmsley — SC, Toronto, to AFHQ.
 W/C R. L. Walsh — CJS London to AFHQ.
 S/L G. B. Waterman — ADCHQ, St. Hubert, to CEPE, Uplands.
 G/C W. G. Webber — RCAF Stn St. Johns to SC, Toronto.
 S/L C. W. White — AFHQ to SC, Toronto.
 S/L J. M. Wicken — 1 FIS, Trenton, to 1 FTS, Centralia.
 S/L H. S. Wight — RCAF Stn Aylmer to RCAF Stn Greenwood.
 S/L A. J. Wilcock, DFC — AFHQ to CNS, Summerside.
 S/L J. W. Wilkins — 1 FTS, Centralia, to SC, Toronto.
 S/L M. W. Williams — ADCHQ, St. Hubert, to AMCHQ, Ottawa.
 W/C R. C. Wilson — 1 (F) OTU, Chatham, to SC, Toronto.
 S/L T. B. Winslow, DFC — 424 (F) Sqn (Aux), Hamilton, to SC, Toronto.
 S/L S. W. Yoder — MAC, Halifax, to SC, Toronto.
 W/C W. J. Young, DSO, MBE — 12 ADGpHQ, Vancouver, to CJS London.

OFFICERS: NOVEMBER

S/L J. C. Lovelace, DFC — TCHQ, Trenton, to 1 TAC, Edmonton.

WARRANT OFFICERS: AUGUST

WO2 A. M. Band — 11 SD, Calgary, to CEPE Det, Namao.
 WO2 H. S. Garrett — AAS, Trenton, to 2 TTS, Camp Borden.
 WO2 N. M. Hamill — AAS, Trenton, to 2 TTS, Camp Borden.
 WO2 L. F. Jennings — 1 SD, Weston, to CEPE Det, Namao.
 WO2 L. D. McTavish — 3 FWgHQ, Germany, to 2 FWgHQ, France.
 WO1 J. H. Pickering — 2 FWgHQ, France, to 2 CMU, Calgary.
 WO2 J. R. Robertson, BEM — RCAF Unit Fort Churchill to RCAF Stn Centralia.
 WO2 W. Sinclair — 14 TrgGp, Winnipeg, to TCHQ, Trenton.
 WO2 G. N. Smyth — 2 CMU, Calgary, to RCAF Stn Comox.
 WO1 N. T. Swan — AAS, Trenton, to 2 TTS, Camp Borden.

WARRANT OFFICERS: SEPTEMBER

WO2 A. L. Engelbert, BEM — RCAF Stn Lachine to 12 TSU, Weston.
 WO2 A. G. Grant — 445 (AW) Sqn, Uplands, to RCAF Stn Uplands.
 WO1 C. L. Grover — 16 "X" D, Debert, to 5 SD, Moncton.
 WO2 D. Hindson — 421 (F) Sqn, France, to 2 FWgHQ, France.
 WO2 D. J. Hunt — 3050 TTU (Aux), Hamilton, to 2 FWgHQ, France.
 WO2 N. W. Mains, BEM — RCAF Stn Whitehorse to RCAF Radio Centre, Ottawa.
 WO2 N. J. Mathews — 439 (F) Sqn, U.K., to 1 R&CS, Clinton.
 WO1 J. S. Morris — 420 (F) Sqn (Aux), London, to RCAF Stn North Bay.
 WO2 W. A. Morrison — RCAF Stn Gimli to RCAF Stn MacDonald.
 WO2 B. E. Munro — AMCHQ, Ottawa, to RCAF Stn Goose Bay.
 WO2 J. A. Robinson — RCAF Stn Goose Bay to AMCHQ, Ottawa.
 WO1 R. L. Rombough — SC, Toronto, to AFHQ.
 WO2 F. G. Wallace — RCAF Stn St. Johns to RCAF Stn Gimli.
 WO2 L. S. Williams — 2 KTS, Aylmer, to 1 FWgHQ, U.K.

WARRANT OFFICERS: OCTOBER

WO2 F. Klaponski — 2 TTS, Camp Borden, to 440 (AW) Sqn, Bagotville.

KEY TO ABBREVIATIONS

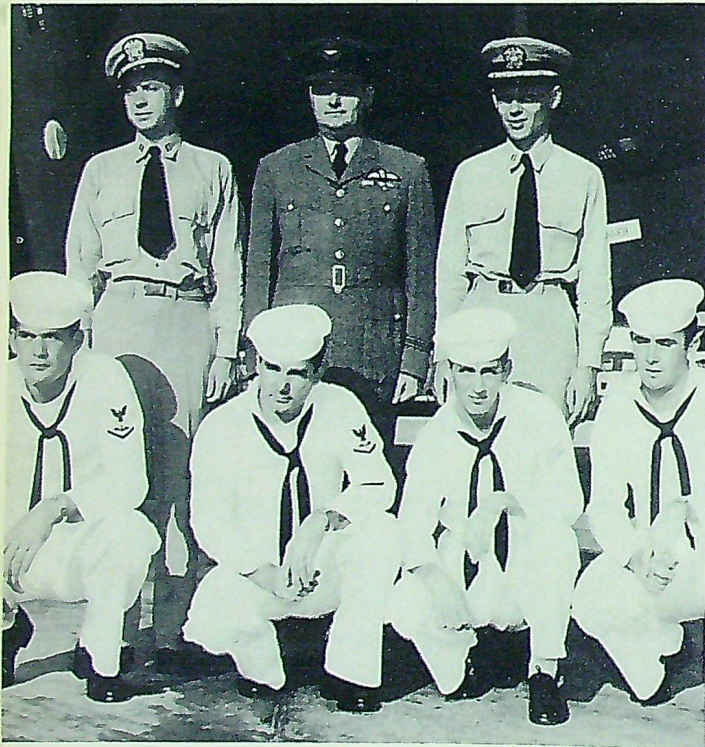
AAS — Air Armament School
 ADCHQ — Air Defence Command Headquarters
 ADGpHQ — Air Defence Group Headquarters
 AFB — Air Force Base
 Air Div — Air Division
 AMB — Air Materiel Base
 AMCHQ — Air Material Command Headquarters
 ANS — Air Navigation School
 AROS — Air Radio Officers' School
 ATAF — Allied Tactical Air Force
 ATCHQ — Air Transport Command Headquarters
 (AW) — All Weather
 CEPE — Central Experimental and Proving Establishment
 CJATC — Canadian Joint Air Training Centre
 CJS — Canadian Joint Staff
 CMU — Construction and Maintenance Unit
 C & R Flt — Communications and Rescue Flight
 CNS — Central Navigation School
 Det — Detachment
 (F) — Fighter

FIS — Flying Instructors' School
 FTS — Flying Training School
 FWgHQ — Fighter Wing Headquarters
 GpHQ — Group Headquarters
 IAM — Institute of Aviation Medicine
 KTS — Composite Training School
 (LB) — Light Bomber
 (M) — Maritime
 MAC — Maritime Air Command
 (MR) — Maritime Reconnaissance
 NDC — National Defence College
 OTU — Operational Training Unit
 OS — Officers' School
 (Ph) — Photographic
 PWS — Pilot Weapons School
 R&CS — Radar and Communications School

RD — Repair Depot
 RqU — Requirement Unit
 SC — RCAF Staff College
 SD — Supply Depot
 SEngl — School of English
 SHAPE — Supreme Headquarters Allied Powers Europe
 (T) — Transport
 TAC — Tactical Air Command
 TCHQ — Training Command Headquarters
 TrgGp — Training Group
 TSU — Technical Services Unit
 TTS — Technical Training School
 TTU — Technical Training Unit
 USqn — University Squadron (Primary Reserve)
 "X" D — X Depot



CANADIAN PATROL PLANE COMMANDER



Flt. Lt. L. E. Burrows, A.F.C., has recently been designated as a Patrol Plane Commander while on exchange duty with Patrol Squadron 16 at the U.S. Naval Air Station, Jacksonville, Florida. Patrol Plane Commanders must meet certain proficiency requirements in advanced patrol 'plane techniques and operations, and it is their responsibility to keep their aircraft and crews at maximum readiness and efficiency. Flt. Lt. Burrows is the first officer other than an American to receive a P.P.C. certificate from Fleet Air Wing 11.

Shown in the photograph are Flt. Lt. Burrows and his crew. Standing (l. to r.): Lt. C. L. Burton, co-pilot; Flt. Lt. Burrows; Lt. J. R. Morris, navigator. Front row (l. to r.) D. Clancy, J. Farrar, H. Dahlberg, J. Fredenberger.





*Group Captain
E. W. MacLean (P.)*

A Christmas Message

from the Senior Chaplains



*Group Captain
L. A. Costello (R.C.)*

ALMOST TWENTY long and history-packed centuries have rolled into eternity since that night when the Infant Christ was born in the City of David. For years numbered in thousands the people of God had awaited this event, and now under the most humble circumstances it had become a reality. Heaven and Earth joined in their tribute to the new-born Prince of Peace in the "Glory to God in the Highest" of the Angels' song and in the humble, respectful, prayerful gaze of the shepherds — His first visitors, the representatives of mankind.

Regardless of the varied opinions of the exegetes of Sacred Scriptures, two key words stand out in bold relief in a Christmas Message that has been accepted by all followers of Christ through the years of Christianity, namely PEACE and GOODWILL.

The word PEACE lends itself to a multitude of meanings. In terms of the everyday language of our times, it means perhaps an absence of war; to some it may mean contentment of mind, or freedom from worry. Whatever may be our idea of peace, we are of one mind that it is a most desirable condition indeed.

It is impossible to separate the word PEACE from the word GOODWILL in the Christmas theme, because one just cannot exist without the other. Where goodwill is lacking there is no peace, and where peace does not exist, goodwill is the first and most important step towards attaining it.

Anyone who has worked for reconciliation, whether on a large scale at a peace-conference

table, or on a small scale in domestic difficulties, knows that where the spirit of goodwill is present the dove of peace will soon find a welcome home.

More than thirty years after that first Christmas, a Divine Teacher was to walk through the Jordan Valley, through that same city of Bethlehem, and preach peace and goodwill — yes, on the very steps of the Temple. He was to reaffirm, without hesitation and without fear of contradiction, that the first and the greatest Commandment was, "Thou shalt love the Lord thy God with thy whole soul and thy whole strength, and with all thy mind," and that the second Commandment was like the first — "Thou shalt love thy neighbour for the sake of God." True lasting peace can come, then, only as a reward of virtue and of the practice in our daily lives of the principles outlined in the Two Great Commandments.

Faith gives us an appreciation — very limited, if you will — of the perfection of the Superior Being. One of those perfections is Love. Philosophy teaches us that it is the property of Love or Goodness to diffuse itself, and that God so loved the world that He gave His Only Begotten Son, the Babe of Bethlehem.

The Creator has implanted in His creatures many of His own qualities, but in a very limited degree, and in some of them more than in others. But goodness in creatures also seeks an outlet for, or an expression of, its love: hence the practice of giving. Christmas-time is one of the chief occasions

when this urge moves us most strongly. Perhaps custom has played its part in this aspect of our character formation. For those whom we love in a very special way, we must find a gift which will be truly representative of that love. For our chosen friends, we carefully select some tangible evidence of our deep affection and appreciation for them.

The anniversary of the birth of Christ is primarily and essentially a religious observance. It is, indeed, a time for serious thought and meditation, a time when each and every one of us can well gaze upon one of the many representations of the birth of Christ in the simple and humble surroundings of the stable or cave of Bethlehem, and when we can well listen to the sermon preached by the newly born Child whose silent eloquence has reached out to every corner of the world and has left its mark on people of every race, tongue, and rank of life,

for nearly twenty centuries.

The world of commerce has made, and continues to make, its contribution towards the observance of Christmas. Its stores are filled with gifts and gift suggestions, its window displays excite within us the Christmas spirit; but producer, retailer, and consumer must all join in prayerful contemplation of the lesson of PEACE and GOODWILL if they are to share in the true and lasting joys which are still there for the asking, if they but dispose themselves to receive them.

It is the fervent and prayerful wish of your Chaplains that your cup of joy may be filled to overflowing and that you may enjoy a Holy and Happy Christmas and that the Giver of all good gifts may bestow upon you and yours His choicest Blessings.

Independence by Evolution

Canada is a country which has gained its national independence by evolution from colonial status, rather than revolution against it. This is, of course, not the most exciting method of nation-building; by conference, rather than by convulsion; by the signing of papers, rather than the flashing of sabres. It has, however, been completely effective with us, though its result in the Canada of today is not yet fully realized in all other countries; even in the United States, where we are still supposed, in certain quarters, to be some kind of advanced British colony.

The fact that Canada sealed its nationhood by fighting with, rather than against British soldiers, and for the cause of human freedom which transcends national boundaries or national rights, is one reason, I suppose, why so many people in the United States still think that we are governed by Downing Street and that great man, Sir Winston Churchill.

It might conceivably be a good thing, if we did not have so many other more important preoccupations, to arrange a sham battle with some British Red Coats, suitably televised over every American network, to prove beyond any possibility of doubt in the deep south or the middle west, that Canada is indeed now a fully self-governing state, as independent as any state has the right to be in this interdependent age. But, as I have said, we have more important things to do; and furthermore, if this sham battle were to have the desired effect, the British soldiers would have to agree to be defeated and capitulate to the Canadians. Then we would be faced with the problem of the voluntary repatriation of the prisoners back to the United Kingdom. Canada is such a happy and fortunate land in which to live!

(The Hon. Lester Pearson.)

The ROYAL CANADIAN AIR CADETS



By Arthur Macdonald, Air Cadet League of Canada

HONOURS AND AWARDS

AS ANOTHER year draws to a close, we pause to pay tribute to some of the outstanding performances on the Air Cadet scene during 1953. The story of these achievements was summarized in a number of special announcements made by Air Cadet League Headquarters in late autumn.

Our congratulations are extended first to No. 22 (Powell River) Squadron, which was declared winner of the R.C.A.F. Association Trophy as the "most proficient" of Canada's 247 Air Cadet units. The Powell River squadron scored the amazing total of 1,987 points out of a possible 2,000 to wrest the trophy from the 1952 winner, No. 187 (High River) Squadron, Alta. No. 135 Squadron, of Vancouver, was runner-up this year.

This award takes into account all factors of squadron operation, including attendance at parades, extensiveness of the training programme, participation in community activities, and effectiveness of civilian sponsorship. Squadrons are rated by visiting officers of the R.C.A.F. at the time of the annual inspections each spring.

The impressive trophy, which depicts the spirit of modern flight, was presented to officials of the Powell River Squadron at the annual meeting of the British Columbia Provincial Committee held in Vancouver in November. The award includes a cash grant and an illuminated scroll for the squadron's permanent retention.

The Powell River squadron also captured the Air Vice-Marshal Guthrie Trophy, which goes each year to the top squadron in western Canada. Guthrie Shields, awarded to the most proficient squadron in each of the four western provinces, went to No. 177 (T.C.A.) Sqn., Winnipeg; No. 30 (Estevan) Sqn., Sask.; No. 187 (High River) Sqn., Alta.; and No. 135 (Vancouver) Sqn., B.C.

Another of the more noteworthy squadron achievements of the past year was that of No. 517

Cadet Sgt. G. Storey, of No. 9 (Neepawa) Squadron, who won the Dominion of Canada Rifle Association bronze medal (.22 short) for finishing eleventh out of 650 Canadian and British marksmen at Ottawa. One of a team of four which won the Otter Trophy (.303), he also won the University of Cambridge Silver Spoon for the highest air cadet in the Governor-General's first-stage shoot.



(Middleton) Squadron, N.S., which rated tops among all the squadrons in the four Atlantic provinces during 1953. Although a comparatively young squadron, the Middleton unit won the Price Trophy, symbolic of supremacy in the area supervised by Maritime Air Command, and the Strathcona Trophy for the best school squadron in Nova Scotia. Both trophies were held last year by the Sydney Academy Squadron. In the few short years of its existence, the Middleton Squadron has made a habit of winning awards, placing three cadets on international drill competition teams, sending three more on tours to the United States and England, and having four graduates admitted to the Royal Military College and the Collège Militaire Royal de St. Jean.

One of the most coveted individual awards of the year went to Cadet Flt. Sgt. Gerald K. Shook, of No. 504 (Edmonton) Squadron, who captured top honours in the summer scholarship flying course. The 17-year-old youth scored over 250 cadets across the country who were competing for the Air Cadet League Trophy, awarded annually to the top pilot in the flying scholarship scheme. Cadet Shook chalked up an average of 88% on flying and written tests, to give Edmonton the trophy for the third successive year. Previous winners were Cadets Roger Neill and Fred Parkinson.

The A.T.C. "Token of Friendship" Trophy went to the North-western Ontario Zone Committee, headed by Gordon Dalzell of Fort William. This trophy goes to the area committee whose cadets score the highest average results on the flying scholarship course. Lakehead air cadets, training at the Thunder Bay Flying Club, rolled up an average score of 79.59%. Alberta took second place with 76.16%, and Saskatchewan third with 75.83%.

League scholarship winners for 1953 were Cadets Robert Warnica of Port Arthur and Michael Ivanoko of Chilliwack, each of whom received \$500 grants enabling them to enrol as aeronautical engineering students at the University of Toronto.

This section would not be complete without again mentioning the honours won by 16-year-old

Warrant Officer R. J. Chalmers of Winnipeg. Cadet Chalmers copped the President's Trophy for placing first in the Senior Leaders Course at Camp Borden, and was then selected as team commander of the International Drill squad which won the Beau Trophy from the United States at the Canadian National Exhibition.

A CADET SPEAKS

We have yet to run across a better endorsement of Air Cadet training than the following item which appeared last summer in the Dawson Creek Star.

"After five weeks' training at Camp Borden, in which a hundred Air Cadets from over 85 cities in the Dominion participated, a Dawson Creek cadet has won the coveted chance to be one of the Canadian drill team that will compete at the Canadian National Exhibition for the General Beau Trophy, at present held by the cadets of the U.S. Civil Air Patrol. Sgt. Bob Johnstone, son of Mrs. Emil Dorin, writes to his mother about this Senior Leaders Course as follows:

"I am on the Canadian drill team, and we compete in Toronto on the 29th of August against the U.S. team. The next good news is that, in my tests on the course, I came out 19th out of the 100 writing the test.

"I went to Ottawa on the week-end and had the best time I've had since I've been here. It's the most beautiful city I've ever seen. In the House of Commons, I sat in Mr. St. Laurent's seat. I also sat in the Senate. They took us on a wonderful tour of Ottawa, but I will tell you about that when I get home.

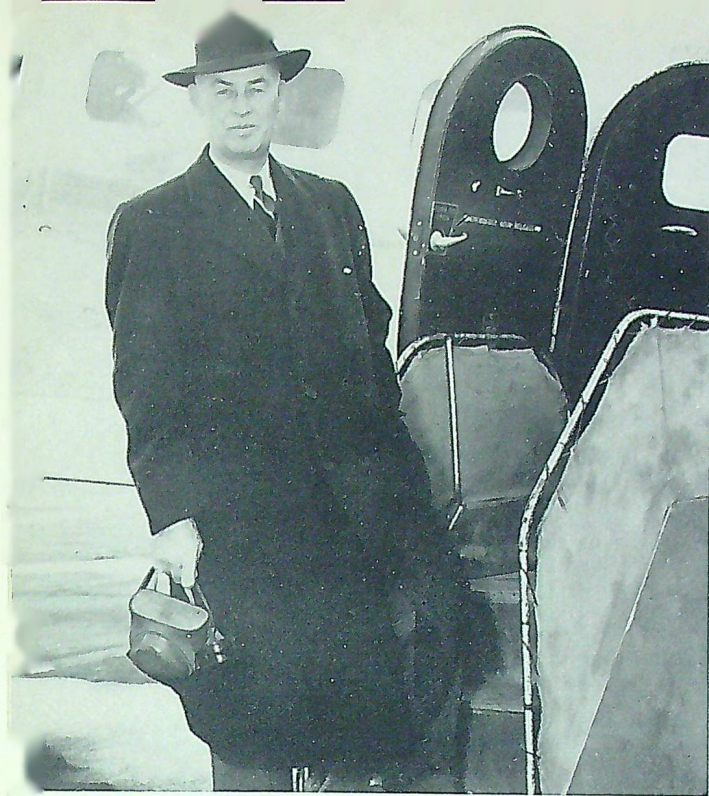
"Graduation is this Friday. We shall be out in the sun for 2½ hours in our blue uniforms! An Air Vice-Marshal is coming to inspect us, and everyone and everything has to be in top condition.

"Well, Mom, I have had the time of my life down here, my luck is too good to be true. I've learned so many things, and seen and been to most of Canada's important cities and historical sites. I've met some grand Canadians and made some wonderful friends, and now I'm on Canada's drill team, and all because of Air Cadets. I didn't realize how good life is before."

THE PRESIDENT TRAVELS

One of the busiest men in Air Cadet circles these past few months has been League President H. Darrock Macgillivray, who has recently completed a coast-to-coast trip in the interests of the organization he heads.

Travelling mainly by air, Mr. Macgillivray managed to attend the annual meetings of each and every provincial and zone committee in Canada. During the meetings, he outlined League plans for 1954, spoke to representatives of every squadron in the country, and got a reading on the main problems faced at squadron level.



Mr. H. D. Macgillivray, League President.

A capsule report on each of the provincial meetings, along with a summary of the present state of the Air Cadet movement in various parts of Canada, will be published in the next issue of "The Roundel."

BRITAIN'S AIR CADETS

The accompanying three photographs from the R.A.F. Aircrew Selection Centre at Hornchurch

Cadets pass a Meteor jet fighter outside the Medical Block.



show a few of the Air Training Corps cadets who were candidates for the five hundred £150 flying scholarships awarded in 1953 by the Air Ministry. All candidates must hold the General Certificate of Education and Cadet Proficiency Badge, and those who are awarded scholarships receive training at civilian flying clubs up to the standard of private pilot's licence.

The audiometry test, in which cadets pick out plain English words from amid background noises of aircraft engines.



A.T.C. cadets waiting to see medical and interviewing officers after completion of other tests.



Pin-Points in the Past

Dartmouth, N.S., has been a base for air activities ever since 1918, when a Royal Canadian Naval Air Service was formed in order to carry out anti-submarine operations from the Nova Scotian coast. With the disbandment of the R.C.N.A.S. at the end of the First World War, the Dartmouth station was, after a period of inactivity, transferred to the newly-formed Air Board, one of whose first operations was a trans-Canada flight from Halifax to Vancouver which started on 7 October 1920 and ended on October 17th. For the next few years the station served as a repair depot and a base for Canadian Air Force

co-operation exercises with the Army and Navy, and for civil government operations of the Air Board.

The first R.C.A.F. establishment at Dartmouth — set up in 1925 and designated No. 4 (Operations) Squadron — consisted of three officers, nine airmen, and two ancient HS2L flying boats. During the winters the station was closed and the personnel moved to Ottawa. For the next seven years, operations were carried out chiefly on behalf of the civil government — photography, forest-dusting, air-route development, etc. — until, in 1932, customs preventive patrols (in co-operation with the R.C.M.P.) were added to the work of the R.C.A.F. In 1934, No. 5 (Flying Boat) Squadron was formed, and continued with the same type of operations.

The year 1937 saw the beginning of rapid expansion of the station's facilities, and Dart-





mouth was developed with a view to making it the main base for the air defence of the Atlantic seaboard. By the time Canada entered the Second World War, Dartmouth comprised No. 5 (General Reconnaissance) Squadron and No. 4 Repair Depot. Eastern Air Command Headquarters was located at Halifax; No. 2 (Army Co-operation) Squadron was at Saint John, N.B.; and Nos. 3 (Bomber) and 8 (General Purpose) Squadrons were based at Halifax and Sydney, respectively. In addition, No. 5 Equipment Depot had just been formed at Moncton and No. 22 Magazine Detachment at Debert.

One of our photographs shows the Dartmouth indoor softball team of 1936, and the other a

flight of Dartmouth personnel at the 1936 Armistice Day parade in Halifax.

Shown in the former are: (seated, l. to r.) Flt. Lt. R. A. London (Air Cdre., O.B.E., retired), A.C.1 H. Powers (deceased), L.A.C. R. Hannon (Flt. Lt., released), Cpl. T. C. Macfarlane (Group Capt., O.B.E., ret.), A.C.1 R. Crawford (W.O.2), Flying Officer F. R. West (Group Capt.), Flt. Sgt. R. F. Gibb (Group Capt., O.B.E., ret.); (standing, l. to r.) Flt. Lt. W. I. Clements (Air Cdre., O.B.E.), L.A.C. C. E. Elliott (Sqn. Ldr.), L.A.C. W. G. Webber (Group Capt.), A.C.1 R. M. Cox (Group Capt., D.F.C., A.F.C.), Cpl. Pytlkly (rel.).

In the parade are: (flight commander) Sqn. Ldr. A. J. Ashton (Air Cdre., ret.), (adjutant) Flying Officer R. Davenport (dec.); (front row, l. to r.) Flt. Sgt. G. T. Elliott, D.C.M. (Wing Cdr., ret.), A.C.1 A. Sturgis, Sgt. A. A. Stevens, A.C.1 J. Cotter (dec.), Sgt. J. C. J. B. Mirabelli (Wing Cdr., A.F.C.), A.C.1 W. V. McDonald, Sgt. S. C. Dearaway (Wing Cdr., M.B.E., ret.), A.C.1 J. Sharp, L.A.C. W. Watt, A.C.1 Holland, Sgt. H. Bryant (Wing Cdr.), L.A.C. F. W. Threlfall (Sgt.).



R.C.A.F. AIR TRANSPORT COMMAND

Part Two: Photographic Survey

By Wing Commander R. I. Thomas, A.F.C.

(Part One of A.T.C.'s story dealt with the history and operations of the Command in its purely transport rôle. Part Two sketches the photographic side of the picture. Its author, Wing Commander Thomas, joined the R.C.A.F. as an airframe mechanic in 1927, and two years later got his wings as an N.C.O. pilot. He was then engaged on forestry patrol work, treaty-party flying in Northern Ontario, and photographic survey operations; and was in charge of the R.C.A.F.'s Meteorological Flight at Fort Smith, N.W.T., in the winter of 1936-37. He was commissioned in 1939, and took part in coastal operations on the East and West Coasts during the war. Before his present appointment as Chief Administrative Officer at R.C.A.F. Station Rockcliffe, he served successively as Commanding Officer of No. 22 Photographic Wing and Senior Air Staff Officer at Air Transport Command. Parts of Wing Commander Thomas' article are reprinted from "Arctic," the journal of the Arctic Institute of North America.—EDITOR.)

ALL AIR operations are, in effect, a form of air transport operations in the sense that the function of an aircraft, whether it be bomber, fighter, or transport, is to carry its load to the scene of operations. Photographic survey operations, however, have been closely linked to the normal conception of the air transport rôle from the earliest days of the R.C.A.F. The character of the first operations was, in fact, twofold: (a) to transport the surveyor and his equipment to his ground control base, and (b) to take the pictures from which the maps were later produced.

Two Vedettes moored at Sled Lake.

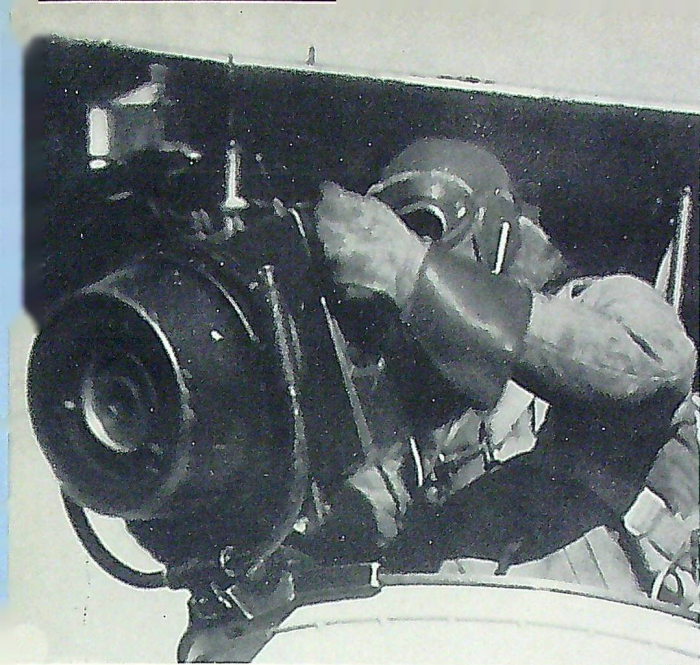


The first survey was made in 1921 by members of the old Air Board. It was carried out by a flying boat operating at 80 miles an hour at 5,000 feet, and resulted in a coverage of 580 square miles of northern Ontario by vertical photography. This operation proved the feasibility of air photography for mapping purposes and started the long series of operations which was to follow.

Many may wonder how the R.C.A.F. became involved in such a vast undertaking as the mapping of Canada. A serious mapping programme had been started in 1902, but it had soon become apparent that normal ground survey methods were too slow. After the First World War, the Department of the Interior* decided to develop aerial photogrammetry, and requested that the Air Board co-operate by providing the aircraft for their camera platforms.

After the success of the 1921 operations, the basic organization for the future was laid down. The task of carrying out the air operations was given to the Air Board (then to the R.C.A.F.

*Later the Department of Mines and Resources, which was subsequently broken down into the Department of Resources and Development and the Department of Mines and Technical Surveys.



Aerial photography from a Vedette.

when the latter was formed on 1 April, 1924), and that of developing equipment to the National Research Council. The Department of the Interior was made responsible for the actual map-making. Through the years, the closest possible co-operation has existed between the R.C.A.F., the N.R.C., and the civil Government. This liaison has been an important factor in the development of Canada's photographic survey programme, now one of the most efficient of its kind in the world. In 32 years, the small coverage of 1921 grew to an all-time record of 911,500 square miles in 1948. At the present time, practically all the land mass of Canada has been photographed by the vertical or tri-camera method, and there are in the vaults at the R.C.A.F.'s Photographic Establishment, Rockcliffe, more than 3,000,000 negatives, indexed and readily available for any development work which may turn up.

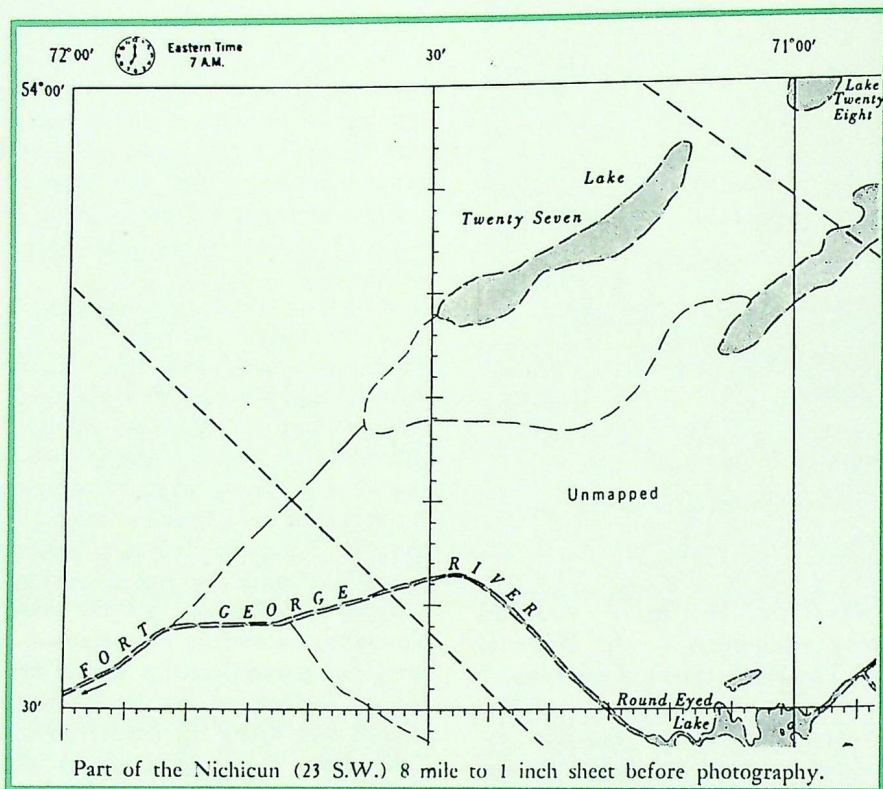
From 1921 until the start of the Second World War, aerial survey operations formed an important part of the R.C.A.F.'s commitment, and, in addition, provided valuable training for aircrew and groundcrew in northern operations. Among the R.C.A.F.'s high-ranking officers who formerly took part in these operations are: Air Marshal C. R. Slemon, Air Vice-Marshal R. E. McBurney (ret.), Air Commodore L. E. Wray, Group Captain

F. J. Mawdsley (ret.), and Wing Commander H. Winny (ret.), to mention but a few. Progress was slow, however, because of the poor performance of the aircraft available and the relatively narrow angle of the lenses used in the cameras. The maximum for one year was 109,000 square miles, and the total coverage which had been achieved by the end of 1939 was only 868,600 square miles.

In the early days, photography was carried out by detachments of two water-borne aircraft. Three types were used: the Vedette flying boat, with a cruising speed of 70 miles an hour and a service ceiling of 5,000 feet; and the Fairchild and Bellanca float 'plane, cruising at 85 miles an hour at 8,000 feet. These detachments usually consisted of two pilots (an officer in charge, and an N.C.O. pilot in charge of ground maintenance), two fitters (who were also the camera operators), and a rigger (who usually did the cooking as well). Normally, a surveyor was attached to the unit to carry out ground control and often, in the more remote regions, to act as navigator when the aircraft was flying the actual photographic lines.

At first, these detachments did their own transportation as well as the photographic flying. Caches with P.O.L. (petrol, oil, and lubricants) would be established in the operational area by tractor-train during the preceding winter. Then the detachment's equipment would be sent by rail to the railhead nearest the area and flown to the base camp, often 200 miles back in the wilderness. This seems a very short distance in terms of present-day flying, but, when using aircraft which could carry only 800 to 1,000 pounds at 72 to 85 miles an hour, it often took a week or more to establish base camp and begin photography.

The camp site, selected during the previous year, was located in the centre of the operational area. There were several reasons for this, but the prime reason was that it enabled the detachment to make its own weather forecasts, as no other forecasts were available for the greater (or sometimes, any) part of the area — and, where forecasts were available, telecommunications were either non-existent or too unreliable. It may be added that, under these conditions, detachment



personnel developed many and unique methods of weather prediction, some of them quite sound and some reminiscent of the sauerkraut-barrel school of meteorology.

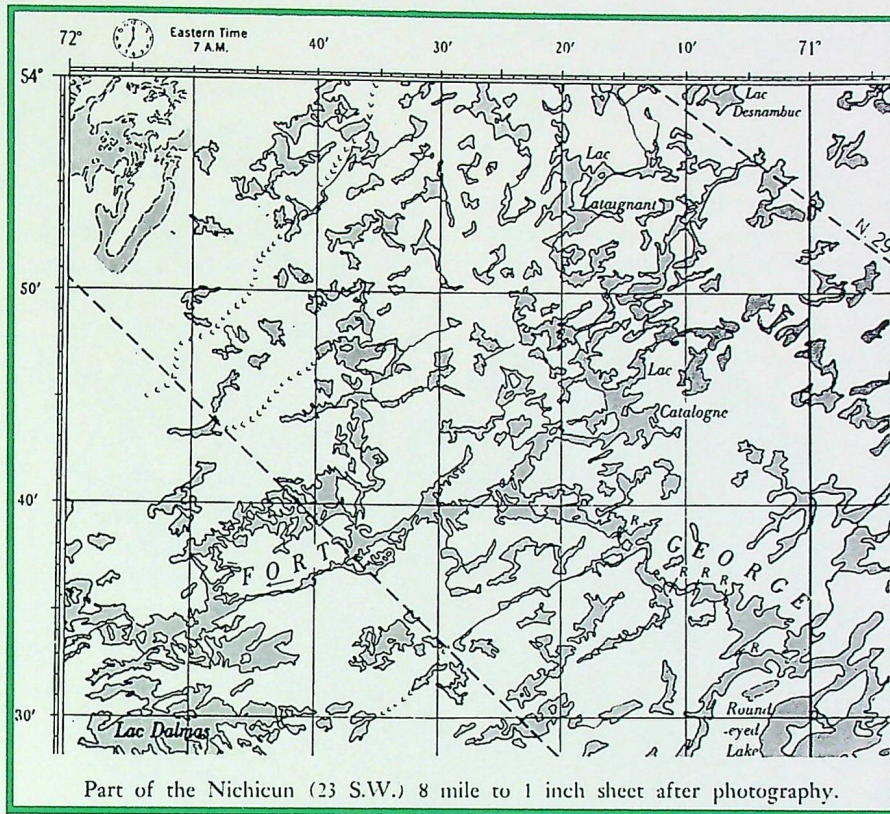
The surveyor was a key man in the detachment. On photographic days, he would fly as navigator and sketch in ground detail on the vague maps then in use. In addition, he provided the camera operator with drift data and time intervals, and also told him when to start and stop lines. At night, when the skies were clear, he would take star shots to establish positions for ground control. As the operations expanded, and the need for more control developed, the surveyor's requirements led to the first purely transport operations in the R.C.A.F. With steadily increasing coverage, the surveyor was unable to keep up with the control requirements, and general-purpose detach-

ments were formed to provide transportation for him and to supplement the transportation of the photographic detachments.

This type of operation continued until the outbreak of the Second World War.

* * *

With the outbreak of the war in 1939, the squadrons employed in photographic work were converted to bomber reconnaissance duties, and survey operations came to a standstill. However, in 1944, photographic operations were again requested of the R.C.A.F., and, as a result, No. 13 (Survey) Squadron — which was renamed No. 413 (Survey Transportation) Squadron in 1947 — was formed at Rockcliffe to undertake limited commitments. By 1945, the urgency for maps along the proposed Alcan Highway and in the Mackenzie Basin was so great that two



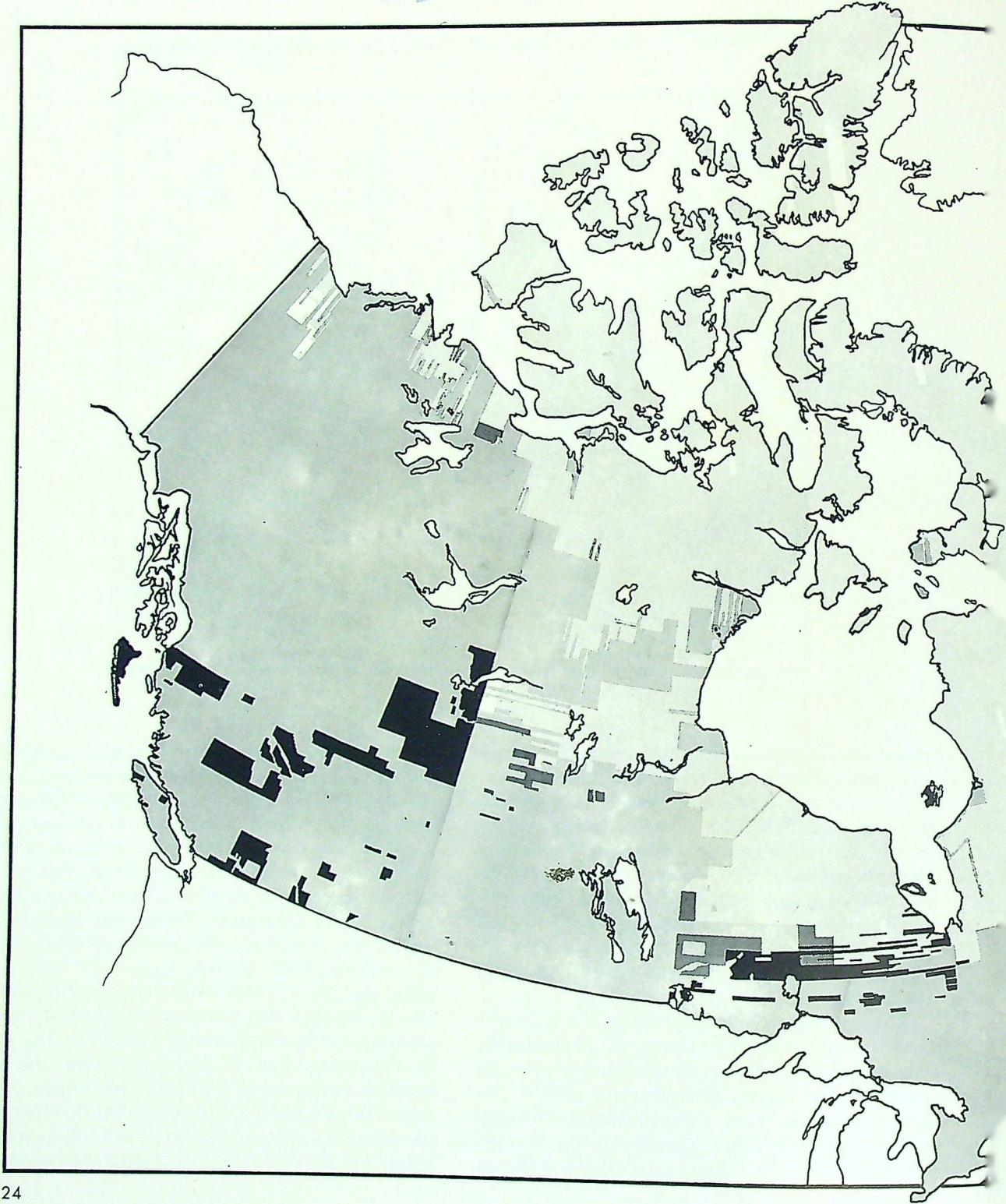
squadrons were committed to photographic survey, with a third squadron being added later.

With the introduction of functional commands into the R.C.A.F., the control of photographic survey operations became a vexing problem, since the operational rôle of the survey squadrons did not fit into any existing command. However, early in 1946, control was vested in No. 9 (T.) Group (later to become Air Transport Command), which was able to provide the transport support required for post-war operations.

The organization set up at Rockcliffe to handle the tremendous commitments of photographic survey in 1949 and 1950 consisted of No. 22 Photographic Wing Headquarters, which co-ordinated all the work; three squadrons, Nos. 408 and 414 (Photographic) Squadrons, and No. 413 (Survey Transport) Squadrons; and No. 1 Photo-

graphic Establishment, which was responsible for processing the films. Under the latter unit, but operating as a separate entity, was No. 1 School of Photography, where photographic training for the R.C.A.F. was carried out. No. 22 Wing Headquarters maintained control in the field through a network of nine signals units, thus linking all advance bases direct with Rockcliffe, which has remained the centre of R.C.A.F. survey operations ever since.

On account of other R.C.A.F. commitments, several changes were made in the organization before the operational season of 1951. No. 22 Photographic Wing Headquarters went out of existence, and control of survey operations then came directly under Air Transport Command Headquarters. Nos. 413 and 414 Squadrons (later to be re-formed as fighter squadrons)



AIR PHOTOGRAPHIC COVERAGE

DEC 1952

FEDERAL VERTICAL
COMMERCIAL & PROVINCIAL VERTICAL
R.C.A.F. TRIMETROGON
R.C.A.F. OBLIQUE



NOTE Under Federal Vertical is included R.C.A.F. vertical photography and all commercial photography carried out for the Dominion Government



were disbanded, and the transport aircraft of No. 413 were absorbed by No. 408 Squadron. The School of Photography was also closed (to be re-opened at Camp Borden in 1952).

* * *


Today, two main types of photographic surveys are undertaken: vertical and tri-camera. In the former method, a single camera is used and accurate large-scale maps are produced from the resulting photographs.

Tri-camera photography, in which three cameras on a single mount are operated simultaneously, produces a fan of three photographs, giving coverage from horizon to horizon, through the vertical. Accuracy is sacrificed for coverage, but this method is approximately six times as rapid as vertical photography. (As a matter of fact, with the precise calibration now used it is possible to produce accurate 8-miles-to-the-inch maps from tri-camera photographs, and, where there is little relief in the terrain, 4-miles-to-the-inch maps of reasonable accuracy). All the National Topographic Series maps of northern Canada are being produced from tri-camera photographs.

When the aerial survey programme was started, only vertical photography was used. However,

A supply Norseman at Sawmill Bay N.W.T.





Fan of photographs taken by tri-camera method.

this was a slow process, and the speedier oblique photography was soon adopted. One camera, which would take a fan of three exposures, as close together as possible and covering a field of 180 degrees in front of the aircraft, was employed in this method. The plotting of these photographs was difficult and results were not too accurate, but many maps still in use were produced from such work.

The next step was to use three cameras, on a single mount, facing to the rear of the aircraft; and further developments led to the present-day tri-camera method.

Since 1945, the major part of the R.C.A.F.'s photographic survey programme has been carried out in the north. In 1948, when 911,500 square miles of northern Canada were photographed, operations were carried to the Arctic Islands for the first time. In that year, all of Baffin Island was photographed, in addition to large areas of Labrador, Ungava, the North-west Territories, and the Yukon. Operations were continued in the Arctic Islands during the following year. Photographs were taken of Victoria Island, King William Island, and parts of Somerset Island, Banks Island, the Boothia Peninsula, further areas of the Yukon and North-west Territories, Labrador, Ungava, and northern British Columbia.

In the following years, operations were expanded even further to result in what is now almost complete coverage of the whole of Canada by tri-camera photography. At the end of the 1953 season, only 5,648 square miles (on North Ellesmere Island) remained to be covered.

The types of aircraft used during these years' operations were: the Mitchell, Canso, Norseman, Anson, Dakota, and Lancaster.

No. 408 Squadron (now the only photographic squadron) flies Lancaster X aircraft equipped with cameras for both vertical and tri-camera photography. In addition, several of the aircraft are equipped with special instruments and wiring, developed by the National Research Council, for Shoran-controlled photography (see "Shoran Survey" in "The Roundel" for May 1951). Shoran is a recent development in the survey field and was first proved in the 1950 operations. It involves the use of airborne radar equipment in conjunction with ground radar beacons spaced several hundred miles apart, and allows aerial photographs of the areas concerned to be positioned accurately.

The commitments for each season of aerial photography are decided by the Interdepartmental Committee on Air Surveys, and, as soon as the specific areas to be photographed have been determined, plans can be made. Bases are decided upon, and the flight lines are drawn up.

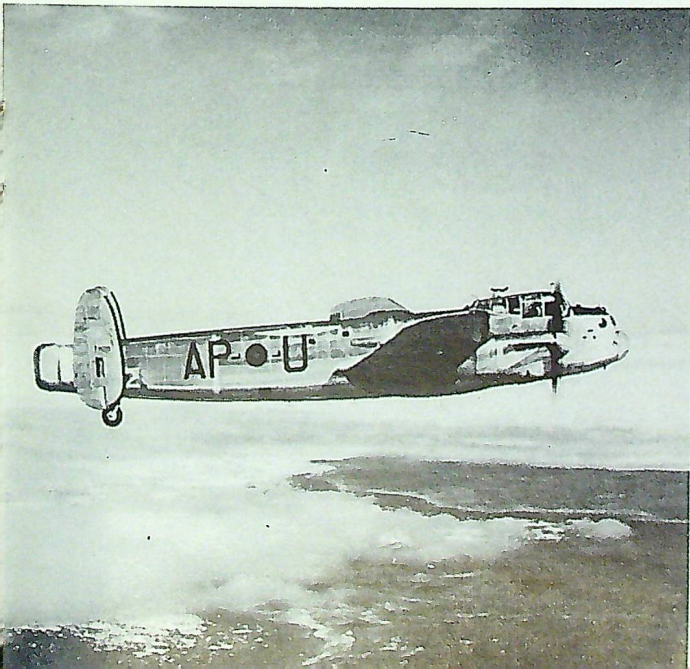
The timing of the detachments being sent into the various areas is a major factor in planning. Because of the short season in the north, it is now left to the R.C.A.F. to decide when operations in a particular area are carried on. In the past, a great deal of good weather was lost by holding detachments in southern areas until a high priority commitment was completed. Now, detachments work in the south only until photography is possible in the north. The detachments go into

the field any time after the snow has gone from southern areas and the ice on lakes has started to break away from the shores. This usually means that the first detachment leaves Rockcliffe between 25 April and 1 May. A detachment generally makes four moves in a season: the first from Rockcliffe to a southern base, then to the northern base when the area opens, and back to a southern base before returning to Rockcliffe. The season is normally over by the middle of October, but special commitments are sometimes received which extend the season on into December.

* * *

Many of the earlier problems encountered by the photographic crews have now been eliminated, or solved, by the use of long-range aircraft and the availability of northern aerodromes. The problem that still retains its formidable nature, and which determines the area that can be covered in a season, is the weather. The retreating winter season is followed closely northward, and the work is done on the heels of the melting snow and ice. In some areas convection cloud forms as the land warms, and it is not unusual to find only a few days during the entire season suitable for photographic operations. To obtain coverage of these areas, the R.C.A.F. must be on the spot,

An R.C.A.F. survey Lancaster flying over the ice-fields.



Laying out photographs in mosaic at No. 1 Photographic Establishment.

ready to fly 10 to 15 hours a day while conditions remain good — a feat made possible by the nearly continuous daylight of the summer months.

The normal day on a photographic detachment starts at about 3 a.m., when the duty crew checks the final weather forecast and prepares to make a flight to check the actual weather. The first aircraft is usually off by 5 a.m., and, if clear conditions are found, the other aircraft are called by radio and take to the air.

On the average flight, the aircraft climbs gradually to approximately 10,000 feet and the flight in search of clear areas is continued at that altitude. Since many flights prove fruitless, a great deal of oxygen is conserved by flying at this height. This is an important factor, as three high-pressure bottles of oxygen are required to replenish an aircraft's system after approximately 10 hours of use, and each of these bottles weighs 155 pounds. Any waste would soon cause a serious problem of re-supply, where all supplies must be airlifted.

When a clear area is sighted, altitude is increased to 20,000 feet and the crew makes final preparations for photographic flying. Cameras are given a short test run, the solar navigator (an adaptation of the astro compass) is set up, and the aircraft is trimmed carefully for straight and level flying.



Damaged Canso being hauled up on beach at Ross Bay, Melville Peninsula, 1948.

Once the area is reached, the navigator directs the pilot to the beginning of the first line to be attempted. The drift is checked carefully and the solar navigator started. Meanwhile, the camera operator checks the interval and drift on his view-finder, and levels the camera. As the start of the line is approached, the navigator gives the order to start the camera.

On the line, the navigator is busy checking drift (every ten minutes at least) and making new settings on the solar navigator. In between times, he is trying to pick up pin-points, and also attempting to sketch in on his flight-line map any details which may help on the next line. This latter operation takes a good deal of experience, and the degree to which a navigator can learn to sketch generally measures his success at flight-line flying in the north, where maps are most inaccurate.

Very accurate flying is necessary on the pilot's part, as he must maintain the required altitude within plus or minus 50 feet and hold an extremely accurate course.

One of the major problems in the north is the maintenance of direction. The best magnetic compass becomes erratic in higher latitudes, and the vacuum-driven gyros do not stand up very well. The solar navigator is used to direct the pilot for straight flying, and the astro compass to supply settings for the gyro instruments.

Another major problem is servicing the aircraft

at the more isolated bases. No hangars or other permanent facilities are available at such places as Norman Wells, Yellowknife, or Coral Harbour, and the work must be done in the open — rain, snow, or sun, as the case may be. Dust is another constant torment to the hard-worked groundcrew. In spite of the limited facilities, remarkable records of serviceability are achieved.

Film exposed in the field by the photographic aircraft is shipped to No. 1 Photographic Establishment, at Rockcliffe, for processing. Possessing one of the world's finest and most modern aerial photographic laboratories, this establishment plays a vital part in the general photographic survey programme. After processing, the film is given an initial check for accuracy and quality, and each negative is numbered to allow instant identification. Possible gaps in the area covered, caused by camera failures or lack of forward overlap, are spotted at this stage.

Flt. Sgt. W. G. Brannon checks the survey camera between lines.



The negatives are then printed and laid out in a mosaic, which shows if any lateral gaps exist as a result of errors in navigation. If there are any gaps, the detachment which flew the lines is notified, and prints of the mosaic are sent out to be used when the lines are re-flown.

All negatives taken for the government are stored at No. 1 Photographic Establishment, while an index of them is held at the National Air Photographic Library of the Department of Mines and Technical Surveys. The R.C.A.F. is not responsible for map-making. The finished prints are turned over to the Department of Mines and Technical Surveys, or the Army Survey Establishment, for the compilation of maps.

* * *

By the end of the survey season of 1953, 2,522,720 square miles of vertical and 2,494,524 square miles of tri-camera photography had been completed by the R.C.A.F. That these figures add up to more than the accepted land mass of Canada is explained by the fact that vertical coverage duplicates the tri-camera, and some areas have been re-flown at a different scale. As



Vertical shot taken in Watson Lake area.

tri-camera photography of the north is now practically complete, future efforts will be concentrated on vertical photography for detailed mapping, and the completion of Shoran control.

The Suggestion Box

L.A.C. G. E. L. Larter.

The Chief of the Air Staff has written a letter of thanks to the undermentioned airman for an original suggestion which has been officially adopted by the R.C.A.F.

L.A.C. G. E. L. Larter, of the Central Experimental and Proving Establishment's National Aeronautical Establishment Detachment, proposed certain changes in the procedure to be followed in transmission of CONFIDENTIAL correspondence. The suggested changes will prevent any possibility of such correspondence being opened en route by unauthorized persons.



★ What's the Score?

The members of the Editorial Committee, being full of seasonable goodwill and consequently more generous in spirit than any country's economy could possibly stand, averaged a score of only 13. The correct answers appear on page 47.



1. Once in each fiscal year the nostalgic officer or airman is allowed to claim certain allowances to reimburse him for his fare home on leave. The amount allowable is:
 - (a) 5c. a mile, if he flies by T.C.A.
 - (b) $2\frac{1}{2}$ c. a mile for every mile in excess of 500.
 - (c) The total cost of transportation, not including berth, refreshments, or tips.
 - (d) 2c. a mile for the whole journey as the crow flies.
2. The rates of pay and allowances for all ranks of the R.C.A.F. may be found:
 - (a) In D.R.O.s, every six months.
 - (b) In Air Force Financial Orders.
 - (c) On a chart kept in every station guard house.
 - (d) In Q.R. (Air), Vol. III.
3. Should an officer or airman crystallize an emotional situation by getting married, he receives a Marriage Allowance and a Subsistence Allowance. He is also entitled, as from the first of the year in which the marriage occurs, to:
 - (a) Reimbursement of expenses incurred by visiting his fiancée.
 - (b) Certain payments by the Dept. of National Health and Welfare.
 - (c) A decrease in his taxable income after he has submitted a new TD1AF.
 - (d) Seven days' additional leave.
4. Detailed to put on storm windows at the barracks, a zealous airman tears his uniform trousers rather badly while so doing. In order to obtain a new pair without paying, he should:
 - (a) Get his wife to make them.
 - (b) Procure them from a friend who has a surplus pair.
 - (c) Leave the torn trousers as they are until the S.W.O. does something constructive about the situation.
 - (d) Apply in writing to his superior for a free issue.
5. An inventory-holder who discovers that he has one typewriter surplus should:
 - (a) Return it to the Supply Section.
 - (b) Wait until an independent checker confirms the fact.
 - (c) Give it to some inventory-holder who is short.
 - (d) Take it home in the hope that it will be forgotten.
6. An impecunious Wing Commander who is ordered to go on six weeks' temporary duty and who wants to receive his pay while he is away from his home unit, should:
 - (a) Get an advance of six weeks' pay before he leaves.
 - (b) Request the Accounts Section to pay it to his wife.
 - (c) See the Accounts Officer at his T.D. unit and draw an advance on his travelling claim.
 - (d) Get an A43 "Temporary Record of Pay" at his home unit and turn it in at his T.D. unit before pay-day.
7. Having received more pay than he thinks he is entitled to, the suspicious airman should:
 - (a) Report the matter to the paying officer.
 - (b) Look through recent D.R.O.s to discover if he has been given a higher grouping.
 - (c) Pocket it and say nothing.
 - (d) Spend it before the error (if any) is discovered.
8. An advance of unearned pay may be granted:
 - (a) For the purchase of transportation when proceeding on compassionate leave.
 - (b) To personnel who are going away on a month's or more T.D.
 - (c) For a down-payment on a new car.
 - (d) To anyone whose wife is joining him at his unit.
9. Responsibility Allowance is payable to:
 - (a) All officers and airmen with a high sense of responsibility.
 - (b) Adjutants, medical officers, and certain nurses.
 - (c) Fire-fighters and pararescue personnel.
 - (d) Airmen who must fly into a northern area.



10. Seven months after he has been transferred to a place of duty where rations and quarters are not available, a lonely Warrant Officer decides to bring his dependents and effects to join him. He should first:
 - (a) Instruct a moving company to transport his effects.
 - (b) Put in his claim for Separated Family Allowance for the seventh month.
 - (c) Pay a mover and submit receipt to the R.C.A.F.
 - (d) Obtain a re-confirmation of transfer from his C.O.
 11. The National Defence budget for the fiscal year 1953-54 was approximately:
 - (a) \$2,000,000,000.
 - (b) 20% less than for 1952-53.
 - (c) \$1,000,000,000.
 - (d) 20% higher than for 1952-53.
 12. If a teetotal but none the less incorruptible Sergeant, while taking stock in the wet canteen, discovers in a corner six quarts of beer which the steward says are surplus and should not be counted, he should:
 - (a) Instruct the steward to drink it.
 - (b) Add six quarts to his count and report the overage.
 - (c) Simply do as the steward asks.
 - (d) Take the six quarts to the Accounts Section for safekeeping.
 13. When an officer or airman of the R.C.A.F. is released on termination of engagement, he is entitled to receive:
 - (a) The cost of transporting his dependents, furniture, and effects to the place (in Canada) where he was enrolled.
 - (b) Storage costs on his furniture until he finds unfurnished accommodation.
 - (c) A pension for his wife.
 - (d) Separated Family Allowance for one year if his wife is unable, for any reason, to accompany him to the place of his enlistment.
 14. Married male members of the R.C.A.F. are required to make a supporting assignment to their wives in order to become entitled to receive Marriage Allowance. This assignment may be waived:
 - (a) By permission of a C.O. when a wife is demonstrably extravagant.
 - (b) If a wife has left her husband but must still be supported by him.
 - (c) The husband considers such an assignment unjust.
 - (d) On approval of the C.A.S.
 15. The widow of a member of the Regular Force who has been contributing under Part V of the Defence Service Pension Act, is entitled to a pension only if her husband has completed:
 - (a) A total of four years in a cadet corps, two years in the active service force, and seven years' Regular service.
 - (b) Five years of any type of service without crime.
 - (c) Any period of service preceding death caused by flying in the course of duty.
 - (d) Ten years' Regular service.
 16. The recently-instituted system of Clothing Credit gives the airman a cash credit with which to maintain his uniforms. If his boots require resoling, he should:
 - (a) Ask for the issue of a new pair.
 - (b) Turn them into the Supply Section to be repaired and charged against his clothing credit.
 - (c) Repair them himself and give himself a receipt for material and labour.
 - (d) Get them repaired by a shoe-repairer and present receipted bill to the Accounts Section.
 17. An officer or airman who is a contributor under Part V of the D.S.P.A. and who wishes to claim as pensionable service his previous service in any of Canada's armed forces during the last war, should make his claim by:
 - (a) Sending his discharge certificate to the Pensions Section of the R.C.A.F.
 - (b) Requesting to be paraded before his C.O.
 - (c) Applying to the Station Welfare Officer or local D.V.A. representative.
 - (d) Completing the provisional election form within one year of enrolment.
 18. Progressive Pay is only given to personnel who:
 - (a) Have submitted original and progressive suggestions that have been adopted by the R.C.A.F.
 - (b) Have served three years in the rank of A.C.2.
 - (c) Have never come lower than fifth in a promotion examination.
 - (d) Have served three years in their present rank.
 19. For married quarters, home-loving members of the R.C.A.F. are required to pay:
 - (a) Nothing.
 - (b) Their Subsistence Allowance and \$10 of their Marriage Allowance less their Ration Allowance.
 - (c) According to the number of their dependents.
 - (d) According to the size of the quarters.
 20. When proceeding on 30 days' annual leave with 5 days' travel-time, the exhausted airman may receive pay in advance:
 - (a) Up to the pay-day closest to the end of his leave.
 - (b) For one month.
 - (c) In the amount he requests beyond one month.
 - (d) For 35 days.
- (The foregoing questionnaire was contributed by Sqn. Ldr. S. A. Sprange, Senior Accountant Officer at A.F.H.Q., and members of his staff.)*

McKEE TROPHY WINNER

The McKee Trans-Canada Trophy was presented in October to Sqn. Ldr. K. R. Greenaway for his outstanding contributions to aerial navigation during 1952. The trophy, awarded annually for meritorious service in the advancement of Canadian aviation, was donated originally by Dalzell McKee, an American aviation enthusiast, in recognition of the assistance given him in 1926 by the R.C.A.F. when he made the first trans-Canada flight by seaplane.

Sqn. Ldr. Greenaway joined the Air Force in 1940 as a wireless operator, and obtained the highest mark for air operating ever given at the R.C.A.F. Wireless School at Guelph. Remustering to navigator, he topped his class at the Air Observer School at Ancienne Lorette. Employed during the war on instructional work, he was later sent to the Navigation School at Summerside, where he served as an instructor in advanced navigation. In 1946 he was detached for special development work with the U.S. Navy. It was during this period, and in the course of subsequent work with the U.S.A.F. in the Arctic, that he



evolved new navigational techniques for flying in high latitudes. In 1952 he was named winner of the Thurlow Award, which is given annually by the United States Institute of Navigation to the year's outstanding contributor to scientific and practical navigation.

Sqn. Ldr. Greenaway is the inventor of the arctic "Twilight Computer" which is used by the R.A.F. as well as by our own Service; and his book, "Arctic Air Navigation," serves as a text for the R.C.A.F. and as a reference manual both for the R.A.F. and the U.S.A.F.

Shown behind the Trophy are: (l. to r.) Sqn. Ldr. Greenaway; Mr. C. H. Dickens, President of the Air Industries and Transport Association; and the Hon. Brooke Claxton.

Feminine Gen

Christmas is a wonderful time to say hello and to renew old friendships, and I want to wish you all a very Happy Christmas and a gala New Year. For some airwomen this will be the third Christmas in uniform, for others it will be the second, and for still others this will be their first Christmas away from home. Some of us are spending Christmas in Europe, among people and scenes far removed from those to which we have become accustomed; others will sit down to their Christmas dinners at remote units along Canada's

far-flung defence perimeter; and a few fortunate ones will be home on Christmas Day. But wherever we are, and whether we spend the day with family or friends, we will toast our membership in a Service that has contributed greatly to peace in the past and which is working for a lasting peace to come. With this in mind, we will add a heartfelt "Amen!" to Tiny Tim's "God Bless us every one!"

Alice Twitterwhistle Cpl.

(Alice Twitterwhistle)

ROYAL CANADIAN AIR FORCE

Association



A Message at Christmas

I am delighted to have the opportunity of extending the compliments of the season to all our members and their families.

I am deeply grateful for the splendid support you have given me during the past year, and I look forward to 1954 with renewed optimism.

To all a Merry Christmas and a happy and prosperous New Year.

G. E. Brookes,
National President.

NATIONAL PRESIDENT'S EUROPEAN TOUR

On 6 October, Air Vice-Marshal G. E. Brookes, C.B., O.B.E., left Dorval for England in order to attend the unveiling of the Runnymede Memorial as the representative of the R.C.A.F. Association, and also in order to present a painting, on behalf of the members, to Her Majesty Queen Elizabeth, Patron of the Association. In addition, he visited three of the overseas Fighter Wings of the R.C.A.F. and saw how the Association's amenities programme is working out.

On his return to Canada, Air Vice-Marshal Brookes stressed the splendid co-operation extended to him in connection with his transportation to and from Europe. At all R.C.A.F. stations visited, he met with the most friendly treatment, and he cannot adequately express his appreciation of all the arrangements made for him throughout his two-week tour.

On arrival at North Luffenham, the President was met by a guard of honour and the station's pipe band. This was his welcome to England, and it was a sample of the warm reception he was to experience at all stations to which he went.

The first part of the tour was taken up with visits to the headquarters of the Canadian Joint Staff in London, and to headquarters of the R.C.A.F. Air Division, located in the Château-les-Metz, France. From here he went on to the Fighter Wings at Zweibrücken and Gros Tenquin. At both of these stations he was accorded a very cordial reception, and he was able to learn at first hand how much the amenities provided by the Association are appreciated.* On his return to England the President also visited No. 30 Air Materiel

*Amenities include: provision of libraries for overseas units, mailing of newspapers weekly to all overseas units, the provision of Bingo sets for all messes, and bon voyage parties for R.C.A.F. personnel and their families proceeding overseas. Writing paper is also provided by the Association.



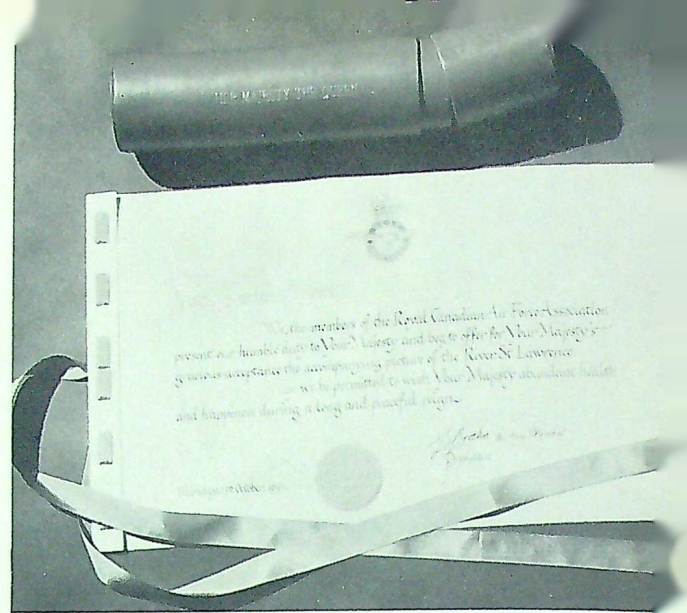
Air Marshal Brookes, accompanied by Lt.-Col. Lourador, inspects a French Guard of Honour.

Base, at Langar, where our former secretary, Bob McCartney, is now stationed. A common need at all libraries appears to be for encyclopaedias and other good reference books.

Next on the itinerary came a trip to York Minster, where Air Vice-Marshal Brookes was shown the site of the Memorial, and where he met with members of the Memorial Committee of the R.A.F. Association. Later in the day he was shown the R.C.A.F. section of the cemetery at Harrogate, where a large number of R.C.A.F. personnel are buried.

This visit was followed by the presentation of the painting to Her Majesty. Accompanied by a scroll conveying the best wishes of the Association for "abundant health and happiness during a long and peaceful reign," it was received at Buckingham Palace by Colonel the Hon. Martin Charteris, O.B.E., assistant private secretary to Her Majesty.

The final part of the tour was the attendance of Air Vice-Marshal Brookes at the unveiling of the Runnymede Memorial, on 17 October, by Her Majesty the Queen. This was a memorable event, attended by some 30,000 people, including a large number of relatives of the Commonwealth airmen in whose honour the Memorial has been erected. A spirit of deep reverence prevailed throughout, and the singing of well-known hymns to the accompaniment of the R.A.F. Band was most inspiring. After the unveiling, the Memorial was dedicated by the Most Reverend and Right



The scroll presented to the Queen.



BUCKINGHAM PALACE

15th October, 1953.

Dear Air Vice Marshal,

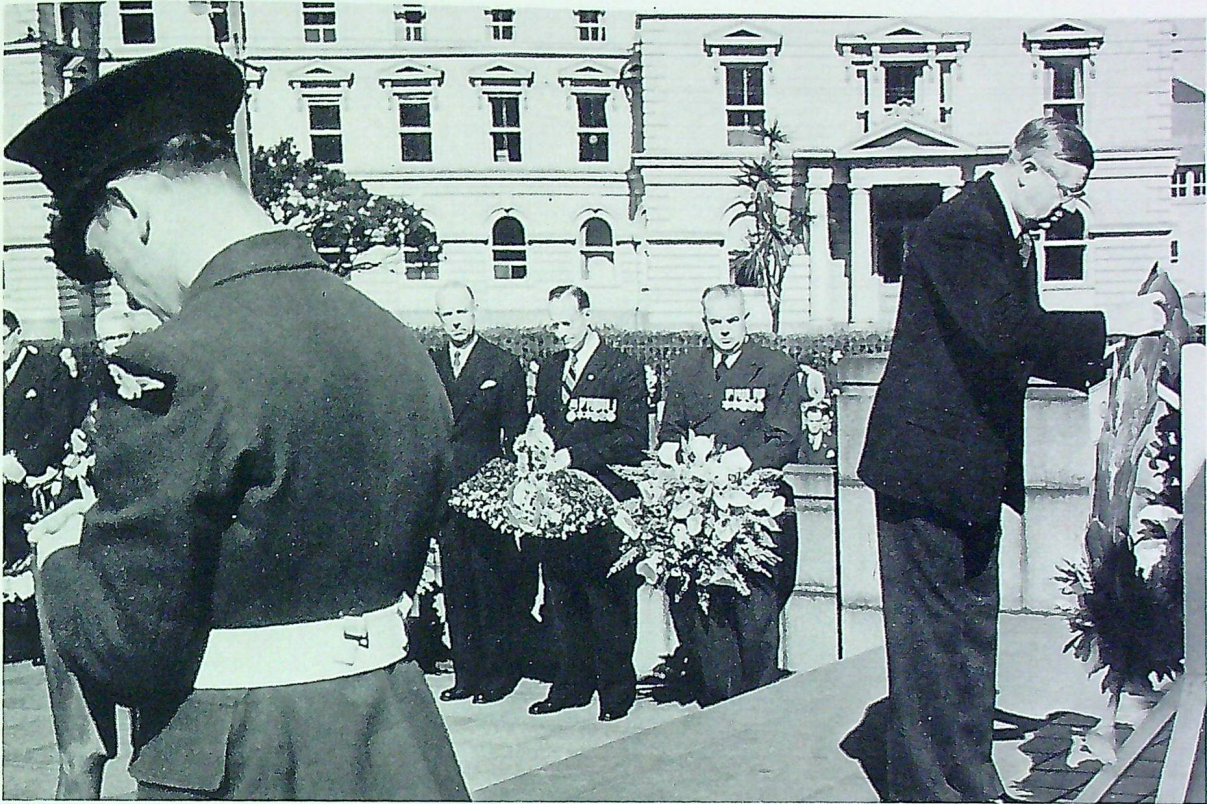
After you came to Buckingham Palace today with the picture and the illuminated scroll I sent them in to The Queen.

Her Majesty was delighted with the painting and has told me to write to you to tell you of her pleasure, and to ask you to convey her sincere thanks to all members of the Royal Canadian Air Force Association for this welcome and beautiful gift. Her Majesty will value it not only for its beauty but also as an expression of the loyalty and kindness of all those who gave it to her.

Yours sincerely,

Martin Charteris

Air Vice-Marshal
G.E. Brookes, CB, OBE.



Honourable the Lord Archbishop of Canterbury. Wreaths were placed on the Memorial by Her Majesty, His Royal Highness the Duke of Edinburgh, His Royal Highness the Duke of Gloucester, the Secretary of State for Air, and the High Commissioners. It was the privilege of the President to place a wreath on behalf of the R.C.A.F. Association.

The whole tour was "just one inspiration after another," said the President, and he has returned with the desire to be of greater service to the Air Force and to the Association than ever before.

THE R.C.A.F.A. IN NEW ZEALAND

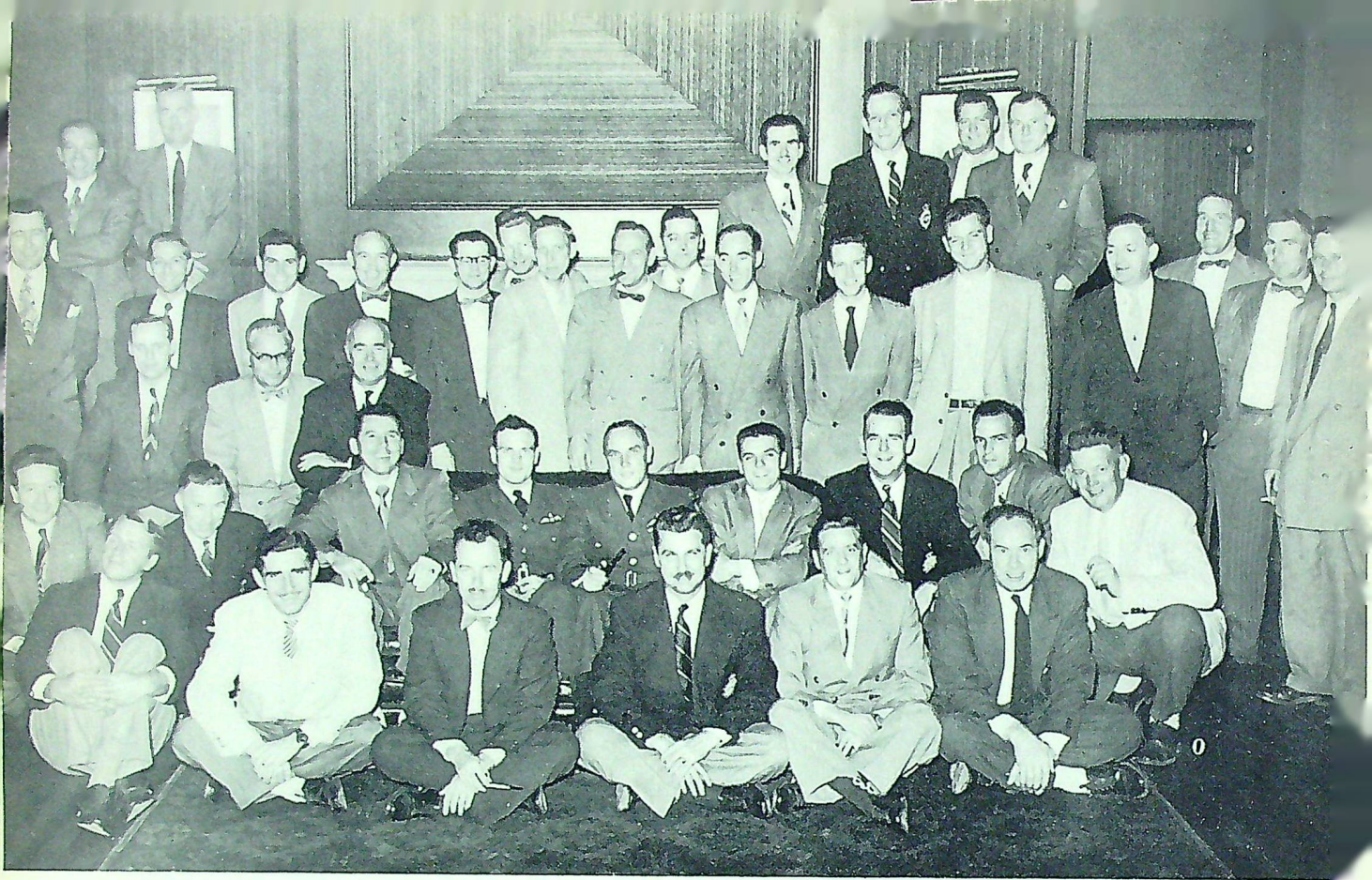
At the Battle of Britain Commemoration Services in Wellington, N.Z., the Association was represented by the High Commissioner for Canada, Mr. E. H. Norman. At the invitation of the R.N.Z.A.F.A., he laid a wreath on behalf of

the R.C.A.F.A.

A REACTIVATION AND A BON VOYAGE

No. 402 (Guelph) Wing was reactivated last May, and, under the direction of President Lorne Fischer and his executive, great progress has been achieved. It is already well on the way to the 100-mark in paid-up members. Heartiest congratulations!

No. 302 (City of Quebec) Wing has been very active during the past year, notably in the matter of send-offs to R.C.A.F. personnel and their families who are going overseas. The accompanying photograph shows a typical bon voyage party held by the Wing. Standing Wing-members are (left to right): Miss A. Bélanger; M. Manuel, Vice-President; S. Lax, Chairman; P. J. Haberlin, Sec'y-Treasurer; A. Lavigueur, President; J. C. Mercier, Past-President.



No. 402 Wing (above)

No. 302 Wing (below)



NO. 900 (ARDUA WING)

30 November, 1953

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

Dear Sir:

Once again, as the yule-tide season approaches, we are making plans for the annual party for the children of our members. No. 900 (Ardua) Wing always seems to get carried away by the spirit of Christmas, and we are looking forward to a highly successful affair.

One of the main attractions of our get-together is the distribution of small gifts to the boys and girls, which, of course, is done by one of our own members dressed up as Santa Claus. The choice of who would play the part presented a major problem this year. In fact, it was such a grave problem that we felt it should be decided by the whole Wing at a General Meeting.

We had a somewhat unfortunate experience with Santa last year. I will not mention his name, as it is not up to me to offend anyone. Besides, nothing was actually proved.

Fairly elaborate arrangements had been made. We had even found a place to hold the party where a great stairway would allow Santa to make a spectacular appearance. The large room was filled with bright-eyed boys and girls as zero hour approached. It was indeed a tense moment when two of our members began to pound on the floor upstairs with sticks, to simulate reindeer landing and coming to a halt. Then Santa Claus appeared.

Someone remarked later that his whiskers were on at a most peculiar angle, and also that he was weaving considerably as he stood waiting to descend, with a huge bag of toys on his back. However, that's all water under the bridge now. In any case, he just cleared the first step when he fell and landed in a heap at the bottom.

It was quite a mess. He was out cold, and the gifts were strewn all over the place. Fortunately, all the little boys and girls thought it was part of the show and very funny indeed. We all got busy immediately handing out the presents over Saint Nick's prostrate form, so the party wasn't really spoiled.

When Santa came to, he insisted that he had only tripped. But knowing the lad, many of us thought differently.

You can no doubt see what this is leading up to. We did not want a repetition of last year's affair, nor did we want to hurt anyone's feelings. Add to this the fact that an unwritten law of the Wing says that our fattest paid-up member would automatically be Santa Claus.

Taking all things into consideration, a few of us decided that some sort of strategy was necessary. We had another paid-up member who, although a good 20 pounds lighter than last year's Santa, was fairly plump. We also learned that his wife was keeping him on a strict diet and the poor fellow wasn't getting enough to eat. In any event, we formed a special Committee to fatten him up. We had our troubles, as there was no possible way we could use Wing funds for the purpose.





It was finally decided that each of the interested members would take turns inviting him to their homes for evening snacks. This went on for a month or more, with each trying to outdo the other in calories. We could fairly see the pounds appearing daily, much to our delight and his wife's dismay. There were complications too. Apparently the other lad got wind of our work and started to eat more too, so it was a race right down to the last minute.

At the General Meeting called to pick Santa, both contestants were so close that we had to bring in a scale. You could have heard a pin drop during the weighing.

Well, to make a long story short, our boy won by 12 ounces, and we are all looking forward to a very good party.

Yours, with Air Power,

Corresponding Secretary,
No. 900 (Ardua) Wing.

FREEDOM OF SPEECH

Freedom of speech thrives on the fullest expression of public opinion. Only through the initial clash and ultimate compromise of adverse ideas can the laws of society and the freedoms of the individual be safeguarded. Since the laws enacted in a democracy are based on public opinion, it is the duty of every citizen to climb into the ring of controversy, to hit cleanly, and, when the fight has ended, to abide by the decision of referee and judges, his elected lawmakers. In Robert Hutchins' words, "the only question that (should arise) is whether the discussion is being conducted with sufficient vigour and sufficient representation of different points of view."

("The London Letter": R.C.A.F. Stn. London).

THE QUEEN'S COMMENDATION

Flt. Lt. R. H. Janzen, who joined the R.C.A.F. in 1941 as an aero-engine mechanic and who is now a test pilot at the Namao detachment of the Central Experimental and Proving Establishment, has been awarded the Queen's Commendation for Valuable Services in the Air. The official citation reads:

"Flight Lieutenant Janzen has, throughout his flying career, consistently displayed the utmost zeal and enthusiasm and the highest order of airmanship. During an arduous winter of experimental flying, his leadership and example have been a model for all, and his initiative and determination have enabled his project to be completed, under severe difficulties, in a most successful manner. Recently, while flying a high-performance aircraft relatively unfamiliar to him, this officer, through his coolness and superior flying ability, was responsible for saving the aircraft from serious damage which would have caused costly delays in the winter test programme. On another occasion, Flight Lieutenant Janzen experienced a fire in the air while testing another experimental aircraft. His sound judgment under duress, and skilful handling, enabled him to save the air-



craft from possible complete destruction and to obtain valuable data for corrective action. At all times, Flight Lieutenant Janzen's conduct has been worthy of the finest traditions of the Service."

FORESIGHT

A Washington man was sent to jail for selling phony leases on Government buildings, possession available when the Government offices went underground to avoid atomic attack. His victims had paid him over \$70,000.

("New York Times")

Obituary

(The following article, reprinted from an "Air Ministry News Letter" published by the R.A.F., will stir nostalgic memories in many present and former members of the R.C.A.F. Although the Wellington never appeared in the skies of Canada, it played a very prominent part in the operations of the R.C.A.F. overseas, and, as an appendix to the Air Ministry's obituary article, an R.C.A.F. "note of appreciation" has been added by Wing Commander F. H. Hitchins, Air Historian.)

THE WELLINGTON IN THE R.A.F.

THE LAST Wellington remaining in the Royal Air Force made its farewell flight during the Battle of Britain "At Home" display at R.A.F. Station St. Athan, South Wales, on Saturday, September 19, 1953. The aircraft, MF 628, a Mark 10 trainer, was the only specimen of its famous and prolific line then in flying condition.

One of the best known and most widely used aircraft types of the war, Vickers Wellington bombers operated from the first R.A.F. raid of the war, on September 4, 1939, right through until March 1945. Altogether, 11,461 were built — several thousand more than any other British bomber type. From the United Kingdom, Wellingtons flew operational sorties totalling 346,440 hours; and, in the Middle and Far Eastern theatres, operational hours totalled 525,769. Nearly 100,000 tons of bombs were dropped. Since the war, Wellington trainers have flown a total of 355,660 hours. At an average speed of 150 m.p.h., the grand total of 1,226,869 flying hours represents a mileage of more than 184 million. These figures do not include the wartime hours flown by Wellington trainers, which probably exceeded a million.

Why the "Wimpy"?

From its early days in the R.A.F. the Wellington has been popularly known as the "Wimpy"—a name which originated from the "Popeye" cartoon character, J. Wellington Wimpy. Towards the end of the war, when fabric-covered aircraft had largely given way to metal stressed-skin types, the Wellington gained the additional nickname of the "cloth bomber."

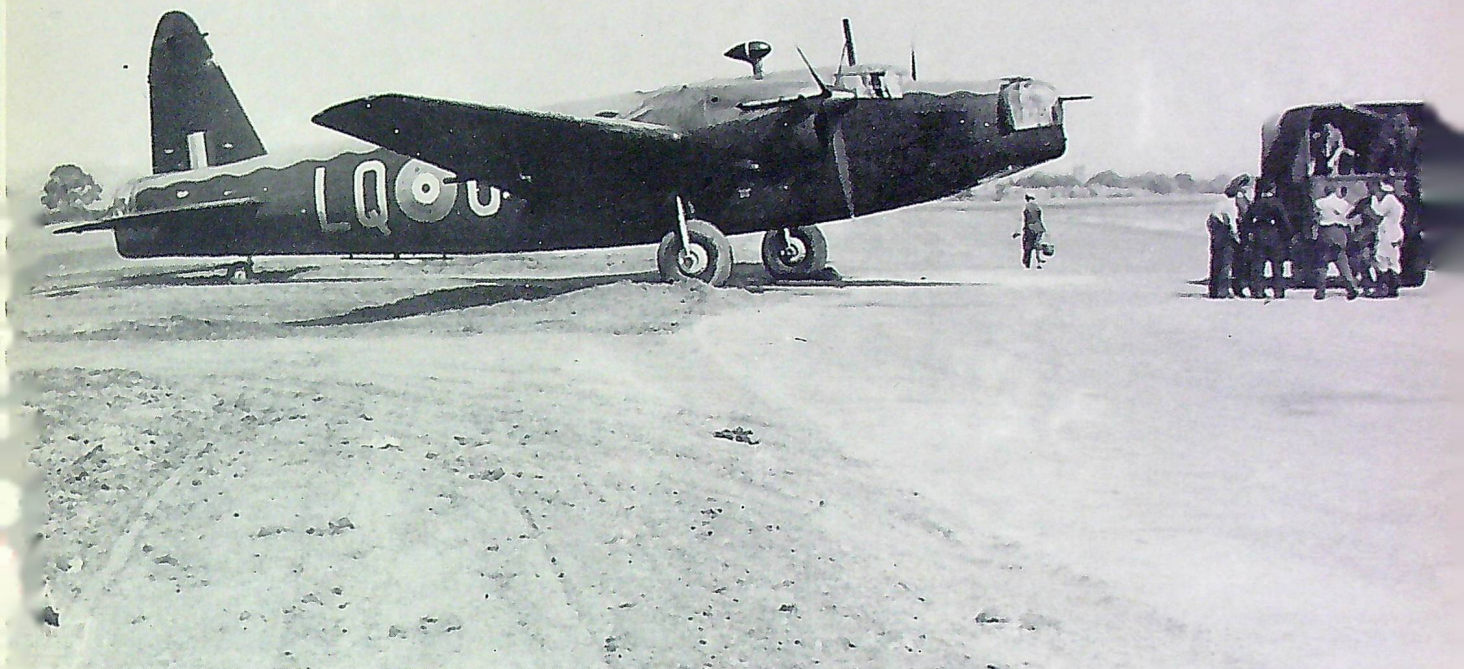
The prototype first flew on June 15, 1936. The sleek monoplane with its retractable undercarriage represented a great advance on the 140 m.p.h. front-line biplane bombers of that time. It employed the "geodetic" form of construction, devised by Dr. B. N. Wallis, who designed the airship R.100 and later invented the special bomb used to breach the Mohne and Eder dams, and also the 12,000-lb. "Tallboy" and 22,000-lb. "Grand Slam" bombs. The geodetic form of construction proved extremely durable on operations and enabled many badly damaged aircraft to return safely to base.

The first production Wellington was delivered to No. 9 Squadron in October, 1938, and by the outbreak of war, six squadrons of Bomber Command were equipped.

At 6.15 p.m. on September 3, 1939, nine Wellingtons from Mildenhall, Suffolk, took off (with 18 Hampdens from Scampton) on what should have been the first bombing raid of the war. They were briefed to attack German warships off the Danish coast, but failed to locate their quarry. Next day, however, 14 Wellingtons (with 15 Blenheims) took part in the historic attack on the German ships at Brunsbüttel. Many sorties were flown during the Norwegian campaign. After the German break-through in the Low Countries, Wellingtons attacked targets in support of the land forces. Later that summer they also helped to bomb the German barges concentrated for the invasion of Britain.

Dropped the first "Blockbuster"

Meanwhile, Wellington production increased steadily. In September 1940, it was at the rate of



A Wellington II of No. 405 Squadron.

134 a month, and by the spring of 1941 had grown to more than double this figure. The aircraft itself underwent the normal process of development and improvement, such as the installation of the more powerful Merlin and Hercules engines, and better armament. They were now mainly employed on night bombing, and on April 1, 1941, a Wellington Mark 2 delivered the first 4,000-lb. "Blockbuster" to Hitler's Reich — on the town of Emden.

By May 1941, there were 21 Wellington squadrons in Bomber Command, and a year later, of the 1,043 aircraft which took off to make the historic mass attack on Cologne on the night of May 30/31, 1942, no fewer than 599 were Wellingtons. But by this time, the four-engined "heavies" were coming forward in increasing numbers, and the Wellingtons gradually left Bomber Command, making their last bombing attack from England on October 8, 1943. They were still widely used by Coastal Command (Wellingtons were the first aircraft to use the

Leigh-light for attacking submarines by night) and for training and other duties at home.

It was, perhaps, in the Middle East that the Wellington achieved its greatest fame, remaining as a front-line bomber almost until the end of the war. When Italy entered the war in 1940, the R.A.F. had no long-range bombers in the Middle East, but late that summer a small number of Wellingtons arrived from England. On September 19, 1940, Wellingtons of No. 70 Squadron made their first night attack on the port of Benghazi. Attacks on this target continued almost nightly for many months, and the "mail run" to Benghazi was immortalised in the 70 Squadron song, to the tune of "Clementine," with the refrain: "Seventy Squadron, Seventy Squadron, though we say it with a sigh, Must we do this blessed Mail Run every night until we die?" (In Bomber Command, the Wellington had earlier been commemorated in a popular R.A.F. ballad — a parody of "Waltzing Matilda" — with the title "Ops on a Wimpy").

Action in the Middle East

For the rest of 1940, throughout 1941 and for most of 1942, during the ebb and flow of the Desert battles, the Wellingtons of No. 205 Group attacked targets of various types. During the final advance of 1942-43 they moved to bases near Tripoli, remaining there until the end of the African campaign. Wellingtons were also used by No. 330 Wing, of the British North African Air Force, operating from Tunisia.

In the Summer of 1943, all the Wellingtons were grouped near Kairouan, Tunisia, and operated extensively in support of the assaults on Sicily and Italy. During this phase they made a number of remarkably successful attacks on railway bridges in Italy, using 4,000-lb. delayed-action bombs dropped from very low level. At the end of 1943, the Desert Wellingtons at last moved out of Africa to Foggia, Italy, and a wider selection of European targets came within their range. On April 8, 1944, for one special operation, they reverted to their 1939 rôle as day bombers, to attack with 4,000-pounders concentrations of German troops in the Yugoslav town of Niksic. During the same month they started intensive mining of the River Danube.

In the spring and summer of 1944, four-engined bombers became available for the Mediterranean area, and Liberators started to replace the Wellingtons, but it was not until March 13, 1945, that their last operation took place. On that night six Wellingtons accompanied a force of Liberators making an attack on the marshalling yards at Treviso, northern Italy.

Wellingtons were also used on a smaller scale in the Far Eastern campaigns until replacement by Liberators at the end of 1944.

After the war the Wellingtons were employed on training duties for eight years until they were finally withdrawn from service in the summer of 1953 on replacement by Varsitys. The Wellingtons were then returned to Maintenance Command for disposal as scrap, and only MF 628 remained available for display during the Battle of Britain commemorative ceremonies.

THE WELLINGTON IN THE R.C.A.F.

Thirteen R.C.A.F. squadrons flew the Wellington on operations overseas with Bomber and Coastal Commands of the R.A.F. Its "operational tour" with the Canadians covered almost exactly four years, from its first sorties in June 1941 to its last mission early in June 1945.

No. 405 Squadron, the first R.C.A.F. bomber unit formed overseas, was initially equipped with Wellington 2s, and on the night of 12 June 1941 it carried out the R.C.A.F.'s first bombing operation, when three aircraft attacked the freight yards at Schwerte. In the next ten months No. 405 completed 86 operations on the Mark 2 before converting to the four-engined Halifax in April 1942.

By that time a second R.C.A.F. squadron, No. 419, had joined the Wellington force in Bomber Command. Flying the Mark 1C, it began operations on 11 January 1942 with an attack on Brest. For the first "1,000-bomber" raid on Cologne (30 May 1942) the squadron put up eighteen Wellington 3s, fifteen of which successfully bombed the target. The Wimpy continued in use until early November 1942, when it was supplanted by the Halifax.

When No. 419 ceased flying the medium bomber, two other R.C.A.F. Wellington squadrons were already engaged on operations and six more were in course of organization and training. Both No. 420 and No. 425 carried out their first Wimpy operation simultaneously, on the night of 5 October 1942, in an attack on Aachen. (No. 420 had previously flown Hampdens in No. 5 Group before transferring to No. 4 Group and converting to the Wellington.) In the course of the next few weeks (15 October to 7 November 1942) Nos. 424, 426, 427, 428, 429, and 431 Squadrons were formed and began training on Wellington 3s. No. 427, which had taken over No. 419's Wimpies, was able to carry out its first assignment, a small mine-laying expedition, before the year ended.

No. 6 (R.C.A.F.) Group

At the close of 1942, therefore, the R.C.A.F. had three Wellington squadrons operational and

five more "raring to go." In January 1943, six of these units (Nos. 420, 424, 425, 426, 427, and 428), together with Nos. 408 and 419 which were then flying four-engined heavies, were brought together in No. 6 (R.C.A.F.) Group of Bomber Command. Honour of carrying out the new Group's first operation went to No. 427 Squadron, which on the night of 3 January sent out six Wellington 3s to lay mines off the Frisian Islands. Later in the month, Nos. 426, 424, and 428 made their debuts with attacks on the same target, Lorient, where the U-boat pens were one of the major targets of Bomber Command at that time.

When No. 6 Group began operations, the Mark 3 was the mainstay of its Wellington squadrons, but the Mark 10 was beginning to come into use, and by the end of March the change-over to the newer type was virtually complete. In that month the Group for the first time put up more than 100 aircraft on a single attack: 114 bombers, 86 of which were Wellingtons, took off for Duisburg. The strength of the Canadian Group continued to grow. No. 429 Squadron was transferred to it from No. 4 Group on 1 April, and a month later, No. 432 Squadron was formed and began operations on 23 May with the Mark 10s which No. 427 had previously used.

Through the spring and summer of 1943 the Wellingtons were gradually replaced in No. 6 Group by four-engined Halifaxes or Lancasters. Nos. 408 and 419 were already flying heavies when the Group was formed. No. 427 flew its last Wellington sorties on the night of 28 April and then went on to Halifaxes: in four and a half months on the Wimpy it had logged 275 sorties. In June, No. 426 changed over to heavies after 463 sorties on the twin-engined bomber: it had completed five sea searches, eighteen sea-mining expeditions, and thirty-six bombing operations, fourteen of which latter were against targets in the Ruhr and eleven against naval installations at Lorient and St. Nazaire. Flying hours on these operations totalled 2,446½. Twenty aircraft had been lost — eleven of them over the Ruhr — with personnel casualties of 94 killed or presumed dead and nine prisoners of war. No. 428 also converted to heavies in June after carrying out 42 operations

(350 sorties) on the Wellington in a period of 20 weeks. Two months later, on 3 August, No. 429 finished its tour on the Wimpy with a mining expedition by six Mark 10s. Only No. 432 Squadron then remained on the medium bombers, and it continued to fly them until the night of 22 October, when seven mine-laying Mark 10s carried out the last R.C.A.F. Wellington operation in Bomber Command. Almost 500 sorties had been flown since the squadron's first mission on 23 May.

In addition to the squadrons in the Canadian Group there was another R.C.A.F. Wellington unit in No. 4 Group. Formed on 11 November 1942, No. 431 Squadron began operations on 2 March 1943 and finished its tour in the early morning of 13 July with a total of over 350 sorties. It then joined No. 6 Group and converted to Halifaxes.

331 Wing (Tunisia)

In the middle of May 1943, three R.C.A.F. Wellington 10 squadrons — Nos. 420, 424, and 425 — were detached from No. 6 Group and sent to North Africa, where they constituted 331 Wing in 205 Group of North-west African Air Forces. While the ground personnel traveled by sea, the aircrew flew their Wimpies to the new theatre. In transit two aircraft were lost to enemy fighters over the Bay of Biscay and a third aircraft was forced to land in Portugal.

Based in the Kairouan area of Tunisia, the Wing began operations on 26 June, when two of the squadrons bombed the aerodrome at Sciacca, Sicily. Through the next fifteen weeks the Group's Wellingtons were out almost every night, bombing airfields, ports, railways, camps, and road junctions, in the softening-up campaign that preceded the Allied invasions of Sicily and Italy. The tempo of operations may be judged from the fact that the three squadrons amassed a total of 2,127 sorties on which they dropped 3,745.5 tons of bombs and 10,000,000 leaflets. Nineteen aircraft did not return from these operations, and sixteen more were lost in crashes or accidents on the ground. After their final operation on 5 October (to bomb the airfield at Grosseto), the squadrons left their aircraft behind and returned to Britain

to rejoin No. 6 Group. No. 425 Squadron made its last sorties in Tunisia on the anniversary of its first operation on Wellingtons. In that year it had recorded 1,200 sorties — 466 from the United Kingdom and 734 from North Africa.

Coastal Command

Although the R.C.A.F. bomber squadrons said good-bye to their Wimpies in October 1943, the sturdy, reliable aircraft was still doing yeoman service with two Canadian units in Coastal Command. No. 415 Squadron had just exchanged its Hampden torpedo-bombers for a flight of Wellington 13s and a flight of Albacores, and for the next nine months it used these two types on anti-shipping patrols over the North Sea. Stationed throughout this period at Bircham Newton, the squadron compiled a long series of successes in attacks on enemy E-boats and merchant vessels. Late in July 1944 it was transferred to No. 6 Group in Bomber Command and simultaneously converted to four-engined heavies.

No. 407 Squadron, after an outstanding tour with Hudsons on anti-shipping operations, had been converted to an anti-submarine rôle in January 1943 and re-equipped with Leigh-light Wellingtons. From the time it flew its first sorties on the new type, late in February 1943, until Coastal Command ended its campaign in June 1945, No. 407 made over 2,000 sorties from Skitten, Chivenor, St. Eval, Limavady, and Wick. Its crews made 26 attacks on enemy U-boats, definitely killing four and damaging seven others more or less seriously. In the last weeks of the war a detachment of Leigh-light Wellingtons operating from Langham tallied ten attacks in a fortnight against midget submarines in the North Sea. The squadron lost fourteen Mark 12s and 14s on operations and six more on training flights. When No. 407 completed its last operational mission on the night of 2 June 1945, the history of the Wellington in the R.C.A.F. came to a close. It was not quite four years since the first R.C.A.F. Wimpy had taken off on operations against the enemy.

PEACE

Two artists were asked to paint pictures which they thought would best depict the idea of peace. The first produced a rural scene where animals grazed and a lazy stream watered a host of meadow flowers. When the second artist displayed his work many wondered if he had properly understood his assignment. Lightning was flashing over from black storm clouds; water was gushing over an angry waterfall as though threatening the last hopes there might be for peace. What was the artist thinking? After more observation one saw something in a crevice behind the angry falls. It wasn't very large — just a mother bird keeping her eggs warm while the fury of the storm passed by.

(Chaplain D. L. Newman in "The Lowry Airmen": U.S.A.F.)

SOMETHING ON ACCOUNTS

By Eric Nicol

(We reprinted a part of this article more than three years ago, but we feel compelled to run it again—this time in its entirety—in response to numerous readers' requests. Originally published in the R.C.A.F.'s wartime "Wings," it must not, of course, be regarded as in any way reflecting upon the Accounts Branch of today.—EDITOR.)

In an analytical survey of the manner in which airmen divide their time, the R.C.A.F. Statistics Bureau recently approached a number of average A.C.2s and made several revealing discoveries, notably:

1. The average A.C.2 runs like hell when approached by anybody.
2. If asked politely how he spends his time, he promptly clamps his mouth shut, usually on the fleshy part of the enquirer's leg.

On the basis of research amongst other ranks, however, the Statistics Bureau has been able to prepare an outline of how airmen spend their 24-hour day, viz:

- (a) Sleeping: 8 hours.
- (b) Sleeping (off-duty): 4 hours.
- (c) Eating: 3 hours.
- (d) Activities which the Statistics Branch blushes to mention: 6 hours.

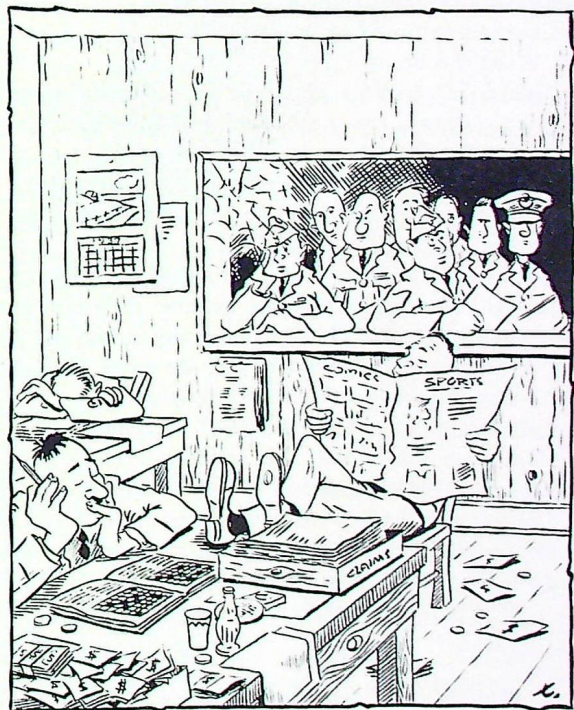
It will be observed that the remaining three hours are not accounted for by the Statistics Branch, which hurriedly blows its nose and offers to do a few card tricks instead. The truth of the matter is, of course, that those three hours are spent waiting in the Accounts Section, sometimes known as "The Home of the Living Dead."

Many people have been known to spend the better part of a lifetime standing at the counter in Accounts, blindly hoping that somebody will wait on them. Any time you lose your bearings on a station it is necessary merely to go into accounts and look at someone waiting at the counter. Whichever side the moss is growing on is north.

The reason for this is that clerk accountants are carefully trained to ignore everything short of an actual stampede of water buffalo through the

middle of the room. Accounts N.C.O.s, moreover, are specially selected for their inability to see a person standing at a counter five feet from their desk. Unless you are actually led into the recruiting centre by a Seeing Eye dog, there is no chance of your ever becoming a flight sergeant in Accounts.

The clerk accountant must also pass a rigid trade test before obtaining his "A" group. The trade test officer stands before a dummy counter and tries to attract the clerk's attention by wiggling his ears, taking out his eyes and rolling



them along the counter, and setting off small charges of dynamite. If the clerk can blandly ignore these operations, and particularly if he manages to doze off while the officer is pulling down the walls with a bulldozer, then he draws two-bits extra a day.

Once a month the Station Warrant Officer visits the Accounts Section and orders everybody to stand up. This is the only way of telling whether any member of the section has died.

The holy writ of the Accounts Section is its Acquittance Roll, a long document made out in 20 copies and including the name of every person on the station except you.

I encountered this striking characteristic of the Acquittance Roll on my first pay parade. The scene was Toronto Manning Depot. Our flight was sitting in one section of an arena trembling with the roar of five thousand flat-broke airmen drooling in unison. Below us a flight sergeant was bawling garbled instructions over an asthmatic P.A. system.

"Initials gloomph to phttt inclusive line up behind the zoochgablimp," he boomed.

I turned to the airman beside me.

"What did he say?"

"He said, 'initials gloomph to phttt inclusive line up behind the zoochgablimp'," replied the fellow coolly.

"Thanks," I said, noting his face in case I should ever have an opportunity to put my foot in it.

Counting my beads at full throttle, I fell in with the mob jostling in the general direction of the zoochgablimp. There a sergeant called off a list of names which failed to include mine. I went up to him and tugged his sleeve gently.

"My name wasn't on the list," I confided.

"Oh, new man, eh?" he grunted. "How long you been at Manning?"

"Eight months," I said hoarsely.

He laughed in my face, causing my eyebrows to go up in two puffs of white smoke.

"Oh yeah, I heard about you," he chuckled nastily. "The training wing liked your version of the about-turn so well they held you over, didn't they?"

I nodded, smiling modestly and shuffling my feet a little.

"Get in at the end of the line! I'll put your name on the list."

I started out for the end of the line, reaching it shortly before dark. From my vantage point I could see two S.P.s standing behind the paymaster, and I could easily see why. The guy looked like a crook even from where I was standing, roughly a quarter of a mile away.

I couldn't have had to shave more than a couple of times before I found myself nearing the pay desk.

"Give me your name and number!" bellowed the sergeant, who was noticeably greyer at the temples than when I first saw him.

Suddenly, two men short of my goal, my memory went A.W.L. I couldn't remember my name and number. Panic swept over me, to be replaced by abject despair. I stepped up to the table, saluted, and then started to cry quietly.

"Name and number?" snapped the officer.

"I don't remember," I mumbled.

Everybody stared at me suspiciously. I tensed myself for a blast of lead from the S.P.s' revolvers.

"There's only one name left here, sir," whispered the paymaster's aide. "It must be this guy. Twenty-five cents."

The officer put out a quarter. I fumbled for it eagerly, bobbling it into his lap, crawling after it between the legs of his chair, and finally running sobbing from the scene with it clutched in a hot, trembling fist.

I was stopped by the parade sergeant.

"Wanta buy five copies of 'WINGS', bub?" he asked, twisting my arm with his eyes. "Just twenty-five cents . . ."



BLUE BONNETS over the BORDER



What may have been the first post war R.C.A.F. women's softball team to visit the United States left Station Lac St. Denis on 17 September 1953 to play against the Caggiano All-Stars Eastern U.S. Women's Champions at Lynn, Mass., two days later. Though the final score of 8-1 demonstrated unquestionably the American girls' superiority, the Canadian airwomen feel confident that more experience and continued coaching by Flying Officer N. Morrison will enable them eventually to meet any women's softball team in Canada or the U.S. on a fairly equal footing.

The visit was not all play, however. The exacting work of shopping and sightseeing was carried out with efficiency and enthusiasm in the nearby city of Boston. Mr. Pasquale Caggiano, who is Representative to General Court of the 12th Essex District of Massachusetts and who invited the team down, left nothing undone to make the girls' stay a memorable one. On the 18th they were taken to the State Legislature Building, where they were introduced to Governor Herter; and in the evening, after they had done justice to a lobster dinner given for them by the Mayor of Lynn at the Edison Hotel, they were whisked off to witness a floodlit football jamboree at which they were given a rousing ovation by the 6,000 spectators.

The accompanying photograph shows Airwoman M. Greer shaking hands with Governor Herter. Mr. Caggiano stands at the extreme right, and Flying Officer Morrison is fifth from the left.

Night Bomber

*Casually noblest of this pensive breed,
Motion articulate against the evening sky,
I watched you taking off and read your creed
In blue and candid perspex of the eye.
Huge, out of time beside the rose and
bramble,
Your star winked code as you began your
scramble.*

*Here registered your message from the dark:
"Green Charlie over base and setting course."
Airborne and clear. Ah, farther than any hark
Of heart or earphone, past the cry of morse,
Venus, the western star, beheld your wheels
Turning, fold nightward, and watched you
making height.*

Tom Farley
(Courtesy of The Ryerson Press)

Answers to "What's the Score?"

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

Letters to the Editor

PEN PALS' CLUB

Dear Sir:

While reading the last edition of "The Roundel," I was struck by the idea that it would be of definite advantage to the Service if space were allotted in each issue for an R.C.A.F. Pen Pals' Club.

Should, for example, a member of our Air Force, stationed in Halifax, be expecting a transfer to Comox, he might well wish to become acquainted with a fellow airman or officer who is already there, and thus get some idea of what to expect in the matter of housing, sports, etc. Or, again, should an airwoman feel lonely, she might like to start correspondence with another airwoman in some particular section of Canada or overseas, and so lay the foundations of a permanent friendship.

I feel that the potential benefits to be derived from such a club are obvious, and that all it needs to get started is a little boost and advertisement.

Cpl. C. W. Albertson,
R.C.A.F. Station Whitehorse.

(Cpl. Albertson's suggestion has been carefully discussed at a recent meeting of the Editorial Committee. The members feel, however, that the many station papers that now exist in the Service could do a far more effective job than "The Roundel" in such a matter — chiefly because of the inevitable time-lag to which the latter is subject between receipt and publication of material submitted to it. It would be a fairly easy matter for the Editorial Committees of the station papers to organize a Service-wide club of the kind suggested.—EDITOR.)

RUNNYMEDE

Dear Sir:

Having just returned from Runnymede, where I had the privilege of seeing Her Majesty the Queen unveil the memorial to Commonwealth airmen who have no known graves, I feel I should like to thank you for the announcement of the ceremony which appeared in the June issue of "The Roundel."

Had it not been for this notice I would certainly not have heard of it in time to apply to the Imperial War Graves Commission for permission to be present.

It was a most beautiful and impressive ceremony, and the shrine is a truly fitting memorial to the 20,455 men and women whose names are inscribed on the panels in the cloister.

I am sure that the members of the R.C.A.F.A. would be very interested to know that their beautiful wreath had an honoured place at the foot of the Stone of Remembrance to the left of that laid by His Royal Highness, the Duke of Edinburgh.

Miss E. M. Ward (R.C.A.F.A.),
Bournemouth, England.

PERSONNEL MOVEMENTS

Dear Sir:

Reference is made to the "Personnel Movements" section of the September issue of "The Roundel," wherein you have indicated transfers of personnel to and from 1 "R" Unit, Dayton. In the key to abbreviations, immediately following this section, you show "R" unit as the abbreviation for Rescue Unit.

For the benefit of interested readers, it is pointed out that the designation of the R.C.A.F. Unit in Dayton is "No. 1 Requirements Unit."

Cpl. W. L. Andrews,
A.M.C.H.Q.

(Cpl. Andrews is quite correct. We should have shown Warrant Officer Rose's last unit as "1 RqU".—EDITOR.)

THE NOBLEST BREW

Dear Sir:

Flying Officer Ruch must be too young to have tasted anything stronger than "cambric tea," when he asks in your September issue "How many Canadians ever make a decent cup of tea?" Or perhaps he has always lived so close to the border that he has only tasted Canadian tea made U.S. style!

I sampled some pretty insipid tea in Britain during my two-year sojourn there (1944-46), especially in railway stations and small eating-places where they probably watered the same tea over and over, or just added a fresh pinch to the old tea now and then.

Most restaurants and counters I've been to over here serve a good *pot* of tea, not just a cupful. They pour boiling water over a fresh tea bag. Even Americans can sometimes be persuaded to use a pot, two bags, and *boiling water over the tea* — although I never had the courage to request an extra pot or jug of hot water to make a second cup!

Flying Officer Ruch shouldn't judge all Canada by, perhaps, Toronto.

Lorna Norman (R.C.A.F.A.)

DARK DAYS FOR SHATTERPROOF

Dear Sir:

I am stunned. Sgt. Shatterproof, considered by myself to be the epitome of good taste and a man whose knowledge of Q.R. (Air) is unsurpassed, has made a mistake. After replying in his usual unique style to a letter from G. B. Landis in the September issue, the good Sergeant rewrote, in Service writing, the opening paragraphs of an article by Flying Officer Ruch. And a bully job he made of it, Sir, except that it is incorrect!

While the old wardog's style is up to standard, his punctuation is not. He has inserted periods after each paragraph number. Badly unnerved, my C.A.P. 460 is rustling in its desk. I can only trust that it was some snide gremlin who inserted those periods after the Sergeant had laid down his pen.

An experience of this sort has, quite naturally, left me somewhat shaken; but I am carrying on in the fervent hope that the R.C.A.F.'s most inflexible N.C.O. can perhaps explain his horrible recusancy.

Flying Officer R. M. Henderson,
A.F.H.Q.

(We share Flying Officer Henderson's dismay. In view, however, of the old behemoth's unchancy exchange with the Brass in November, we have not drawn this literary lapse to his attention. We hesitate to add to his cup of bitterness that final drop which might well cause it to overflow.—EDITOR.)

If you are an anvil, be patient. If you are a hammer, be strong. (Turkish proverb)

Sgt. Shatterproof Does Not Brood

Sir:

During the Christmas season, we Shatterproofs hazard no speculations about the future, indulge in no broodings upon the past. Our centuries in the field of international affairs have taught us that today's friend is often tomorrow's foe, and that the foe of yesterday not infrequently appears as the friend of today. This month, therefore, I am concerned with nothing but the present. Policy and plan, rapier and bludgeon, memorandum and charge-sheet — all have been thrust out beyond the horizons of Christmas. For Christmas, despite salesman and songwriter, still remains comparatively unchanged.

In my own case, Sir, the above-referenced horizons will be, as usual, the walls of Farmer Fetlock's dining-room. Once again their oaken panelling will echo with the toasts that have warmed the hearts of Christendom for nearly two thousand years; once more, when we go to table, it will hear from my old friend's lips the same thanksgiving that has hallowed the festive board ever since gastronomers emerged from paganism.

We shall be a small party this year — Farmer Fetlock, his aged grandmother, Miss Clasper, Mr. and Mrs. Timothy (who own the feed-store in the village), and myself. Young Cudgel Fetlock, who is now an A.C.1 in an "X" Depot, will not be there to entertain us with his inexhaustible stock of practical jokes. His Warrant Officer (an esteemed friend of mine) has written to advise me that he is retaining the lad as part of the unit's skeleton staff. It will be a fine experience for Cudgel, and I trust that he will be as grateful to his benefactor as I am.

And now, Sir, before I set my course for the pre-prandial, I would ask that you leave "The Roundel's" readers (if readers it has) in no doubt about my feelings towards them.

Whatever their ranks or their walks in life, whatever their beliefs, languages, or sex — may their yule-tide wassail flow splendidly through the proper channels, and may its only aftermath be happy memories.

Shatterproof

