

# The **CROWNDDEL**

Vol. 6, No. 1  
JANUARY 1954



**ROYAL CANADIAN AIR FORCE**



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

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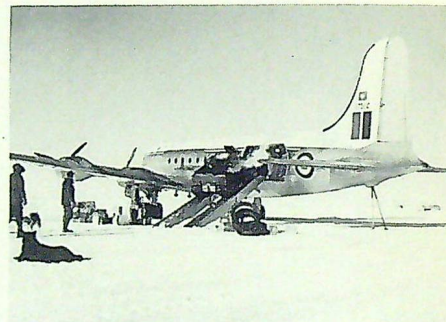
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*This Month's Cover*



A snowmobile being unloaded from one of No. 426 Squadron's North Stars at Isachsen on Ellef Ringnes Island. Isachsen, almost 1,000 miles inside the Arctic Circle, is the site of a weather station operated jointly by Canada and the United States.

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

# SGT. SHATTERPROOF IS NOT CONVIVIAL

Sir:

January is with us again, and from coast to coast the boys in the field are preparing to buttress the tottering structure of our Service for yet another year. But, Sir, if the Brass is wise, it will not relax. It will not place its feet on the conference table and luxuriate in the prospect of twelve months' uninterrupted leisure. Nothing could make our airmen happier than to know that the Brass will be subjected to no unnecessary pressure during the coming year, but alas! even our airmen are human. Though the flame of their loyalty burns no less fiercely than ever within their breasts, the glances they direct at the future are not radiant with hope. Briefly, Sir, the boys in the field are groggy.

I see your eyes light up at that word. However, it is in no convivial sense that I use it. The grog of which I speak is the dark draught of despair, and our airmen have drunk deeply of it. The only tippie they now crave is the water of Lethe, that they may forget the bludgeonings of 1953.

Ha! — You choke upon your tea, Sir. "Bludgeonings!" you cry. "Does Shatterproof call a raise of pay a 'bludgeoning'? Does he discern a cudgel in a clothing credit? Truly the old wardog must be beside himself. No viper in his right mind bites the bosom of the taxpayer who nurtures him!"

Let us calm ourselves, Sir. No one is biting anyone's bosom. Let us draw back the finger that even now dials for a posse to drag Shatterproof in chains to Ottawa. Let us, for a few moments, forget the flesh-pots and our hopes of promotion, and, instead, let us reaffirm our faith in the boys in the field.

I have, as you know, been castigated by a senior officer for my failure to take a stand upon the subject of the new cap badge which glitters upon

our airmen's devoted heads. Since it has been my good fortune to enjoy several most amicable and instructive conversations with this officer during my visits to Headquarters, I am confident that his vehemence stems purely from the intensity of his outraged sense of tradition. He is, as it were, lashing out — and I count myself privileged to have served as a conductor for his lightning. I regret only that I had no opportunity to speak with him before he struck, for I could have informed him that a tentative solution to the problem had already been proposed. It had been proposed, moreover, by one of the most dedicated idealists who ever laid reverent hands on Q.R.(Air). I refer, of course, to L.A.C. Bladder.

In a carefully prepared Statement to the Minister (which I am still vetting) L.A.C. Bladder suggests simply that our old cap badges be restored to us in return for the sacrifice of our clothing credits and increases of pay. "We cannot," he writes, "expect to have everything." Finally, he sums up his Statement as follows:

"Thus will the R.C.A.F. once more set an example to the nations. Consider, Sir, the transcendent spectacle of 45,000 airmen and airwomen marching forward, naked and for nothing, destitute of all but their cap badges and their tradition, into the mists of the atomic age that lies ahead."

Whether or not, Sir, we accept L.A.C. Bladder's solution, it is certainly one that cannot fail to kindle all but the most sluggish of imaginations.

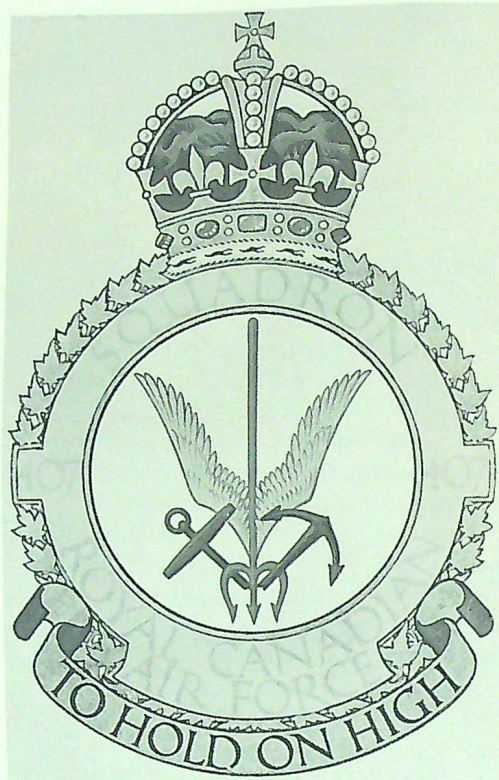


# No. 407 (Demon) Squadron

By Wing Commander F. H. Hitchins, Air Historian

THE war-time history of No. 407 Squadron, one of seven R.C.A.F. units which served with Coastal Command of the R.A.F. during the Second World War, falls into two distinct phases. For seventeen months (September 1941 to January 1943) it operated as a "strike" squadron, attacking enemy shipping in coastal waters from Heligoland to the Bay of Biscay. Then, reversing its rôle, the squadron spent the last twenty-seven months of the campaign guarding our own shipping against the undersea foe that sought to prey upon it. In both rôles (anti-shipping and anti-U-boat) No. 407 achieved outstanding success. Four U-boat kills were credited to its crews and at least seven others were counted as damaged. But it was as a "strike" unit that the squadron won its greatest fame and its proud nickname, the "Demons." No complete figure of its anti-shipping successes is available, yet it is certain that the total enemy tonnage attacked by the crews of No. 407 far exceeded the 400,000 mark. The "Demons" also took part in two bombing raids against Bremen and Cherbourg; and in combats with enemy aircraft they destroyed two, probably destroyed another, and damaged one more.

Formed at Thorney Island, Hampshire, on 8 May 1941, as the R.C.A.F.'s second Coastal squadron overseas, No. 407 did its initial training



on Blenheim IVs before converting to Hudsons early in June. A month later it moved to North Coates in Lincolnshire, completed its training there, under the able guidance of Flt. Lt. E. W. Tacon, D.F.C. (R.A.F.), and on 1 September became operational. At the beginning of its career, the squadron, led by a gallant R.A.F. officer, Wing Cdr. H. M. Styles, had eighteen complete crews (pilot, second pilot, and two wireless operator/air gunners) of whom just over one-half were from the R.C.A.F.; the ground crew were predominantly R.A.F.—almost 80%. Gradually the composition of the unit changed until eventually its personnel, both air and ground, became almost wholly Canadian.

No. 407's first operational assignment was to carry out "Rover" (anti-shipping) patrols at night along the enemy-held coast from Borkum to the Hook of Holland. By means of their radar, the Hudsons picked up enemy convoys as they crept along the Frisian Islands, and then, swoop-



*Flying Officer E. F. Paige, D.F.C., and Wing Cdr. A. C. Brown, D.S.O., D.F.C.*

ing in on their targets at mast-height, the crews released four 250-lb. bombs with a liberal seasoning of machine-gun bursts. Despite the handicap of much bad weather, the squadron tallied nine attacks (32,250 tons) in its first month on operations, claiming definite hits on three merchant vessels and probable hits on four more. In October the crews hit their stride with a total of 28 attacks, highlighted by a strike on Halloween night in which eight Hudsons bombed a convoy off Terschelling and hit at least six ships (28,000 tons). By the end of November the "Demons" could count 52 attacks on enemy vessels, totalling over 200,000 tons, of which at least 32 apparently resulted in direct hits on the targets.

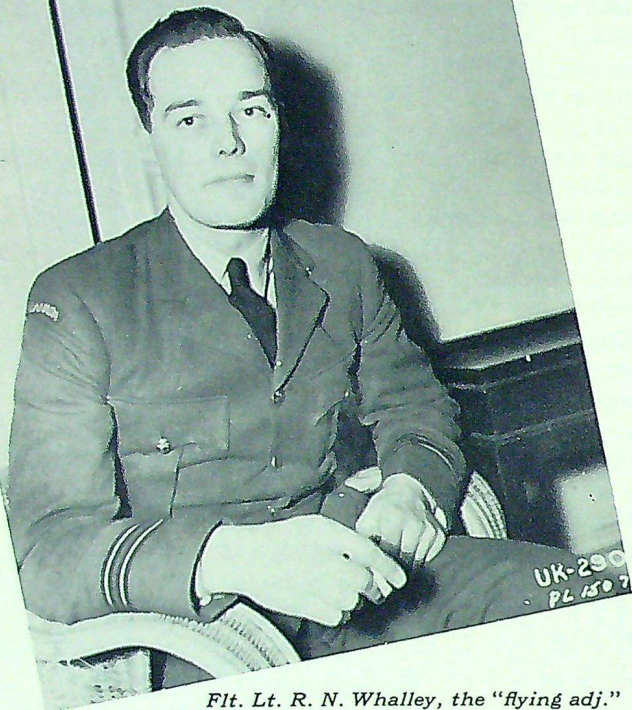
The work of the squadron during these three months won congratulations from the Air Council and Coastal Command, as well as the award of the Distinguished Service Order to Wing Cdr. Styles for his "magnificent example of courageous leadership and determination." Sgt. Donald Moss, who had claimed the squadron's first ship and was one of its most successful pilots, was awarded the Distinguished Flying Medal.

Early in January 1942, Wing Cdr. Styles handed over command of the unit that he had organized

and led so brilliantly to Wing Cdr. A. C. Brown, D.F.C., a Canadian officer in the R.A.F., under whom the "Demons" added further laurels to those already won. Although winter weather hampered operations on many nights, the squadron attacked over 26,000 tons of enemy shipping in the last month of 1941 and 35,100 tons in the first month of the new year. In February 1942 there was only one major operation, the attack on the German battleships "Scharnhorst," "Gneisenau," and "Prinz Eugen," as they fled up the Channel and through the Straits of Dover to home waters. Wing Cdr. Brown's unit put up every available aircraft to join in the assault, but the weather was so bad that only five Hudsons reached the target area and carried out attacks. The two leading aircraft, captained by Sqn. Ldr. W. A. Anderson and Flying Officer L. Cowperthwaite, did not return. Flt. Sgt. J. W. Creeden, pilot of one of the other Hudsons, and his two R.A.F. gunners, Sgts. G. Hancox and H. G. Everett, were all three decorated with the D.F.M. for their part in the strike, on which they dived

*Sgt. Donald Moss, D.F.M.*





*Flt. Lt. R. N. Whalley, the "flying adj."*

through intense flak to make a low-level attack on a destroyer and then fought off a Ju.88.

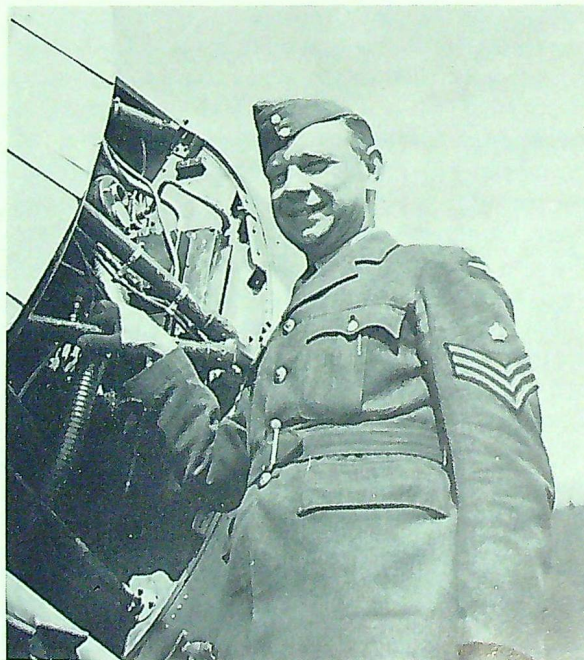
Heavy casualties during the past few months — four crews in December, two in January, and three in February — had depleted the ranks of experienced personnel, and for a month after the "Scharnhorst-Gneisenau" episode the squadron was taken off operations to train new personnel who had been posted in, and to complete the change-over from second pilot to observer in the Hudson crews that had been started late in 1941. During this period, spent at the squadron's birth-place, Thorney Island, No. 407 was largely "Canadianized," almost all the air crew and well over one-half of the ground crew becoming R.C.A.F.

At the end of March the squadron returned to the line, taking up station at Bircham Newton in Norfolk to resume operations in its hunting-ground along the Frisian Islands. During the six months which it spent at this base, No. 407 normally carried out its strikes from Docking, another air-

field about two miles to the north. The first four weeks were a black period. Targets were scarce, resulting in only three attacks with unobserved effect, and the enemy's defences were becoming increasingly effective — as demonstrated by the loss of two crews on daylight reconnaissances along the Danish coast, and two more on night patrols.

Then the tide turned, and, in May 1942, No. 407 set a new record for damage to the enemy's merchant marine when, in the course of seven strikes, it attacked 27 vessels totalling 83,000 tons. Two of the strikes were particularly noteworthy. At dusk on 7 May (the squadron's first anniversary) reconnaissance aircraft reported a convoy of twelve vessels off Terschelling, and Wing Cdr. Brown, accompanied by Flt. Lt. R. N. F. Whalley, his "flying adjutant," led a formation of twelve Hudsons in an attack that resulted in definite hits on four ships and probable hits on two more. Eight nights later the "Demons" struck again at an enemy convoy, with two formations led by Flt. Lt. R. M. Christie and Pilot Officer F. A. Kay. Kay's group, which included several aircraft

*Ground crew chief Flt. Sgt. H. W. Ridge.*





*L. to r.: Warrant Officers J. P. Richer, J. A. Boileau,  
Flt. Sgt. V. L. Cowell.*



*Pilot Officer F. A. Kay, D.F.C.*

from a Dutch squadron, reached the target just as twilight was fading, and attacked through a vicious storm of flak from the destroyers and escort ships. Two of the Hudsons went down. Kay was wounded in the hands and legs by a shell that exploded just below the cockpit, but he completed his bombing run and then nursed his badly damaged aircraft back to base. Before he could land, the engine failed; forcing him to make a crash-landing in which the Hudson was wrecked, one of the crew killed, and all the others were injured. When Christie's formation reached the convoy, the defensive fire was even hotter; three aircraft did not come back, several others were badly shot about, and one crashed on its return to the English coast. In the strike at least six enemy vessels (more than 20,000 tons) were hit. But No. 407's formation of twelve Hudsons lost five missing or destroyed and three more seriously damaged; 21 men were killed, another was taken prisoner, and four were wounded or injured.

Lack of serviceable aircraft restricted operations for several weeks while new crews were trained to



*Wing Cdr. C. F. King (R.A.F.), C.O. from Sept. to Nov. 1942.*

replace the casualties. When these "freshman" crews began operations it became almost routine for them to score an attack on their first sortie, although none could equal the example set by Sqn. Ldr. W. B. Cooper, one of the flight commanders, who sank two of the three ships which he attacked one night in June. By this time, however, it was evident that mast-height attacks — and

that they really were made at mast-height was convincingly demonstrated by one crew who left a bomb door impaled on the mast of their target — were becoming excessively costly. In two months, April and May 1942, No. 407 had lost one-half of its crew strength (41 dead, two prisoners, and five injured). To reduce casualties, it was decided to try bombing from high level (4,000 feet), and much time was spent in practising the new technique.

The first application of the high-level procedure was in a rôle quite different from the squadron's normal employment. When Bomber Command delivered its third 1,000-bomber blow at Bremen on the night of 25 June, No. 407 contributed eleven Hudsons, the crews of which had the unique experience of flying at 12,000 feet instead of their usual few hundred. Another incident in the summer of 1942 has become part of the "Demon" folklore. One night in July six aircraft took off for a high-level bombing exercise on the range at Donna Nook. At the same time the German Air Force set out to make an authentic bombing attack on targets along the Humber. One of the raiders, attracted by the flares and lights on the bombing range and the navigation lights of the circling Hudsons, joined the circuit and released a packet of high explosives and incendiaries which caused

*Nemesis of U.846. L. to r.: Flying Officer L. J. Bateman, Warrant Officer J. W. Aulenback, Flying Officer W. R. Keele, Warrant Officers S. C. Miller, A. E. Peter, Sgt T. I. Harries.*



great consternation among the personnel on the ground (including the Group Commander who had come out to watch the exercise).

When high-level anti-shipping strikes were started in July, another new technique was also introduced. One aircraft was detailed to act as "Rooster" to locate the convoy, shadow it while

*Flying Officer G. Duhamel, Public Relations Officer, with (l. to r.) Sgts. E. A. Muise, J. S. Bouchard, Flt. Sgt. J. E. Girouard, Sgts. J. J. Huard, J. A. Coté, J. A. Poirier, and J. J. Lafrenière.*



homing the strike force to the scene, and then drop flares to illuminate the ships; later, flame floats were also used to ring the target for the attacking aircraft. Several good strikes were carried out by this new method, including one in which No. 407's Hudsons co-operated with the Hampden torpedo-bombers of No. 415 Squadron. But, on the whole, the results were disappointing. Targets were less plentiful than they had been in earlier days, and night bombing of ships from 4,000 feet could hardly be expected to yield as many decisive hits. Most sorties ended in "no results observed." Losses certainly had been



*Tea-time at Bircham Newton, July 1942.*

reduced despite numerous encounters with enemy night fighters, only one crew being reported missing in the three months following the introduction of high-level bombing; nevertheless, the "Demons" longed for the activity and success of previous months. The aircraft situation too was becoming critical: the only replacements that the squadron received were war-weary Hudsons in relatively poor condition. Faster, harder-hitting aircraft were needed for anti-shipping operations now, and the squadron's future seemed obscure.

On 15 September, No. 407 reverted again to a straight bomber rôle for an attack on Cherbourg. A few days later Wing Cdr. Brown completed his tour, with a well-merited D.S.O., and under its new commander, Wing Cdr. C. F. King (R.A.F.), No. 407 left Bircham Newton for St. Eval in Cornwall. Here it joined in the Battle of the Bay of Biscay, flying day and night anti-submarine patrols to protect the large convoys en route to North Africa for Operation "Torch." For three weeks the crews were very busy, carrying out 79 sorties (each of six hours' duration in contrast to the previous three or four hours'), but it was humdrum work, with no U-boat sightings and little excitement other than depth-charging two enemy merchant vessels and dropping leaflets on Spanish fishing boats. Only the last sorties from St. Eval on 6 November produced any real action. South-west of Brest three Hudsons, captained by Pilot Officer L. H. Jenner, Flt. Sgt. R. C. Dalgliesh, and Flt. Sgt. J. D. Fergusson, fought a brisk engagement with three Arado floatplanes, two of

which they destroyed, while damaging the other. One Hudson received some minor damage.

A few days previously Wing Cdr. King and his crew had been killed in a crash on bombing practice, and a second aircraft was lost in another accident on the same day. Immediately after this double blow, No. 407 was ordered to return to Docking, near Bircham Newton, and turned over many of its aircraft to training and maintenance units. Preparations were made to move overseas, but at the last moment the orders were cancelled and for a few weeks the squadron, now under the command of Wing Cdr. J. C. Archer (R.A.F.), resumed its anti-shipping work from Docking and Thorney Island, where a detachment was stationed. Late in January 1943, the uncertainty which had hung over the squadron for several months was lifted when the crews began conversion training on Wellingtons for anti-submarine operations.

The "Demons'" days as a strike unit had ended. In seventeen months on anti-shipping operations they had built up a proud record and had won three D.S.O.s (Wing Cdr. Styles, Flt. Lt. Christie, and Wing Cdr. Brown), seven D.F.C.s (Sqn. Ldr. P. E. Lewis, Pilot Officers E. F. Paige, F. A. Kay, Flt. Lt. E. C. Kendall, Pilot Officer L. J. O'Connell, Sqn. Ldr. W. A. Anderson, and Flt. Lt. E. L. Howey), six D.F.M.s (Flt. Sgt. J. W. Creeden, Sgts. H. G. Everett, G. Hancox, Flt. Sgts. R. C. Mullen, S. C. Cox, and Sgt. D. Moss) and 25 Mentions in Despatches. Almost 180 attacks had been made on enemy vessels. On



these operations 24 Hudsons had been reported missing and from their 99 crew members only eight survived (one complete crew of four and four men from all the other crews), as prisoners of war. Other casualties on operations brought the total figure to 102 killed or presumed dead; in training or ground accidents, 28 members of the squadron had lost their lives.

In February 1943 No. 407 Squadron travelled north to Skitten, near Wick, in north-eastern Scotland, to complete its training on Wellingtons and carry out its first sorties on air-sea rescue searches and anti-submarine patrols. Then, at the end of March, it moved south again to Chivenor in Devonshire, where it was to spend 20 of the next 26 months. Equipped now with Leigh-light Wellingtons, the squadron rejoined Coastal's Battle of the Bay against the U-boat on the night of 19 April and soon recorded its first contact with the new enemy. On the 21st, a crew captained by Flt. Lt. D. G. Pickard obtained a radar contact which led to the sighting of a fully-surfaced U-boat. After exchanging fire with the aircraft, the submarine crash-dived while the Wimpy ran in to drop its depth charges ahead of the swirl. A few minutes later the "Demon" crew saw another U-boat silhouetted against the moonpath and hammered it with long bursts of machine-gun fire. In the next four months there were five more attacks as well as several sightings of U-boats that submerged before the aircraft could get within range. Then, in the night of 6 September, Pilot Officer E. M. O'Donnell and his crew scored the squadron's first kill when they caught U.669 on the surface north-west of Cape Finisterre and sent it to the bottom with five well-aimed depth charges.

On their long patrols (seven to ten hours was the normal duration) over the Bay and its approaches, the Wellingtons sometimes encountered enemy night fighters. One night late in June, Sqn. Ldr. R. Y. Tyrrell fought off five Me. 210s that attacked his aircraft, and one of the enemy was probably destroyed by the Wimpy's gunners. Another Wellington, however, did not return that night, and three months later a second aircraft was reported missing over the Bay. At dawn,

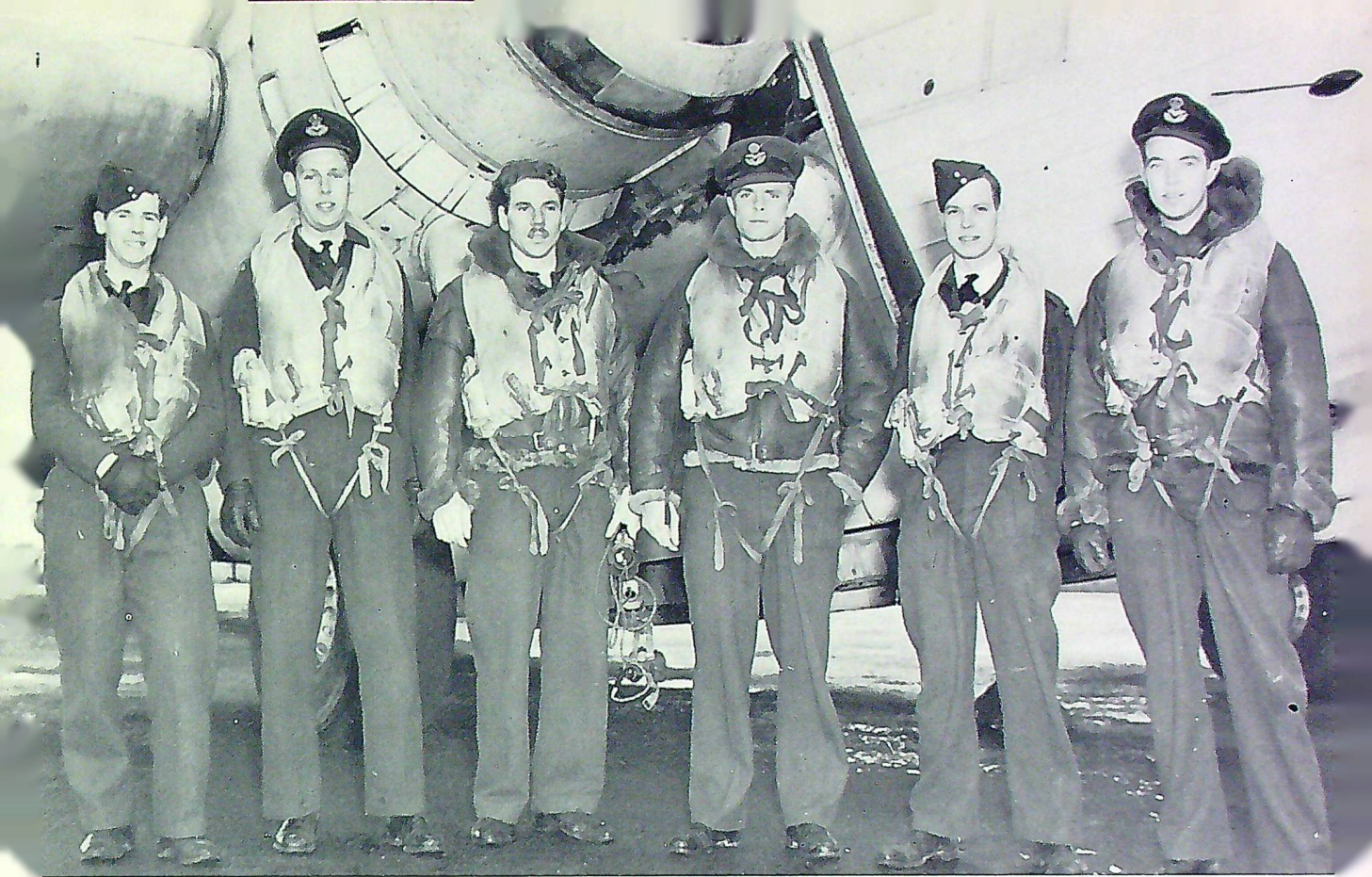
Wing Cdr. Archer went out to search for it, and he too did not come back; a brief wireless message indicated that the Wing Commander and his crew had been shot down by enemy fighters.

At the end of October the squadron moved from Chivenor to St. Eval, about 55 miles down the coast, where it remained until the beginning of December. Wing Cdr. R. A. Ashman joined No. 407 here as its first R.C.A.F. commanding officer.

From Chivenor, to which the squadron had returned after its brief stay at St. Eval, No. 407 moved again on 26 January 1944 to Limavady, in Northern Ireland, to carry out patrols over the Western Approaches between Ireland and Iceland. In the three months which the "Demon" crews spent at Limavady they flew 140 sorties and attacked five U-boats, one of which they sank while two were counted as damaged. The kill was credited to Flying Officer P. W. Heron and his crew who, on 10 February, put an end to the career of U.283 some 250 miles south-west of the Faeroes.

In April the squadron embarked on a programme of intensive training in preparation for D-Day, and at the end of that month it returned to Chivenor to stand guard on the seaward flank of "Neptune." In the next four months (30 April to 21 August) the "Demons" flew 332 sorties over the Bay of Biscay and the English Channel, in the course of which they attacked four U-boats, destroying one and damaging two others. Flying Officer L. J. Bateman's crew scored the first kill in Coastal Command's pre-D-Day offensive when they went in through an intense barrage of light flak to sink U.846 about 200 miles north of Cape Finisterre in the early morning of 4 May. Noteworthy attacks were also made by the crews captained by Flying Officers C. M. Bolger and F. H. Foster. Bolger made four runs at a zig-zagging, fire-spitting sub before he could get his depth charges away, and Foster seriously damaged a second U-boat that was later sunk by another unit.

Late in August, when the U-boats had to flee from their bases on the Bay of Biscay to the fiords of Norway, No. 407 followed them, moving to Wick in northern Scotland to keep watch over the Northern Transit Area off the Norwegian



*L. to r.: Flying Officers A. V. Handy, L. J. Harwood, Flt. Lt. R. D. Sargent, Wing Cdr. K. C. Wilson, Warrant Officer G. W. Forrest, Flying Officer F. K. Nevills.*

coast. The next ten weeks, 26 August to 7 November, were a very busy period, with 236 sorties; but contacts were few and the crews could count only three attacks. A spate of engine trouble, which caused some concern for a time, led to an incident that is unique in the squadron's history. Forced to land on the Norwegian coast in the early morning of 26 September, Flying Officer G. A. Biddle and his five companions made contact with members of the local "underground," who took care of the men until they were able to arrange for the crew to return to Britain by boat a fortnight later.

Early in November, Wing Cdr. Ashman completed a year as leader of the "Demons" and was succeeded by Wing Cdr. K. C. Wilson, one of the flight commanders. At the same time the squadron moved once again, returning to Chivenor for the final months of the campaign. The focal area was now the coastal waters around England — the

South-Western Approaches, the English Channel, and the Irish Sea — where "schnorkel" U-boats were operating close inshore. In the last days of 1944 three sightings in quick succession were followed by a lethal attack to give No. 407 its fourth kill of the war. Spotting a "schnorkel" cutting through the water of the English Channel early in the morning of 30 December, Sqn. Ldr. C. J. W. Taylor, D.F.C., dropped his stick of depth charges so accurately that U.772 never rose to the surface again.

After the usual seasonal decrease in the winter months, the tempo of operations quickened again in the spring, rising to a peak of 110 sorties (1036 hours) in March 1945 and 116 sorties (1062 hours) in April. The only action in these last weeks of the war, however, fell to a detachment which was sent in mid-April to Langham, in Norfolk, to hunt down midget submarines that were operating in the North Sea. In a fortnight this detachment made nine attacks on the little U-boats, the lion's share of the work going to the crew skippered by Flt. Lt. O. Olson, which tallied six of the attacks.



Christmas 1944. L. to r.: Flying Officers H. A. Cordell, C. H. Cohan, Flt. Lt. K. A. Blair, Flying Officer C. D. Myers, Flt. Lt. K. S. Goodman, Sqn. Ldr. C. W. Taylor.

The detachment was congratulated by Group Headquarters for its excellent work in tracking down the small, elusive targets.

Coastal Command continued its anti-submarine patrols and convoy escorts for a month after V-E Day, to ensure that the U-boats obeyed the surrender order. No. 407 Squadron flew its last sorties on 2 June 1945, and two days later was officially disbanded with a farewell message from the Air Officer Commanding-in-Chief of Coastal Command for its "splendid contribution . . . to the victory in the war at sea." It took several weeks to complete all the details of disbandment, but by 17 July the task was finished and the "Demon" squadron ceased to exist.

During its anti-submarine tour No. 407 had eleven D.F.C.s (Flt. Lt. W. A. Armstrong, Pilot Officer S. J. Cramp, Sqn. Ldr. C. J. W. Taylor, Flying Officers P. W. Heron, L. J. Bateman, C. M. Bolger, F. C. Lansdall, Flt. Lts. C. D. Myers,

W. H. Brown, K. S. Goodman, and O. Olson), one Bar (Sqn. Ldr. Taylor), and ten Mentions to the honours won previously. Twelve Wellington crews — 72 officers and airmen — were lost on operations, and one member of another crew was killed in a crash-landing. Accidents on training flights had taken the lives of 30 men.

The story of the "Demons" four-year campaign with Coastal Command would not be complete without a tribute to its ground crew. "The real guardians of any squadron's traditions are the erks. Aircrew come and go, but the erks remain to keep alive the distinctive spirit of the squadrons . . . No. 407 has good reason to be proud of its erks. Their capacity for hard work performed in all kinds of weather, their unfailing cheerfulness, the scrupulous care with which they service the aircraft, all these factors have largely contributed to the squadron's success."

On 1 July 1952 No. 407 Squadron was reformed at R.C.A.F. Station Comox, B.C., under the command of Wing Cdr. C. W. McNeill. Equipped now with Lancaster aircraft, the squadron is once again a maritime unit, charged with the same rôle of reconnaissance, escort, search and strike, which it carried out so effectively during the war years.

The badge of No. 407 Squadron, approved by H. M. King George VI in March 1943, depicts a winged trident, symbolic of air power over the sea, piercing an anchor which represents the enemy shipping sunk or damaged in strikes by the "Demon" crews. The motto "To Hold on High" is taken from the well-known poem "In Flanders Fields."

## SALUTING V.C.s

In answer to a letter to the editor, the "R.A.F. Flying Review" corrects a common misconception: "Holders of the V.C. are not entitled to a salute because of the decoration. There is probably some confusion here with the Medal of Honour — the American V.C. — which is honoured by a salute."

# VERITAS

*(During a student's first week at R.C.A.F. Staff College, he is asked to write a short account of himself. This exercise is entitled "Veritas." With its author's permission, we are publishing one such autobiography below. No comments from us are necessary to point out the lesson it contains.—EDITOR.)*



**B**Y BIRTH, I am a native of the city of Toronto; by extraction, wholly Scottish. Both my parents came to this country from Scotland early in the century.

My first twelve years were spent in the city, and my life was exactly what one would expect in the family of a man who, like my father, had been in turn a master carpenter, a soldier, and a small contractor. In about 1924, however, the sad state of the contracting business forced him to change his occupation, and he took a job as maintenance engineer in charge of the repair and alterations of buildings at Camp Borden, under the famous Major "Plug" Rogers. My family remained in Camp Borden until 1930, when the staff reductions characteristic of that time caused his release. The family then settled in Barrie, where they have lived ever since.

I attended grade schools both in Toronto and at Camp Borden, and also received some formal high-school education at a local country school. The latter education was supplemented during the next few years by correspondence study and home study up to the approximate level of senior matriculation. While my family was still at Camp Borden, and when I was just past sixteen and a half, I enlisted as a "boy" in the R.C.A.F.

I found the Service very attractive from the standpoint of sports. Not that I was outstanding in any particular sporting activity (though I did enjoy some small success in track and field events), but I managed to play on the rugger team for

Camp Borden and to represent Borden as part of a gymnastics team. I also represented both Borden and Trenton on track teams. In one year, I somehow succeeded in winning a grand aggregate cup at Trenton.

Some years before the war I developed a strong interest in photography, an interest which persists to this day — although of late years my photographic activity has been reduced by the necessity of devoting more time to raising a family. By inclination I was more interested in the technical than in the aesthetic aspects of photography and, as a result, I have never produced any outstanding or even "good" pictures. None the less, I have derived considerable enjoyment from this hobby over the years, and I have, incidentally, acquired considerable knowledge of value in my Service work.

After the war, I acquired (like many others) a house; and I soon found that, in all my experience, I never had any one interest which so completely crowded all other interests into the background. As most house-owners will confirm, preoccupation with the dwelling is a matter of necessity if one wishes to preserve, protect, and improve one's investment. I made a small garden and I grew a nice lawn. (The latter was, I like to believe, the more successful venture.)

I have always tried, and still try, to maintain a measure of skill of hand. Even though I have held nothing but staff appointments for many years, I have ever felt that this should be a necessary



part of the equipment of any technical officer; and I feel that I can claim, with some justification, to be a reasonably handy "handy man."

Since I now have almost 25 years of Service life behind me, my autobiography must necessarily take on a Service slant. All the same, the Service life offers rather more to the memory than mere humdrum statistics, dates of postings and promotions, and so forth.

The rank in which I enlisted (that of "boy") is, fortunately, now obsolete. I held it until my eighteenth birthday, without any advancement (since I was a Service minor) in trade classification — although I was allowed to sit for the first two trade tests during those eighteen months. These I passed, and was thus enabled to advance both in rank and classification on the day I became eighteen. Statutory limits at that time precluded more than one advancement in trade classification during any six-month period; however, they came when due.

I attended both a primary and advanced course in my original trade of aero-engine mechanic, remaining in that trade for approximately four years. Those were the days of the Avro 504K, the Moth 60, the Siskin, and numerous other many weird and wonderful aircraft types — all beautiful, because one sat in an open cockpit, tricked out in helmet, goggles, and sundry other accoutrements designed mostly by trial and error.

Until the spring of 1933, armament training in the R.C.A.F. consisted of trap-shooting (to sharpen pilots' eyes), an annual bout of musketry on the long range, and an occasional session of firing ground-type machine guns. There was a general impression that pilots should know about such matters. The machine-gun practice was our reward for learning to strip a machine-gun — sometimes by feel, and with no other tools than our bare hands and the point of a bullet — while at the same time reciting the complicated names given to each individual part.

Then, in the spring of 1933, it was suddenly decided that this situation must be corrected. Accordingly, six serving airmen were selected to be trained as armourers. This was the period when the R.C.A.F. slowly began to shape itself into a

military air force, and I, as one of the six airmen, thus became a symbol (albeit a somewhat inconspicuous symbol) of this important change. One incident of those days stands out in particular relief in my recollection. I was part of the team that restored and reinstalled the gun gear and bomb gear in some recently acquired second-hand Atlas aircraft. While this circumstance cannot be said to have raised the R.C.A.F. very noticeably in its status as a fighting force, the importance of such a "first" was, to me personally, considerable.

Throughout the pre-war years, I advanced in grade and trade classification, and by the time I was commissioned in 1940 I had reached the rank of sergeant. During the war, I held a variety of jobs in a technical capacity, including staff and purely technical jobs both in Canada and with units in the U.K. and on the Continent.

After the war, I was employed for some time with disarmament formations in Germany, where I remained until R.C.A.F. participation in this operation came to an end. While there, of course, I took full advantage of whatever opportunities presented themselves of travelling both in Germany and in some of the adjacent countries.

On my return to Canada, I became engaged in development work at A.F.H.Q. Though my background was not, in actual fact, the best possible one for such an appointment, I remained in the job for several years. Experience, observation, and exposure, proved to be excellent teachers.

For the two years preceding my selection for the Staff College Course, I served with the Canadian Joint Staff, Washington, as the Senior Armament Staff Officer. The work was somewhat different from the usual staff job. It involved, almost exclusively, the handling and reporting of factual data of a technical nature. In many ways, particularly from a technical officer's standpoint, it was a very satisfying type of staff job. It enabled me to escape for a while from the frustrations of the unanswerable problems I had encountered day after day at A.F.H.Q. It was, in effect, a restful interlude.

\* \* \*

I have been connected with Service aviation from the time when intuition and feel were the

most important factors in the operation of simple and technically imperfect machines to the present day of technical perfection and, unfortunately, complexity. I have enjoyed the Service. I feel that

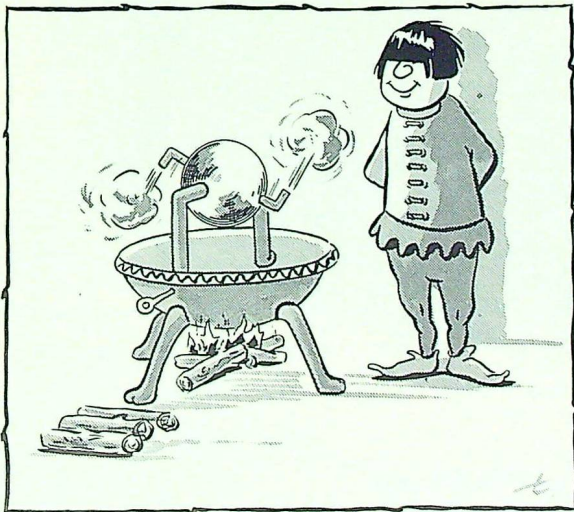
it has been good to me, and I would find great difficulty in choosing an alternative career had I the opportunity of again making a choice.



## First Jet Patent

A correspondent, conducting some historical research in the Patent Office, tells us that he examined patent No. 1833 of 1791, granted to John Barber, Gentleman, of Attleborough, in the parish of Nuneaton, Warwickshire. This is entitled "A Method of Rising Inflammable Air for the Purpose of Procuring Motion and Facilitating Metallurgical operations."

The first part of the patent is devoted to a method of obtaining the "inflammable air" by



heating various substances, coal, wood, oil, etc., in a retort. The second part deals with the use of the gas so generated; it is pumped into a vessel called an "exploder" along with atmospheric air, and to quote the patent "thus causing an admixture of the two airs, which, so mixed, will take fire upon application of a match or candle, and rush out with great rapidity in one continuous stream of fire, so long as the exploder is supplied with proper quantities of the respective airs. The fluid stream is also considerably augmented both in quantity and velocity by water injected into the exploder by means of another small pipe entering therein, which water is also intended to prevent the inward pipes and the mouth of the exploder from melting by the velocity and intensesness of the issuing flame. The water as well as the airs is forced into the exploder by means of a pump.

"The fluid stream may be injected into furnaces for melting ore or passed out of the stern of any ship boat barge or other vessel, so as by an opposing and impelling power directed against the water, the vessel and its contents may be driven in any direction whatever."

It is interesting to note that the patent was valid in "The Kingdom of England, the Dominion of Wales, and the Town of Berwick-on-Tweed."

(Letter to "The Aeroplane": U.K.)

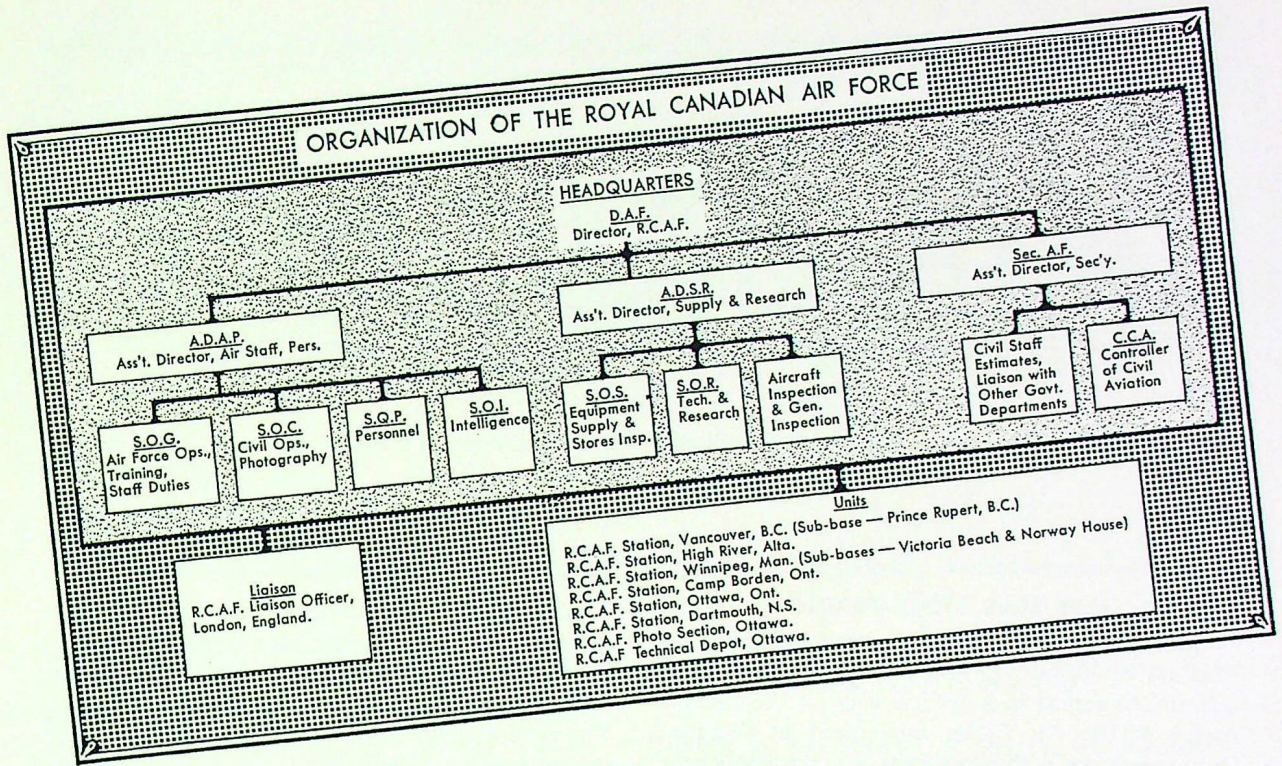
# Pin-Points in the Past

Pin-pointed this month is R.C.A.F. Station Vancouver, at Jericho Beach, in March 1925. The photograph, which was sent to us by Air Commodore A. H. Hull (ret.), shows a group of officers on the first flying-boat course held in the Air Force. Standing (l. to r.): Pilot Officers B. G. Carr-Harris (deceased), E. J. Durnin (released), A. Lewis (Group Capt., A.F.C., ret.), Flt. Lt. F. C. Higgins (Group Capt., ret.), Pilot Officers C. R. Slemon (Air Marshal, C.B., C.B.E.), W. Weaver (dec.), F. G. Wait (Air Vice-Marshal, C.B.E.), Gillespie. Seated (l. to r.): Flying Officer L. Charron (dec.), Flt. Lt. E. L. MacLeod (Air Cdre., ret.), Sqn. Ldr.

J. H. Tudhope (ret.), Flying Officers A. H. Hull (Air Cdre, ret.), A. L. Morfee (Air Vice-Marshal, C.B., C.B.E., ret.). Sqn. Ldr. Tudhope was the Commanding Officer; Pilot Officer Gillespie, the Stores Officer; and Flt. Lt. MacLeod and Flying Officers Charron and Hull were the instructors.

The chart shows the organization of the R.C.A.F. at the time the photograph was taken.



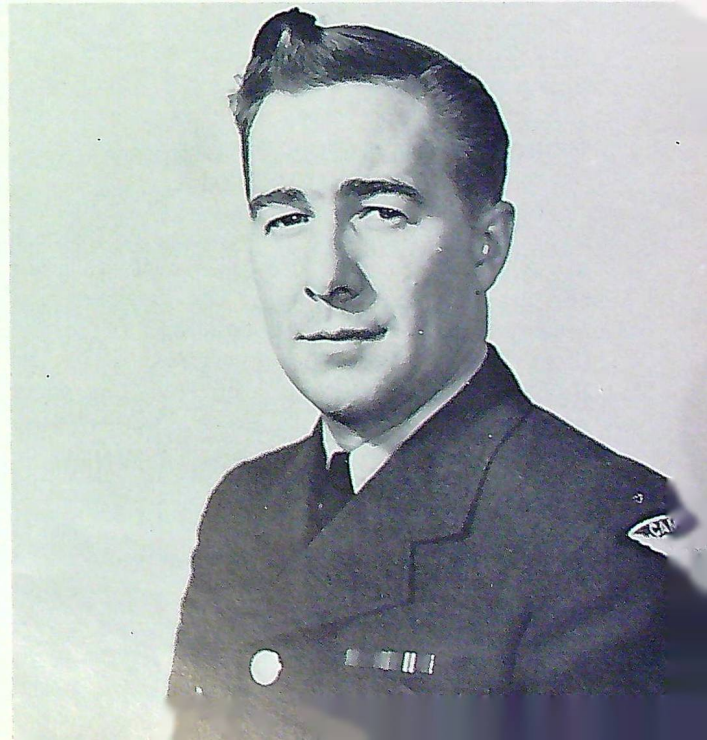


## The Suggestion Box ★ ★ ★

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

Sgt. A. J. Wilkinson, of No. 6 Repair Depot, drew up a log-book for keeping accurate records of silent and sound 16 mm. projectors. Hitherto, because no such log-book existed, it had been impossible to evaluate whether or not such equipment was past its time for useful duty and liable to cause undue expense in labour and parts. His log book provides space for records of running-time, repairs due and made, a check-list for unit, and a list of spare parts available at Supply Depots.

Sgt. A. J. Wilkinson.



# The ROYAL CANADIAN AIR CADETS



By Arthur Macdonald, Air Cadet League of Canada

## NEW YEAR STOCK-TAKING

The beginning of a new year is traditionally a time for stock-taking, and we should like, in this column, to report in a general way on the current status of the Air Cadet movement in Canada. Our assessment is that the League is presently at a higher peak of efficiency and enthusiasm than at any time since its formation in 1941. The pattern is repeated all across the country — most squadrons are operating at full strength, attendance figures are at their highest, and there are numerous applications to form new Air Cadet units.

The above conclusions are founded mainly upon the highly successful series of meetings held by the League's provincial committees near the close of 1953. These important gatherings, at which every squadron in Canada was represented, provided an opportunity of reviewing the League's current position and also of laying plans for future activities in each of the ten provinces.

The high point of the meetings was an inspirational address delivered by president H. Darroch Macgillivray who travelled from coast to coast and attended every meeting. The president was accompanied by George M. Ross and the writer (both from League Headquarters), while the R.C.A.F. was represented in the travelling party by Wing Commander C. M. Black, D.F.C., Senior Air Cadet Liaison Officer at R.C.A.F. Headquarters. The respective Air Officers Commanding were also in attendance along with their Air Cadet Liaison staffs.

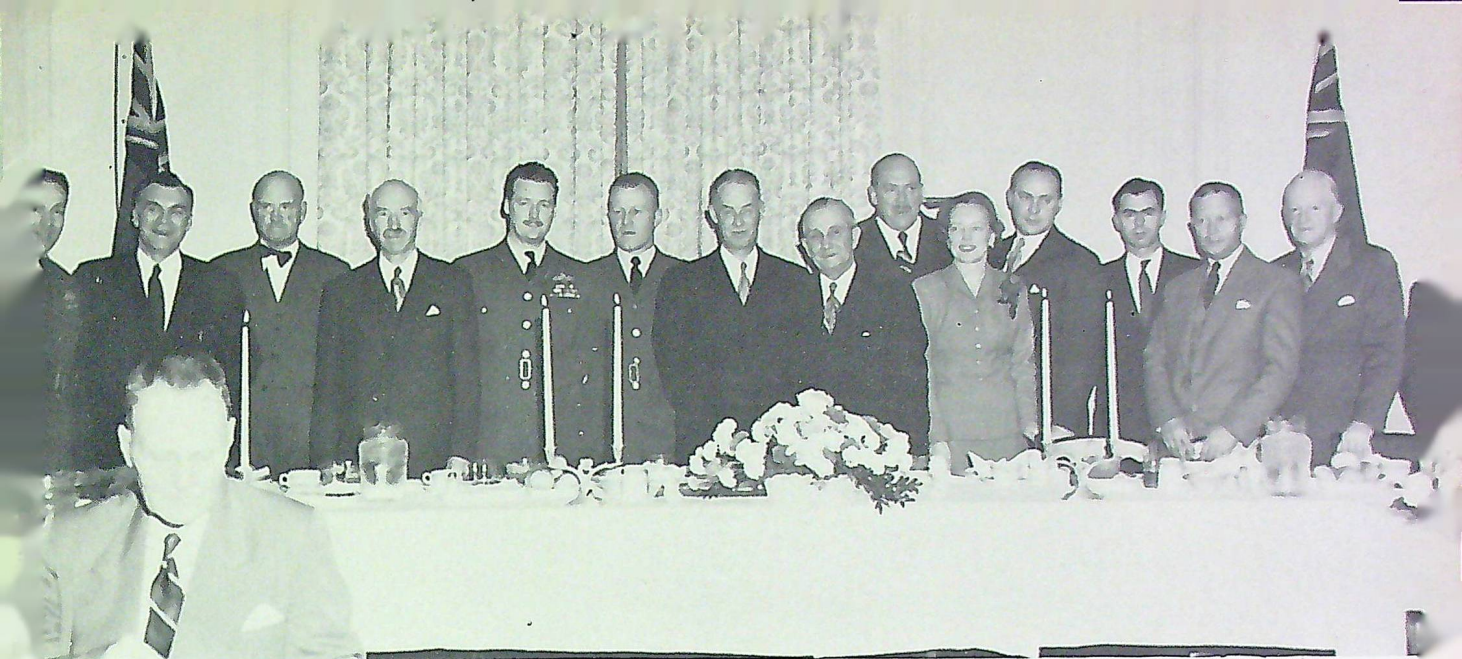
Although no two provincial meetings were completely alike, one feature was common to all of them: a brand new spirit of co-operation and enthusiasm was clearly evident at squadron level. The general attitude was summed up by one squadron commander, who said: "In my opinion, we have just about everything we need to operate our squadrons successfully. Let's get on with the job."

Space unfortunately does not permit us to present a full report on each meeting. The following brief paragraphs are therefore intended only to sketch in the broad outlines of the League picture in each province.

### Atlantic Provinces

In Newfoundland, where the Air Cadet movement got away to a sensational start in 1949, the squadrons have now settled down to doing a steady and efficient job of training. There are eight squadrons and more than 650 cadets in the tenth province, with several new squadrons in the offing. At the 1953 meeting, provincial chairman John F. Ayre was succeeded by F. Blair, another capable executive who has served with the Newfoundland committee from the very beginning.

A first-rate meeting was held in Prince Edward Island, where the League has been re-organized with the assistance of the R.C.A.F. Association. The sponsoring committees of both squadrons on the Island, as well as the provincial committee, are made up of R.C.A.F. Association members who have a keen interest in Air Cadets. The new chair-



man in P.E.I. is Mr. G. B. Raynor, an Air Cadet enthusiast of many years' standing and former commanding officer of the Charlottetown squadron. Air Cadet strength on the Island is close to the two-hundred mark and both squadrons are in excellent condition.

One of the finest provincial meetings of all time was held in Nova Scotia, the province which boasts the highest per capita Air Cadet strength in Canada. A noteworthy feature of this meeting was the fact that every squadron in the province was represented both by the civilian chairman and commanding officer. The businesslike conduct of the meeting under chairman Frank M. Covert and secretary Courtney Tufts also created a very favourable impression. Mr. Covert relinquished his position as chairman at the close of the year and has been succeeded by Air Vice-Marshal A. L. Morfee, C.B., C.B.E., immediate past-president of the R.C.A.F. Association and a long-time friend of the Air Cadets.

Highlights of the New Brunswick meeting were the re-election of Russell A. Lambert as chairman for the fourth successive year and also the continuing interest shown by honorary chairman C. K. Beveridge, who has been associated with the League since it was first formed in Canada. One measure of the success of the movement in New Brunswick is the fact that the eight squadrons boast a total enrolment of almost 900 cadets — probably the highest average unit strength in

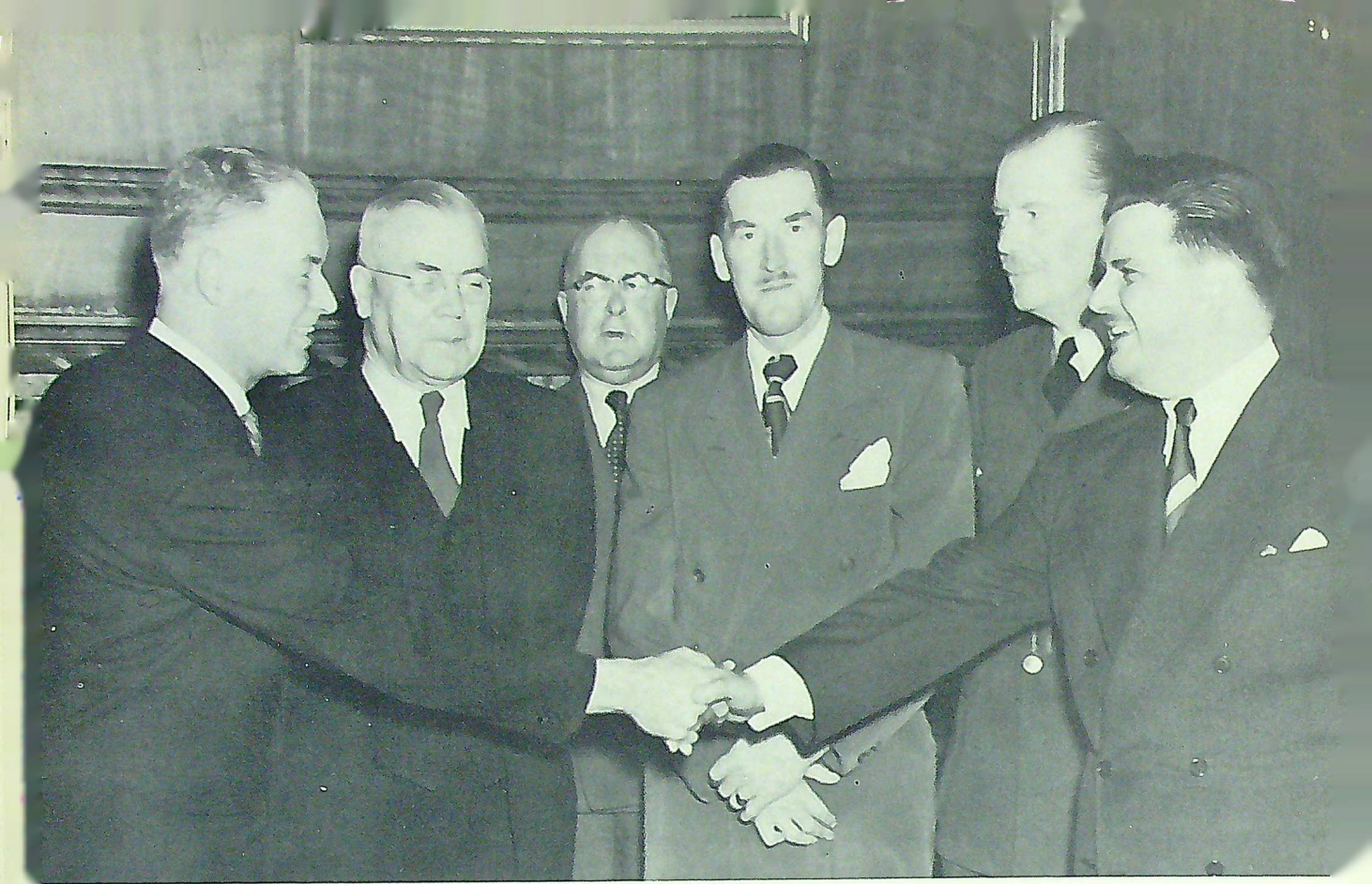
*Annual Dinner of the B.C. Provincial Committee. Mr. H. D. Macgillivray is seen in centre, with Capt. F. L. Clarke, new B.C. Chairman.*

Canada. At the close of the meeting Mr. Lambert announced that three additional squadrons were on the books for 1954.

#### **Western Canada**

In British Columbia, provincial chairman V. R. Clerihue handed over the reins of office to his successor, Capt. F. L. Clarke of Vancouver, following two years of outstanding effort on the League's behalf. The new chairman takes over a sound organization of 28 well-run squadrons with a total strength of 1,582 cadets. There are also ten flights of girl cadets operating in conjunction with established squadrons. The well-attended B.C. meeting revealed enthusiastic leadership in the squadrons and experienced direction at provincial level. Worthy of special mention this year was the high standing of all B.C. squadrons in competition for the R.C.A.F. Association Trophy which, as reported earlier, was won by No. 22 (Powell River) Squadron.

The largest — and one of the liveliest — provincial meetings in the country was held in Alberta, where more than 160 representatives attended the full-day business session under the chairmanship of Wallace Collie, in Edmonton. Alberta boasts the largest number of squadrons on a per capita basis in Canada and, with 45 units, ranks second



*J. deRosenroll is congratulated by H. D. Macgillivray on his appointment to the chairmanship of the Saskatchewan Provincial Committee. With them are (l. to r.): Hon W. J. Paterson, Lieutenant-Governor of the province; C. Malone; G. A. D. Will, League vice-president; and Air. Cdre. J. G. Bryans, C.B.E., A.O.C. No. 14 Training Group, R.C.A.F.*

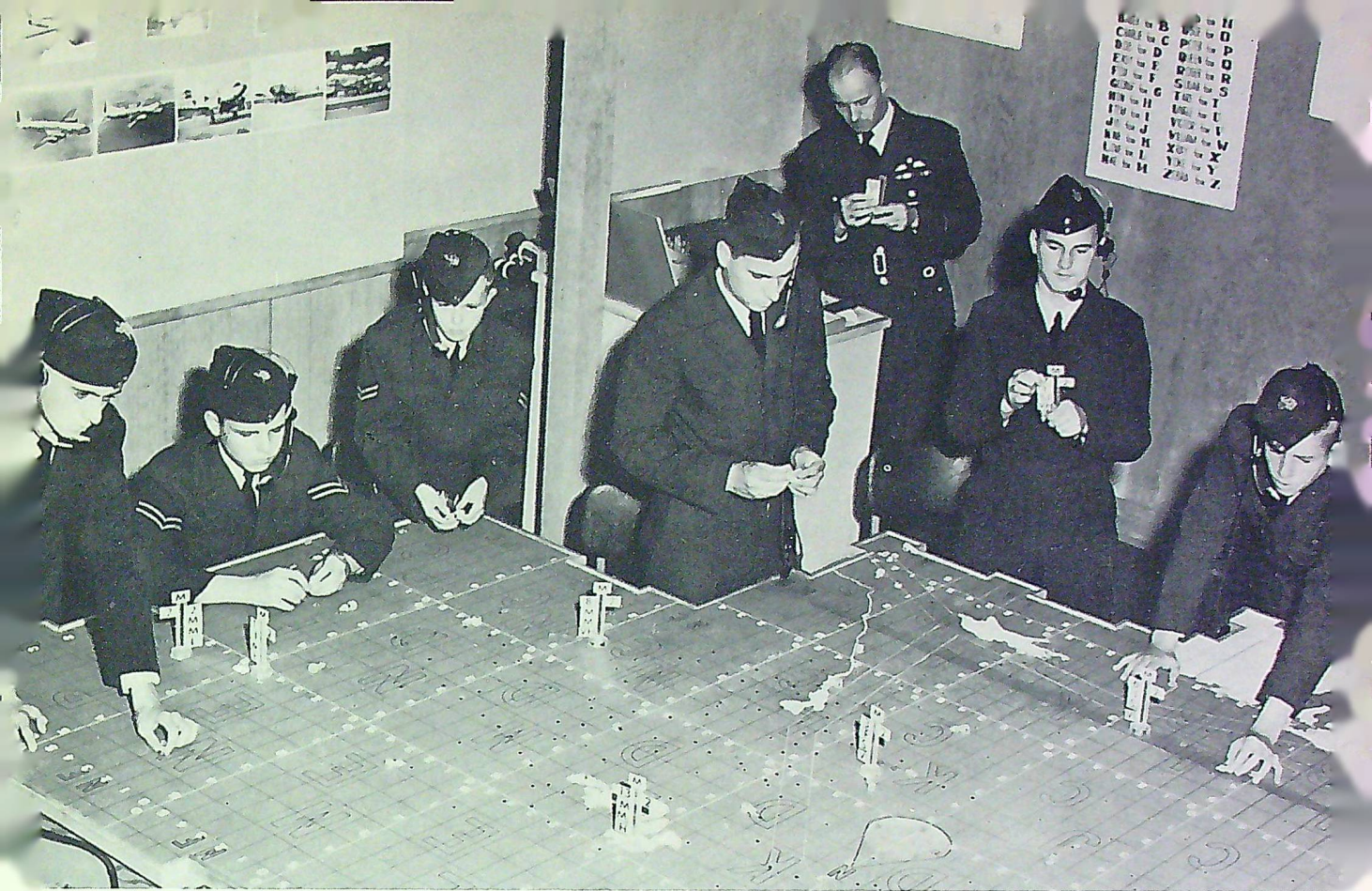
only to Ontario in actual number of squadrons. Successful girl cadet units are also operating in several locations. A very pleasant feature of the meeting was the strong tribute paid to Flt. Lt. M. E. Ferguson, who is leaving Air Cadet work after seven and a half years as A.C.L.O. in Alberta. Flt. Lt. Ferguson is given a large share of the credit for Alberta's outstanding record in the Air Cadet League.

At the Saskatchewan meeting, provincial chairman George Will delivered a report which illustrated the terrific growth made by the League in Saskatchewan during the past few years. The number of squadrons has increased from 17 to 32, and Air Cadet strength has risen close to the 1600

mark. In addition, virtually all the squadrons are well sponsored and offering a very high standard of training to the cadets. Mr. Will, who is a national vice-president of the League, has been succeeded as chairman by James deRosenroll of Moose Jaw.

Another province where League affairs are on the upward swing is Manitoba, where some of Canada's most active civilian committees are functioning. The committee re-elected as chairman Mr. E. Vopni, who is to a large extent responsible for the present healthy status of the League in Manitoba. The province has a total strength of a little over 1,000 cadets in 17 squadrons, several of which have been opened in the past two years.

A well-run meeting was held by the North-western Ontario Zone Committee, which, for purposes of League administration, functions as a separate provincial group. There are four good squadrons in the Zone, well-sponsored, well-officered, and with a total enrolment of 291 cadets. League affairs in this area have been capably



handled by Zone chairman Gordon Dalzell and honorary secretary W. J. Griffis. An interesting feature here is that three of the four squadrons are actively sponsored by school boards.

#### Central Canada

Canada's heaviest concentration of Air Cadets is in central Ontario, where 49 squadrons have a total membership of over 4,700 cadets. Chairman for this important area is James F. Scruton of Toronto, who has given a great deal of his time to visiting squadrons, assisting with the clearing up of local problems, and placing the provincial committee on a sound financial basis. The Ontario Provincial Committee meeting was featured by an extremely good turn-out on the part of the squadron officers and instructors — which reflected a high standard of interest at unit level. The R.C.A.F. also sent a large number of representatives, particularly from the parent units which are rapidly becoming one of the most important factors of the success of the Air Cadet movement.

*Members of No. 547 Squadron in training as ground observers at the North Bay filter centre. L. to r.: Cadet G. Gauthier, Cpls. K. Douglas, J. Gore, Cadets W. Sandziuk, A. Sandziuk, K. Winton. In background is Flying Officer W. Scott, O.C. the filter centre.*

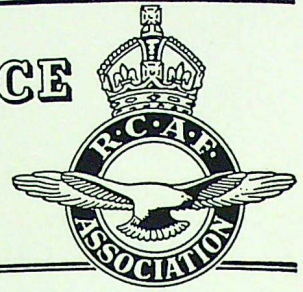
In the province of Quebec (which includes the eastern portion of Ontario) a highlight of the meeting was the re-election of provincial chairman J. Gustav LeDroit for an unprecedented third term as chairman of the province. While the movement has always been strong in Quebec, Mr. LeDroit's term of office has been marked by a notable increase in the number of French-speaking squadrons. Quebec led all of Canada last year in the formation of new units, and already there are plans for further expansion in 1954. This year's meeting included a series of excellent reports, a lively discussion period, and an inspiring annual dinner. Present cadet strength in Quebec is 3,126 and, as in other parts of the country, an even better record is forecast for 1954.

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# ROYAL CANADIAN AIR FORCE

# Association

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## NATIONAL EXECUTIVE COUNCIL MEETING

It was decided at the 5th National Executive Council meeting on Nov. 26th and 27th, that the 1954 Convention of the Association would be held in Ottawa on May 17th and 18th.

Air Vice-Marshal G. E. Brookes, C.B., O.B.E., the National President, presided, and 17 additional members of the Council were in attendance.

Encouraging reports were presented by the Groups. Many former obstacles have been overcome, Wings are continuing to obtain club-rooms, and in every instance where they do so, the Wing prospers. It was the consensus of opinion that

projects (i.e., Air Cadets, R.C.A.F. recruiting, *bon voyage* parties, amenities for the R.C.A.F. overseas) were being well supported by all Wings.

The Honourable Brooke Claxton, Minister of National Defence, addressed the delegates, bringing them up to date on our fighting forces as they exist today. Air Marshal C. R. Slemmon, C.B.,

*National Executive Council. Standing (l. to r.): H. Sayers, E. R. Hopkins, C. H. Moss, F. A. Sutherland, T. K. Whitney, I. B. Quinn, P. J. Haberlin. Seated (l. to r.): S. T. Malach, Air Vice-Marshal K. M. Guthrie, Miss M. Graham, Air Vice-Marshal G. E. Brookes, Mrs. C. Hall, A. F. Wigglesworth, Miss U. Wilson.*





*No. 309 Wing visits No. 62 G.Ob.C. Detachment.*

C.B.E., conferred informally with the delegates. He said that our job was very worth while and encouraged us to continue our efforts enthusiastically.

Air Vice-Marshal F. G. Wait, C.B.E., Air Member for Personnel, was the guest speaker at an informal dinner held in the R.C.A.F. Officers' Mess on the opening night. The dinner was attended by guests as well as by Council members.

A detailed account of the meeting will appear in the next issue of "Wings at Home."

#### **NATIONAL PRESIDENT VISITS QUEBEC WINGS**

Air Vice-Marshal Brookes reports that he was highly pleased with the enthusiasm evident when he visited Quebec Wings last November.

A combined meeting of all Montreal Wings, with No. 306 acting as host, was well attended. At Drummondville, representatives from Nos. 302 (Quebec) Wing and 308 (St. Hyacinthe) joined forces.

The tour concluded in Sherbrooke, where a very well-attended concert was the highlight.

The R.C.A.F. Training Command band played at each of these cities in conjunction with the President's visit.

#### **WING NEWS**

##### **No. 404 (Kitchener-Waterloo) Wing**

No. 404 has acquired two army huts at Knollwood Park. These are being converted to provide a permanent home for No. 80 Air Cadet Squadron. No. 80 Air Cadet Squadron is full sponsored by the K.-W. Wing.

*D. Cook, pres. of No. 603 Wing, presents trophy to Flying Officer M. Homeniuk, C.O. of No. 566 Sqn. (R.C.A.C.).*





No. 306 Wing. L. to r: Flying Officer D. Mildon, adjutant of No. 426 (Transport) Squadron, Miss L. Currie, President G. Ellis.



No. 602 Wing. Seated (l. to r.): Flt. Lt. Marion Graham and Pilot Officer Betty Raeside. Standing (l. to r.): P. Ellison, G. Kerber, L. Cowan, Bessie Weir.

Over ninety members attended the November meeting of No. 404, and Group Captain M. Lipton, A.F.C., Chief Instructor at R.C.A.F. Staff College, Toronto, was the principal speaker. The National President was an unexpected guest. He gave a short talk on his recent visit to the U.K.

#### No. 603 (Yorkton) Wing

Yorkton Wing has donated a trophy for open competition at the annual Air Cadet inter-squadron track meet in North-Eastern Saskatchewan.

The first winner of the trophy was No. 566 (Conora) Air Cadet Squadron. The competition was held on October 3rd at Yorkton.

#### No. 306 (Maple Leaf) Wing, Montreal

On Air Force Day, No. 306 Wing launched its 1953-54 fund-raising campaign, "Operation Springboard." The objective is \$10,000. Last year they conducted a successful drive, the first prize being a trip to the Coronation. This year they are giving a \$2,000 charge account in a leading Montreal store as grand prize.

The photograph shows sale of tickets from Book No. 1, and was taken in front of a panel of past Wing activities on display at Dorval Airport on Air Force Day.

#### No. 602 (Saskatoon) Wing

Under the inspirational leadership of Marion Graham, No. 602 Wing has blossomed into a very active organization. Meetings are held at R.C.A.F. Station, Saskatoon.

For the October meeting, Group Captain E. A. McNab, O.B.E., D.F.C., a home-town boy, was the guest speaker. He presented a very entertaining and informative challenge: "Our Air Force and the vital part the R.C.A.F. Association could play in assisting in this endeavour."

No. 107 (Saskatoon) Air Cadet Squadron is sponsored by the local Wing of the Association.

#### No. 309 (Drummondville) Wing

Members of No. 309 Wing recently paid a visit to No. 62 Ground Observer Corps Detachment at Trois-Rivières. In order to give the visitors a thorough picture of the Ground Observer Corps organization and functions, a synthetic exercise was carried out by civilian volunteers from the Canadian Westinghouse Company.

Flying Officer L. R. Brochu, D.F.C., officer commanding the Detachment, expressed his appreciation for the help furnished by members of the Association.

# ★ What's the Score?

"These here atom bombs," remarked Claudette, our messenger girl, after she had set down the mid-morning tea, "they kinda got me scared. My boy-friend — you know, him that's a corporal in meterology — well, he keeps telling me that if they don't blow ya to bits right away they sorta creep up on ya later and burn the flesh off ya bones. Is that right?"

In thoughtful silence, we contemplated the flesh on Claudette's bones. Though her winter ensemble necessarily limited the quantity visible, the quality was such as to fire us with a great resolve. No atom bomb was going to creep up on Claudette if we could do anything to stop it . . .

We, personally, cannot do a great deal. We can, however, remind our readers that there are numerous publications available which contain valuable tips on personal protection in the event of atomic attack — and we can also refer them to Wing Cdr. Barclay's article in the July-August 1952 issue of "The Roundel." It is from the above sources that this month's questionnaire has been compiled; and we are happy to announce that the members of the Editorial Committee, with an average score of 14, have a fighting chance of keeping their flesh where it belongs. Correct answers appear on page 48.

1. In the R.C.A.F., defence against atomic attack is the responsibility of:
  - (a) Air Defence Command.
  - (b) The Directorate of Ground Defence.
  - (c) The Directorate of Religious Administration.
  - (d) The Chief of Telecommunications.
2. In any Canadian municipality, the head of the local civil defence organization is:
  - (a) The chief of police.
  - (b) The chief of the fire department.
  - (c) The mayor.
  - (d) The senior officer of the nearest unit of the armed services.
3. Outside organized municipalities, persons who want information on civil defence should write to:
  - (a) The Civil Defence Co-ordinator in the provincial capital.
  - (b) A.F.H.Q.
  - (c) The Minister of Health and Welfare, in Ottawa.
  - (d) The Atomic Energy Commission, Chalk River, Ont.
4. The only type of atomic bombing attack that was used in the last war, and the type to which the Editorial Committee of "The Roundel" might reasonably expect to be subjected in any possible bombing of Ottawa in the future, is:
  - (a) The groundburst.
  - (b) The cloudburst.
  - (c) The underwater burst.
  - (d) The airburst.
5. The highest percentage of casualties resulting from such an attack on Ottawa would probably be caused by:
  - (a) Immediate radiation (i.e. rays emanating from the actual explosion).
  - (b) Flying or falling debris.
  - (c) Falling radioactive particles (i.e. "fission products" or "fusion products").
  - (d) Heat flash. (i.e. burns).
6. Were an atomic bomb, in a surprise attack on Halifax, to burst 200 feet below the surface of the water in the harbour, casualties would be chiefly attributable to:
  - (a) Radioactive spray.
  - (b) A mountainous wave.
  - (c) Flying or falling debris.
  - (d) Immediate radiation.
7. In the case of an airburst, the immediate radiation (which continues for not more than

a few seconds) is dangerous only within a radius of about:

- (a) Half a mile.
- (b) Two miles.
- (c) A mile and a quarter.
- (d) Three miles.

8. The danger to human life from falling radioactive dust is greatest after:

- (a) A cloudburst.
- (b) An airburst.
- (c) An underwater burst.
- (d) A groundburst.

9. Though capable of causing prolonged contamination of food and water, falling radioactive particles are directly dangerous to human life only for:

- (a) A week.
- (b) Ten days.
- (c) One day.
- (d) An hour or two.

10. There is comparatively little danger from immediate radiation or radioactive particles after:

- (a) A groundburst.
- (b) An airburst.
- (c) An underwater burst.
- (d) The explosion of an atomic shell against concrete.

11. If an atomic attack is anticipated, all windows should be:

- (a) Covered on the inside with blankets or other heavy material.
- (b) Shuttered on the outside.
- (c) Removed.
- (d) Left as they are.

12. — And (again, in anticipation) the prudent citizen should:

- (a) Wear the minimum amount of clothing, in order to avoid collecting radioactive particles.
- (b) Keep in the open as much as possible.
- (c) Wear dark glasses.
- (d) Wear a broad-brimmed hat, gloves, and heavy light-coloured clothing with a collar that can be turned up.

13. If you are indoors at the time of an airburst, it is not safe to go outside:

- (a) For two hours.
- (b) Until the debris has stopped falling.
- (c) For a day.
- (d) For a week.

14. If you must go outside within three or four hours after an underwater burst, you will be

wise:

- (a) To smoke.
- (b) To use an umbrella.
- (c) To wear a waterproof.
- (d) To cover your nose and mouth with a handkerchief.

15. If in the open air when an underwater burst or a groundburst occurs, and if uninjured by the flying debris, your first action should be to enter the nearest building and:

- (a) Remove all your clothes and wash thoroughly.
- (b) Try to locate some brandy (or rum).
- (c) Skip vigorously, and so work up a sweat to cleanse your pores of possible contamination.
- (d) Call the police.

16. If, though otherwise uninjured, you have been close enough to an airburst to suspect that you may have absorbed some immediate radiation, you should report to the nearest clinic or, if that is impossible:

- (a) Run home and drink a large quantity of milk.
- (b) Drink several stiff brandies (or rums) at the first opportunity.
- (c) Remain in a prone position until a rescue squad arrives.
- (d) Walk home, lie down, and rest.

17. Your first protective action after being caught short in a city street by any type of atomic explosion, should be:

- (a) To make for open country.
- (b) To fall prone beside a substantial building, or in the gutter, and cover your head with your arms.
- (c) To remain standing long enough to estimate how far away the explosion occurred, and then refer to your manual.
- (d) To seek cover in the nearest parked car and make sure the windows are closed.

18. Burns caused by heat flash should be treated:

- (a) By washing with any detergent.
- (b) As possible radiation poisoning.
- (c) As ordinary burns.
- (d) With a tourniquet.

19. Immediate radiation or the presence of radioactive particles is readily detectable by:

- (a) The smell of ozone in the air.
- (b) Instruments that measure the ionization of gases.
- (c) Special air samplers.
- (d) Certain change of colour in nylon fabrics.

20. The first symptom of radiation sickness is:

- (a) Falling hair.
- (b) Spastic seizures.
- (c) Weakness at the knees.
- (d) Nausea.

# NOTHING is for FREE

## Some thoughts on Credit Buying

By Air Commodore D. E. MacKell, C.B.E. (ret.)

*(The following little article appeared originally in "Benevolent View," the quarterly organ of the R.C.A.F. Benevolent Fund. In it Air Cdre. MacKell, who is the Fund's manager, has several things to say that can well stand frequent repetition in both Service and civilian life.—EDITOR.)*

THESE REMARKS are primarily for the consumption of the newly married, as it is assumed that the older group have learned from practical experience, sad or otherwise, the folly of using credit injudiciously.

History affords ample evidence that for centuries credit played an important part in commerce, but it is only in comparatively recent years that the individual consumer has received the advantage of it. Our grand-parents were most reluctant to buy "on time." They preferred, and even prided themselves on their ability, to do without until they had the ready cash available for even the necessities of life. The fact that the families were included in this mode of living was more or less incidental. Those who ran bills or bought on time were hardly considered respectable, and "mortgage" was a nasty word, dramatized in the horse operas of those days — and notably in "East Lynne," of nostalgic memory.

How different is the modern attitude! The average customer now uses his or her credit to the fullest extent, and cash transactions have virtually been relegated to the limbo of Victorian days. Merchants utilize every conceivable promotional method to make their own so-called "hire purchasing plans" more attractive than their competitors'. An instalment buyer who regularly meets the terms of the contract enjoys a better credit rating than a cash purchaser. One is known and the other is not.

It is not thought that anyone would wish the return of the strictly cash and carry system. Credit, used intelligently and wisely, is an invaluable

adjunct of modern life. Very few young married couples would have been able to start housekeeping where their grandfathers left off were it not for the introduction of the instalment plan of buying. The most cogent argument in favour of the system, from the viewpoint of the purchaser, is the forced-saving feature. Hardly any of us can save satisfactorily without some form of compulsion, and the requirement to meet the regular monthly instalment produces the needed incentive. There is an added factor, of course, which is emphasized in all the advertising media: the customer has the use of the article during the payment period.

However, credit used unwisely can result in financial disaster. It is vitally important that prospective instalment buyers remind themselves continually that nothing is obtained for free. A prominent man once said, "If you hire money, you must be prepared to pay rent," and this applies with equal force when goods are obtained on time. A merchant who does not add interest or carrying charges to the price of an article sold under any credit plan, would soon be out of business. The longer the repayment period, the greater the amount that must be added. There is no alternative, as the system must inevitably increase the overhead in the accounting and credit divisions of the establishment.

In this modern age of credit selling, therefore, it is absolutely essential that young people understand their contractual obligations and carefully analyze their financial resources before embarking on a shopping expedition, no matter how attractive the terms. Fifty cents a day is \$15.00 a month.

New commitments should not be taken on unless a thorough examination of the household expenses for the previous two or three months indicates clearly that the income adequately provides for the monthly outlay. It is not sufficient to assume that there will be just enough to handle the new expenditure. There are always unforeseen expenses, and a reasonable cushion should be provided to meet these contingencies when they eventually occur. It is a very sound policy to buy one item at a time, and this especially applies to the acquisition of the more expensive and semi-luxurious household appliances which form an integral part of the modern home. Relief from worry and mental distress which can be caused by a mountain of debt will more than compensate for the small sacrifice entailed in "doing without" until the previous debts or contracts have been retired.

The most disturbing feature of the imprudent use of credit is the attitude and philosophy it creates. It is not too abnormal, especially where there is a regular salary, to over-estimate the capacity of the income to meet current expenses as well as instalment payments. It is usually an error in judgment rather than in intention. The obvious solution is to explain the mistake frankly to the creditors and to seek their assistance in organizing an orderly payment scheme commensurate with

the earnings. If the payments have been met conscientiously, it will be found that the creditors are singularly co-operative in such a situation. Unfortunately, not too many who are overburdened with debt react logically. They grasp at the straw of debt consolidation and negotiate a loan to retire the accounts, but rarely is the total amount borrowed applied in its entirety on the debts. A certain amount of cash is withheld by the borrower for current expenses, with the result that not only is the financial position not improved but substantially worsened. As a general rule, the interest charges on a small loan are higher than those on interest-bearing accounts, and how an individual can rationalize an arrangement which is more expensive than the original debts, is difficult to understand! To borrow money at high interest rates to retire non-interest-bearing debts is, of course, the height of folly; but there are many people who do it.

The small loan companies have a slogan in their advertising: "Don't borrow unless you have to." The Central Claims Committee of the Benevolent Fund endorses this attitude, but has a further slogan of its own: "Don't borrow to consolidate." It is a fallacy, a snare, and a delusion. It is *never* a remedy.

## CO-OPERATION

The Duke of Brandenburg was about to throw his fifty thousand men against sixty thousand.

When all was "just readie," according to a seventeenth century chronicler, "a great officer comes in mightie haste, told him he fear'd it impossible to succeed in such a place, and asked what he should do." The Duke's answer was: "Goe on, goe on, you must always leave something for God Allmightie to do."

The happy result was that the Duke's men "killed ten thousand upon the place and routed the whole army."

("Soldier": quoted in "The Canadian Military Journal")

# MODUS OPERANDI

By Squadron Leader C. L. Heide, D.F.C.

*(In our last issue we had occasion to mention the remarkable work of Sqn. Ldr. K. R. Greenaway in the field of Polar navigation. This month we are privileged to offer our readers the fruits of another distinguished navigator's thinking. Sqn. Ldr. Heide is at present on exchange posting as an instructor at the Empire Navigation School, Shawbury, England. — EDITOR.)*

**D**URING the past few years England has been proving to the world that her scientific and technological progress lags behind that of no other country. Her aircraft development, in both military and civil fields, is probably unsurpassed; her automobile industry is continually expanding and finding new and greater markets abroad; her ships are among the finest that float; and she is making notable advances in the development of atomic energy for domestic purposes. England is, in a word, very far from stagnant.

Unfortunately, the same cannot be said for her developments in the field of home comfort — especially as regards plumbing. I refer particularly to that indispensable piece of domestic equipment known as the “Water Closet” or, more affectionately, the “W.C.” This implement has successfully resisted all technological improvement and has remained unaltered in design and method of operation for the past fifty years. Indeed, the overhead cistern and its malevolent chain have become very dear to the English way of life. Possibly the reason for this fact is the constant challenge that the W.C. presents to all who attempt to flush it (and surely this precludes no one).

It is a formidable challenge, since no two W.C.s can be operated by the same procedure. For the benefit of those of my fellow Canadians who may at some time be confronted with the problem, I propose to summarize a few of the more successful techniques that have been evolved for its solution. It must, however, be emphasized that in this, as in almost every other, field of endeavour experience

is the best guide, and that only to the most penetrating observer will it immediately be apparent which technique is most likely to prove successful.

## Firmness

By far the easiest method to adopt is one of firmness and resolution. The chain is pulled down slowly and steadily and helped slightly on its upward motion by a firm wrist action. This follow-through is essential. It is also advisable to look directly at the cistern, with an unflinching eye. Unfortunately, very few W.C.s respond to this procedure.



### Nonchalance

This technique is very much dependent on the operator's state of mind, and it is disastrous to try to bluff if one is secretly worried. The chain must be approached with a casual, insouciant, I-don't care-if-you-flush-or-not attitude. Whistling a few bars of "Singing in the Rain" is recommended. One must give the cistern a rather passing glance, pull the chain offhandedly, and immediately turn and walk purposefully towards the door. The back must convey a couldn't-care-less expression. Once outside the door, however, one should pause and listen; for, if an error in judgment has been made, it will be necessary to return and try some other method.

### Force

Only in the more stubborn cases should force be used, since the majority of W.C.s are quite sensitive. However, when several other techniques have been unsuccessfully tried, or if the W.C. concerned is obviously a nasty one, force is advisable. The chain must be pulled down strongly and released instantly at the bottom of its trajectory. A quick appraisal of the strength of the chain is necessary if one does not wish to be left holding the handle and a few links. Experience is a valuable guide when this method is adopted, and after two or three breakages no trouble should arise.

### Holding

The technique of holding is in itself not a difficult one, but the time interval is often critical. The chain must be pulled and held down for a definite period of time before being released. A slow count to ten is recommended. Equally good, and often very effective, is the muttering of "Per Ardua ad Astra" three times. This method requires considerable patience, not only because of the time interval concerned, but also because an error in the estimation of the correct interval may require the procedure to be repeated three or four times.

### Surprise

Here again the attitude of the operator is of prime importance. One must walk towards the door as if the whole business of entering the room

was a mistake and there is no intention of flushing. Having taken two or three strides, one must suddenly turn and, with a quick bound, grasp the chain before the W.C. is aware of what is happening. Surprise is vital. There must be absolutely no hesitation once the operator has disclosed that he is indeed going to flush after all. Obviously, this method can only be tried once.

### Attack

The most drastic method is that of direct assault. It should only be used in cases of emergency when all other techniques have failed, or in the exceptional case of meeting a W.C. that is actively hostile. Here the procedure is to ignore the chain, leap up on the seat and attack the cistern directly by striking the lever a sharp blow. This is sometimes damaging to the knuckles, and it is advisable to wrap the hand in any available paper for protection. Flushing of some description is, however, guaranteed.

### Last Resort

In those rare instances where all the techniques described above have failed, the last resort is to place an "Out of Order" sign on the door. A few small pocket-size signs should always be carried for such emergencies.



# Feminine Gen

Hello, everybody:

I had a note from L. A. W. Betty Brooks, of Station Trenton, the other day, enclosing a photograph of one of the Thursday night pyjama parties in the airwomen's lounge. The parties were organized by L. A. W. Pat Carr, the airwomen's P.M.C., and they include movies, cribbage, music — and a considerable amount of chatter.

Betty also mentions that, at a recent masquerade party in the lounge, prizes went to Old Bag Kit-Bag for the best- (or worst-) dressed airwoman and to the Man from Mars for airmen. The Man from Mars wore a Martian hat which everyone agreed was right out of this world.

\* \* \*

While I was wondering if Christian Dior's new short-skirt frocks and suits are likely to have any influence on the Air Force, what should arrive but an envelope from Flying Officer Dorothy Blackburn of A.F.H.Q. containing half-a-dozen photographs showing the evolution of our uniform.

"Those of us in favour of shorter skirts," writes Flying Officer Blackburn, "will derive encouragement from the fact that the Canadian Army has directed that the average skirt-length for its women be 15 inches from the ground.

"Veterans among us who have saved their old uniforms find the skirts terribly short by today's standards, but most of us didn't think them too short then. Some of us actually tucked the waistband over to get an even shorter, smarter skirt.

"At Officers' School, I recall that when we were well on in our course we all had to parade in uniform before the female Officer Commanding. Here our skirts were measured against a certain mark on the side of her desk, and woe betide us if our hems were higher than this point! If, however, our skirts passed this acid test, we could be reasonably sure of a pass in K.R. (Air) and allied subjects.



Thursday night party, Trenton. Seated on floor (l. to r.): L.A.W.s Butch Chase, Mike Papuc, Ruth Beland. The other artistes are (l. to r.): L.A.W.s Andy Andreckek, Mel Dugas, Mary Jackman, Sgt. Joyce Lockwood, L.A.W. Joan Smith, Cpl. Clair Baker.

Chic — 1941.





*The old originals.*

"It's hard to remember the old original hats we wore 'way back in '42 without a giggle. "Pie plate" and "tea-cosy" were among the names we gave them. Patterned after the W.A.A.F.s', the caps just didn't seem to flatter the Canadian female head. None the less, I will admit that they were more comfortable and lent themselves to better hair-styling than did their successors, the Canadian "Confederate Army" type with the rounded, hard, shell-like crown. This wretched hat was an inferno in the summer, and we never quite got used to the trickles of perspiration that used to creep down the back of our heads on to our wilting collars.

"Today, airwomen seem quite happy with their hats. They like the shape of them and find them neat, smart, and efficient. The winter caps don't seem to be quite as popular, but we haven't had any complaints about them from airwomen at Rivers, Goose Bay, or Whitehorse!

"Airwomen who now wear nylon stockings can hardly believe their elders when they talk of the grey lisle beauties of another day. Personally, I never resented them. Their colour contrasted

*The Corporal in her new 1943 model.*





*War-time developments. Uniform on left is the later model, with mock upper pockets and gored skirt.*

nically with that of the winter uniform, they were certainly warmer than nylon, they wore longer, and one's feet were not complaining too bitterly after a route-march. In summer we wore beige rayon — and pitied the W.R.E.N.s in their black cotton stockings.

“The uniforms first issued to airwomen in the Second World War came equipped with four pockets (two of which disappeared later on account of the cloth shortage), a belt complete with buckle, and a straight skirt made with a central inverted pleat. Later the skirts were made in gored style, sans pleats.

“Purses were of blue leatherette, shoulder-style with snap closing. Shoes haven't changed much, but now we have a cuban-heeled, pump-style shoe approved for off-duty wear in uniform.

“The battle-dress style working-dress and slacks are a welcome addition to the airwoman's wardrobe. Such new-fangled things weren't even contemplated during the war. One wore a blue smock, one's second-best uniform, or coveralls, for fatigue duty or rough work.

*Four Lac St. Denis airwomen of 1953 take a stroll in the latest princess-style uniforms.*





*The Complete Airwoman of today. Left to right: working-dress with skirt, working-dress with slacks, winter dress uniform, summer uniform, and blue dress for station wear in summer.*

“Buttons that need polishing seem to be a thing of the past in these days, and veterans agree that it is a GOOD THING. Uniform buttons of the non-polishable type would have been very welcome in the damp wintry atmosphere of the Toronto Manning Depot or during those foggy days in London, England, during the '40s. At that time the Navy apparently had a monopoly on the tarnish-proof variety.

“I recall that if I polished my uniform and greatcoat buttons, the buttons on the sides of the cap, and the cap badge, twice before going to bed, again the first thing in the morning, and then again just before parade, I *might* get away without any unfavorable comments. But all officers seemed to have extra good 20-20 vision in those days, and it was a slim chance at best.

“For airwomen, fashion — like time — marches on!”

\* \* \*

And now I'd like to ask all you girls to look inside the back cover and read the item on CONTRIBUTIONS. It may be that we, the Airwomen of Barrack Block 17, were wrong when we decided last April to try to get an airwomen's section going in “The Roundel.” If we *were* wrong, for the love of Pete tell us so by return mail. If, on the other hand, we were right — don't tell us, but make a New Year's resolution this very minute to get busy and do something constructive about it. None of us in Barrack Block 17 can leave our jobs and wander round your units like roving reporters. If you want “Feminine Gen” to continue, YOU will have to keep it going. Otherwise, the dominant male will once again hog the whole show.

*Alice Twitterwhistle Cpl.*

Alice Twitterwhistle, Cpl.

# Personnel Movements ★ ★ ★

## OFFICERS: JULY

S/L G. H. Booth — MAC, Halifax, to RU, Winnipeg.

## OFFICERS: AUGUST

G/C R. M. Cox, DFC, AFC — 1 Air Div HQ, France, to NATO Defence College.

## OFFICERS: SEPTEMBER

S/L J. R. Bell — 1 Air Div HQ, France, to 1 GpHQ (Res), Montreal.

S/L A. E. Cobus — 1 Air Div HQ, France, to AFHQ.

W/C R. T. P. Davidson, DFC — 3 FWgHQ, Germany, to 1 Air Div HQ, France.

S/L E. W. Garrett, DFC — 1 ANS, Summerside, to RCAF Stn Winnipeg.

S/L R. F. Hatton, DFC — RCAF Stn Portage la Prairie to RCAF Stn MacDonald.

S/L D. C. Laubman, DFC — 1 Air Div HQ, France, to AFHQ.

S/L J. MacKay, DFC — 444 (F) Sqn, Germany, to 416 (F) Sqn, France.

S/L R. G. Middlemiss, DFC — RCAF Stn St. Hubert to 1 Overseas Ferry Unit, St. Hubert.

S/L E. D. Power — 1 TAC, Edmonton, to AFHQ.

## OFFICERS: OCTOBER

W/C D. B. Babineau — AFHQ to 5 SD, Moncton.

G/C F. E. Baker — 1 Air Div HQ, France, to AMCHQ, Ottawa.

S/L D. C. Bullock, DFC — CJS Washington to Radar Station, Foymount.

S/L D. R. Cuthbertson, AFC — 1 (F) OTU, Chatham, to 2 FWgHQ, France.

W/C W. L. Drake — 1 Air Div HQ, France, to ADCHQ, St. Hubert.

W/C J. Dunn — 1 Air Div HQ, France, to TCHQ, Trenton.

S/L A. W. Fisher — RCAF Stn MacDonald to 1 (F) OTU, Chatham.

S/L K. R. Grimley — CJS Washington to AMCHQ, Ottawa.

W/C D. H. Gwinn, MBE — 1 Air Div HQ, France, to ACDHQ, St. Hubert.

S/L A. R. Haines, DFC — 1 OS, London, to RCAF Stn Aylmer.

W/C J. E. N. Labelle, MBE — ADCHQ, St. Hubert, to CEPE Det, Namao.

S/L J. B. Lawrence — RCAF Stn Portage la Prairie to 1 (F) OTU, Chatham.

S/L J. E. McClure, DFC — AMCHQ, Ottawa, to 1 Air Div HQ, France.

S/L J. M. G. McCormack — 2 SD, Vancouver, to TCHQ, Trenton.

S/L R. M. McDonald — 1 Air Div HQ, France, to AMCHQ, Ottawa.

S/L J. McElroy — RCAF Stn London to 14 TrgGp, Winnipeg.

S/L J. S. Miller — 3 FTS, Claresholm, to 2 TTS, Camp Borden.

W/C J. D. Mitchner, DFC — AFHQ to Radar Station, Ste. Marie-Beauce.

W/C T. J. Powell — CJS London to IAM, Toronto.

S/L A. Poyntz, DFC — 403 (FB) Sqn (Aux), Calgary, to AFHQ.

S/L J. H. Preston — CJS Washington to RCAF Stn St. Johns.

S/L P. V. K. Tripe, DFC — Radar Station, Lac St. Denis, to 4th ATAF HQ, France.

S/L E. P. Wood, DFC — 1 (F) OTU, Chatham, to 3 FWgHQ, Germany.

## OFFICERS: NOVEMBER

S/L A. G. Algate — AFHQ to 7 SD, Namao.

S/L C. L. Burgess, DFC — 1 (F) OTU, Chatham, to RCAF Stn Claresholm.

S/L V. B. Carson — 3 (AW) OTU, North Bay, to 440 (AW) Sqn, Bagotville.

S/L W. C. Christmas — 1 IFS, Centralia, to RCAF Stn Trenton.

S/L H. L. Deon — RCAF Stn St. Johns to CMR, St. Jean.

W/C L. P. J. Dupuis, DFC — RCAF Stn St. Johns to CMR, St. Jean.

S/L C. E. Emond, DFC — 1 Air Div HQ, France, to CMR, St. Jean.

S/L W. W. Fox — CJS Washington to RCAF Stn Chatham.

S/L R. D. Fraser — 1 SD, Weston, to 14 TrgGP, Winnipeg.

S/L C. J. Girard — 1 TAC, Edmonton, to CMR, St. Jean.

S/L T. C. Kaye, DFC, AFC — AFHQ to 1 TAC, Edmonton.

S/L B. D. McArthur — 3 FWgHQ, Germany, to ADCHQ, St. Hubert.

S/L J. P. McDonald — ATCHQ, Lachine, to CJATC, Rivers.

S/L A. M. Sharp — TCHQ, Trenton, to AFHQ.

## WARRANT OFFICERS: SEPTEMBER

WO2 T. A. Lindey — RCAF Stn Gimli to RCAF Stn St. Johns.

WO2 D. G. Lower — 1 PWS, MacDonald, to RCAF Stn MacDonald.

WO2 G. C. Mainwaring — 2 FWgHQ, France, to AMCHQ, Ottawa.

WO2 W. G. Morgan — 2 KTS, Aylmer, to RCAF Stn Uplands.

WO2 A. Velleman — RCAF Stn Trenton to Radar Stn, Gander.

## WARRANT OFFICERS: OCTOBER

WO1 W. E. Burnham — AAS, Trenton, to TCHQ, Trenton.

WO2 G. C. Deline — RCAF Stn Camp Borden to RCAF Stn Clinton.

WO1 H. L. Dole — TCHQ, Trenton, to 1 R&CS, Clinton.

WO2 J. Y. Fleming — ADCHQ, St. Hubert, to Radar Stn., Moisie.

WO1 G. R. Hibberd — RCAF Stn Summerside to CNS, Summerside.

WO1 E. A. Hynes — 2 FWgHQ, France, to 1 Overseas Ferry Unit, St. Hubert.

WO2 D. Johnstone — Radar Stn., Edgar, to 2 CMU, Calgary.

WO1 F. B. Lummis, GM — 430 (F) Sqn, France, to 1 SD, Weston.



WO1 B. W. Nicholson, BEM — 2 TTS, Camp Borden, to R&CS, Clinton.  
 WO2 R. D. Periton — 2 FWgHQ, France, to RCAF Stn Saskatoon.  
 WO2 G. D. Philpott — 1 Base Maintenance Unit, Portage la Prairie, to 12 TSU, Weston.  
 WO1 W. H. Roberge — 442 (F) Sqn (Aux), Sea Island, to 401 (F) Sqn (Aux), St. Hubert.  
 WO1 L. F. Schoenherr — 416 (F) Sqn, France, to 12 TSU, Weston.  
 WO1 W. H. Scott — RCAF Stn Greenwood to TCHQ, Trenton.  
 WO2 J., J. A. St. Laurent — RCAF Stn St. Hubert to 1 FWgHQ, U.K.  
 WO2 G. H. Vacola, BEM — 2 FwgHQ, France, to RCAF Stn Comox.  
 WO1 W. H. Watson — 2 KTS, Aylmer, to RCAF Stn Camp Borden.  
 WO2 H. Wilby — RCAF Stn Saskatoon to 12 TSU, Weston.  
 WO2 L. S. Williams — 1 FWgHQ, U.K., to RCAF Stn North Bay.  
 WO1 W. H. Wingate — 2 FWgHQ, France, to 11 SD, Calgary.

#### WARRANT OFFICERS: NOVEMBER

WO2 A. M. Band — CEPE Det, Namao, to 7 SD, Namao.  
 WO2 P. S. Barrett — AFHQ to 1 OS, London.  
 WO1 O. Carnahan — RCAF Stn Chatham to ADCHQ, St. Hubert.  
 WO2 E. J. Cassidy — 6 RD, Trenton, to 137 (T) Flt, U.K.  
 WO2 B. C. Cinnamon — Radar Stn., Chatham, to 1 OS, London.  
 WO1 J. N. Clemens — AMCHQ, Ottawa, to AFHQ.  
 WO2 J. Condie — AMCHQ, Ottawa, to AFHQ.  
 WO2 G. Craig — TCHQ, Trenton, to 1 OS, London.  
 WO2 M. C. De Maurivez — RCAF Stn Chatham to 1 OS, London.  
 WO1 T. Evans — 12 ExU, Clinton, to 1 OS, London.  
 WO2 J. A. Fraser — RCAF Stn St. Hubert to 1 Air Div HQ, France.  
 WO1 R. C. Griffith — AMCHQ, Ottawa, to AFHQ.  
 WO1 H. Grinnell — CEPE, Rockcliffe, to 1 OS, London.  
 WO1 C. L. Grover — 5 SD, Moncton, to Radar Stn., Halifax.  
 WO2 J. R. Guthrie — RCAF Stn Portage la Prairie to 1 OS, London.  
 WO2 A. F. Henderson — AMCHQ, Ottawa, to AFHQ.  
 WO2 L. F. Jennings — CEPE Det, Namao, to 7 SD, Namao.  
 WO1 J. Kerr — 1 SD, Weston, to 2 FWgHQ, France.  
 WO1 J. F. B. J. Langan — 6 RD, Trenton, to 1 OS, London.  
 WO2 J. R. M. Laroche — 6 RD, Trenton, to RCAF Stn Chatham.  
 WO2 T. C. W. Lowe — AMCHQ, Ottawa, to AFHQ.  
 WO1 F. N. Manning — AMCHQ, Ottawa, to AFHQ.  
 WO2 A. W. McFadyen — AFHQ to 1 OS, London.

WO2 D. C. McNicol — AMCHQ, Ottawa, to AFHQ.  
 WO1 J. O. Phillips — RCAF Stn Penhold to 1 OS, London.  
 WO1 G. P. Poulos — 410 (F) Sqn, U.K., to 1 OS, London.  
 WO2 A. E. Reinholdt — CJATC, Rivers, to RCAF Stn St. Hubert.  
 WO1 R. F. Rich — 11 TSU, Montreal, to 1 OS, London.  
 WO2 R. G. Sheard — AMCHQ, Ottawa, to 1 OS, London.  
 WO2 W. Sinclair — TCHQ, Trenton, to 1 OS, London.  
 WO1 C. M. Smith — AMCHQ, Ottawa, to AFHQ.  
 WO1 H. C. Sparrow — 6 RD, Trenton, to 2 FWgHQ, France.  
 WO2 L. S. Stewart — 430 (F) Sqn, France, to 1 OS, London.  
 WO2 C. W. Story — RCAF Stn Comox to 2 FWgHQ, France.  
 WO1 R. H. Strong — 2 TTS, Camp Borden, to 3 FWgHQ, Germany.  
 WO1 N. T. Swan — 2 TTS, Camp Borden, to TCHQ, Trenton.  
 WO2 C. J. Tricker — AMCHQ, Ottawa, to AFHQ.  
 WO1 V. R. Whitman — 25 AMB, Calgary, to 1 OS, London.  
 WO1 S. T. Yates — AMCHQ, Ottawa, to AFHQ.

#### KEY TO ABBREVIATIONS

AAS — Air Armament School  
 ADCHQ — Air Defence Command Headquarters  
 Air Div — Air Division  
 AMB — Air Materiel Base  
 AMCHQ — Air Materiel Command Headquarters  
 ANS — Air Navigation 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  
 CMR — Collège Militaire Royal de St. Jean  
 CMU — Construction and Maintenance Unit  
 CNS — Central Navigation School  
 Det — Detachment  
 ExU — Examination Unit  
 (F) — Fighter  
 (FB) — Fighter Bomber  
 Flt — Flight  
 FTS — Flying Training School  
 FWgHQ — Fighter Wing Headquarters  
 GpHQ — Group Headquarters  
 IAM — Institute of Aviation Medicine  
 IFS — Instrument Flying School  
 KTS — Composite Training School  
 MAC — Maritime Air Command  
 NATO — North Atlantic Treaty Organization  
 OS — Officers' School  
 OTU — Operational Training Unit  
 PWS — Pilot Weapons School  
 R&CS — Radar and Communications School  
 RD — Repair Depot  
 RU — Recruiting Unit  
 SD — Supply Depot  
 (T) — Transport  
 TAC — Tactical Air Command  
 TCHQ — Training Command Headquarters  
 TrgGp — Training Group  
 TSU — Technical Services Unit  
 TTS — Technical Training School

*In a flat country, a hillock thinks itself a mountain. (Turkish proverb.)*

## GREENWOOD MARKSMEN

On the 28th of last October a team from R.C.A.F. Station Greenwood won the tri-Service rifle competition held at Halifax under the auspices of the Nova Scotia Provincial Rifle Association. Ten teams were entered by the Army, fourteen by the Navy, and two by the Air Force, while the R.C.M.P. put forward one team. The second Air Force team, from Maritime Air Command H.Q.,

took tenth place. Shown in the accompanying photograph with Major-General Plow, G.O.C. Eastern Command, are the members of the winning team. Standing (l. to r.): Cpl. Ferrish, Sqn. Ldr. Giles, Flying Officer Lapointe. Kneeling (l. to r.): Flying Officer Nestrouck, Cpl. Chodola, Flt. Sgt. Watson.



# SOARING in a SAUSAGE

By Colonel E. R. Rivers-Macpherson, O.B.E.

*(Colonel Rivers-Macpherson, who is now retired after many years' service with the Gordon Highlanders and who is a well-known writer on military matters, here salutes the memory of a group of men for whom war was about as one-sided as war can possibly be.—EDITOR.)*

Speaking as an old infantryman, I should like to pay tribute to a very gallant band of R.A.F. kite-balloon pilots in the First World War, who manned the first observation balloons, known then as "sausages."

The odds were against them all the time. In fact, they were nothing more than sitting ducks for the German fighters, who shot them up with incendiary bullets. When the pilots jumped, as often as not the imperfect parachutes of the day failed to open. If they were lucky and the 'chute *did* open, then the Germans took pot-shots at them as they floated to earth. They did not even enjoy the privilege of firing back, as they were inadequately armed. Life was full of adventure.

In May 1918 I was offered an opportunity to take a trip aloft in a sausage, and I accepted the chance for a bit of excitement. I'm quite sure that there would have been no attraction if it had been an order!

I duly reported at a flying field just behind the lines, not far from Armentières in northern France. At that time, owing to the limited range and relatively slow speeds of the biplanes then employed, aerodromes were situated much nearer to the front than they would be today.

Sausages were used in great profusion by both sides in the First World War, and, as one approached the firing line, the trenches could be traced by a double row of balloons facing each other like gargantuan lamposts lining an aerial route. Each aerodrome was also protected in a similar manner.

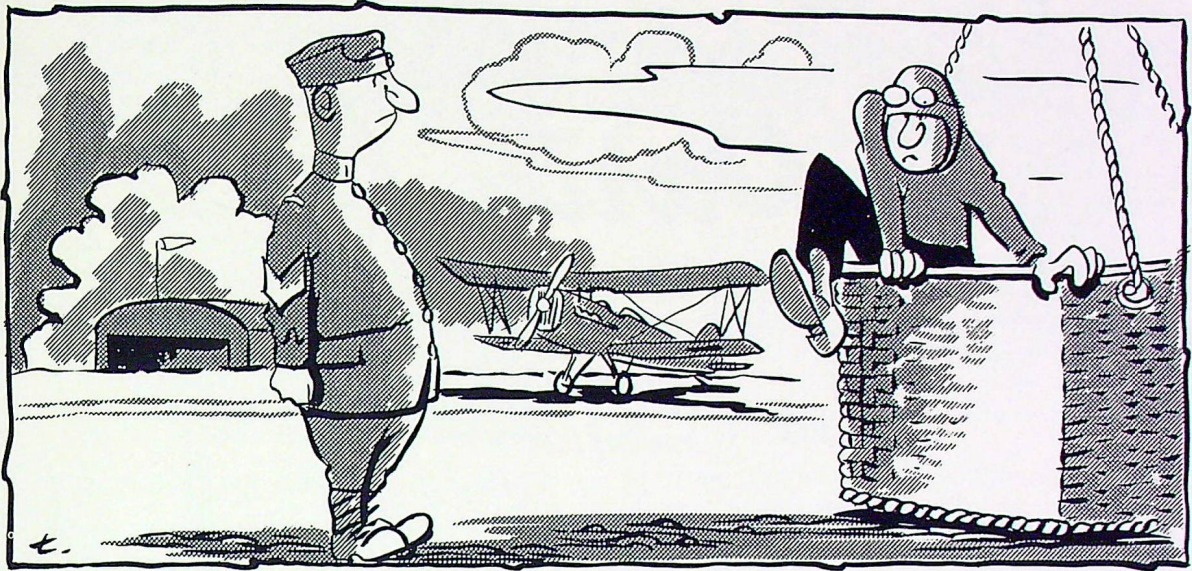
The first thing I did was to weigh-in, the payload being only 400 lbs. I turned the scales at 230 lbs., dressed in heavy field boots, etc. As the pilot was no light weight either, I shed some of my kit to get the weight down. Further despondency was caused when it was discovered that the belt of the parachute harness would not meet on my ample figure. Eventually I was securely lashed to the harness with a cord, which somehow did not boost my morale.

The sergeant on duty offered me all sorts of advice in case the sausage was attacked, and he told me that, when I jumped, I would fall like a stone for 500 feet but that I would float down from there "loike a d'isy." I tried to share his optimism. I was then handed a knife to cut the extemporized lashings when I landed.

The parachutes were not attached to our bodies but were located in two wooden frames at the side of the basket — outside. Only our harness was secured to the 'chutes. On jumping out, the theory was that the 'chutes would be pulled from the frames, and would open automatically.

Eventually the pilot gave the signal to let go, and up we shot. As we ascended, he regaled me with more horrors, such as the possibility that the envelope of the balloon might catch fire and fall on you as you jumped. Also, I gathered, the steel cable had been known to break, and then one was at the mercy of the wind and weather. By now I had become completely indifferent.

We were in telephonic contact with the ground at all times, and we reached the height of 3,000



feet in about 4 minutes. Though a 30 m.p.h. wind was blowing, the sausage was as steady as a rock. In the east a trench line near Merville could be identified, and to the north-west lay Dunkirk. Calais, as well as Brighton and the Isle of Wight, were visible in the distance. As this was the first time I had left Mother Earth, it all seemed very strange to me — and I might add that I kept my glasses glued to my eyes for German machines. To my great relief, however, none appeared, and

after a while we were being wound down. As I stepped out on to terra firma, I thought I detected on the Sergeant's face a look of disappointment that I had not given him an opportunity to see if I would come down "loike a d'isy."

Only a few days afterwards, I learnt with very great regret that my pilot had been shot down and killed while carrying out his heroic and unsung daily task.

### PITCHER OF HEALTH

An apple a day keeps the doctor away, if you aim right.  
(*"The New York Times"*)



## THE R.C.A.F. RESERVE

By Wing Commander D. C. Evans, D.F.C.

*(Many readers have written expressing their confusion on the subject of the R.C.A.F.'s Reserve organization and the precise purpose of its numerous components. We hope that the present article will serve to clarify the whole picture for them. The author, who is now employed at A.F.H.Q. upon Reserve personnel work, joined the Air Force in 1941, and was trained as a navigator. On completion of a tour of operations overseas with No. 426 Squadron, he served for a while as Station Navigation Officer at Skipton-on-Swale before returning to Canada to take up a position in the personnel branch of Western Air Command. He then took the Radio Officers' Course at Clinton and Trenton, whence he was posted to the Winter Experimental Establishment at Edmonton, and later to Kittigazuit as C.O. Transferred to North-West Air Command as Officer in charge of airmen's postings and careers, he was later appointed to the Cabinet Secretariat in Ottawa, where he remained for 19 months before taking up his present duties in the Directorate of Postings and Careers.—EDITOR.)*

FIELD MARSHAL Viscount Montgomery of Alamein, during his visit to Ottawa last year, likened the Regular armed forces of a country to a shield — but a shield that is only as strong as the size and effectiveness of the force in being. It can, he reminded his hearers, be buckled or broken by assault unless it is reinforced without delay. He enlarged upon this by saying that a country must have adequate and well-trained Reserve forces ready as reinforcements immediately after the brunt of the initial attack has been borne by the standing forces.

Adequate and well-trained Reserve forces . . . This is a charge calling for constant effort by all responsible Canadians, an effort which requires

sacrifice, not only by the Reserve personnel themselves, but also by their families. As the Allied forces may have virtually no notice of attack in a possible future war, any present sacrifice by or on behalf of all the Reserve forces may make the difference between future victory and defeat. The R.C.A.F.'s recognition of today's threat is evident in the plan for development of its Reserve forces. These are divided into three components: the Auxiliary, the Primary Reserve, and the Supplementary Reserve.

### THE AUXILIARY FORCE

The Auxiliary Force comprises all the Reserve forces that are organized into units:



*Summer camp, Watson Lake, Y.T. Sgt. T. Bland and Airwoman Joan McGibbon.*

- Fighter, fighter-bomber, and light bomber squadrons.
- Aircraft Control and Warning Squadrons.
- The ancillary units and formations required to support these squadrons.

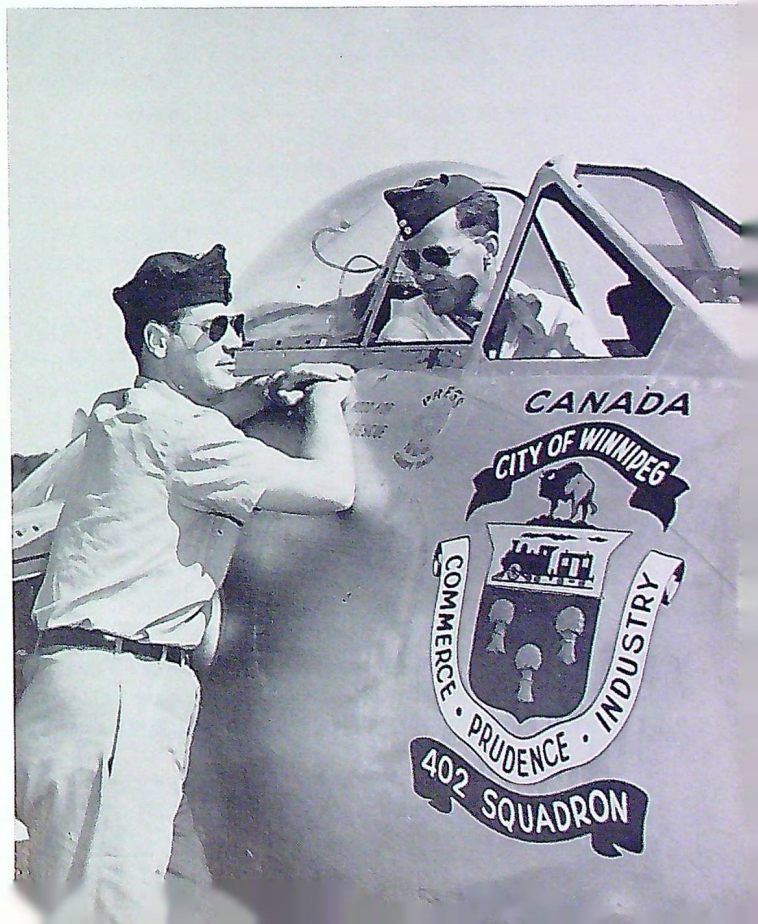
Organized at strategic points across the country, in or near the larger centres of population, these units will be called out immediately to take their place in the air defences of Canada in event of war. They are the first-line reserves required to bolster the Regular force air defence shield. They provide the mobile strength needed to prevent the shield from buckling.

The Auxiliary forces train in the evenings and on week-ends and receive up to 56 days' pay of rank annually. They also have the opportunity of taking 15 days' full-time training in camp, during which period they participate in operational schemes with the Regular R.C.A.F. and U.S.A.F. forces. In addition, they may take Regular force courses to extend their trade knowledge. Each year a large number of young men are trained as

air crew. They are trained on the same courses and enjoy the same privileges as their Regular force counterparts. When they have completed their training they return to the Auxiliary squadron which sponsored them, to be integrated with the squadron's fighting strength. Auxiliary technical officers may attend specific Regular force courses in like manner. Auxiliary airmen have equal opportunities to further their knowledge of their respective trades, and they all receive full pay and allowances during these periods of training. The equivalent of 71 days' training annually will not make a unit fit for full operational duty, but it will narrow the time required by a unit to reach combat efficiency.

There has been some criticism of the aircraft and equipment that have been distributed to the Auxiliary units, and of the ability of these units to perform their allotted rôles. No doubt some of this

*L.A.C. G. Gordon and Cpl. A. Lawton with a Vampire they have just serviced at R.C.A.F. Station Gimli.*





*Auxiliary pilots at R.C.A.F. Station Uplands.*

criticism is justified, but much of it appears to be founded on the assumption that aeroplanes and equipment grow on trees. In this atomic age even prototypes are obsolescent, and it is most difficult to keep the shield logistically strong enough to meet an initial thrust. Consequently, the supply to the Reserve units must sometimes necessarily lag. As for the potential of these units, however, one has but to remember the excellent records of the Auxiliary squadrons throughout the Second World War. Given the best in operational tools, the Auxiliary will be ready when required.

#### THE PRIMARY RESERVE

For the most part the Primary Reserve component contains officers and airmen who are in training under various plans or schemes. They do not belong to any organized Reserve unit, but their training is none the less for a specific purpose. In

the event of war, they would be called out individually and integrated with the war-time force where required.

The elements of the Primary Reserve are:

1. The University Reserve Training Plan — (U.R.T.P.).
2. The R.C.A.F. cadets in the Canadian Services Colleges — (C.S.C.).
3. The Refresher Flying Training Plan — (R.F.T.P.).
4. The Mobilization Assignment Training Plan — (M.A.T.P.).
5. The Reserve Tradesmen Training Plan (Basic) — (R.T.T.P.(B.)).
6. The Air Cadet Officers — (A.C.O.).

#### The University Reserve Training Plan

The R.C.A.F. Regular, Reserve, and war-time forces will always have a requirement for university-trained officers in the Air Crew, Technical, and Non-Technical Lists and Branches. The U.R.T.P. was formed to help meet the above requirement, and graduates from this training plan are encouraged to transfer to the Regular, the

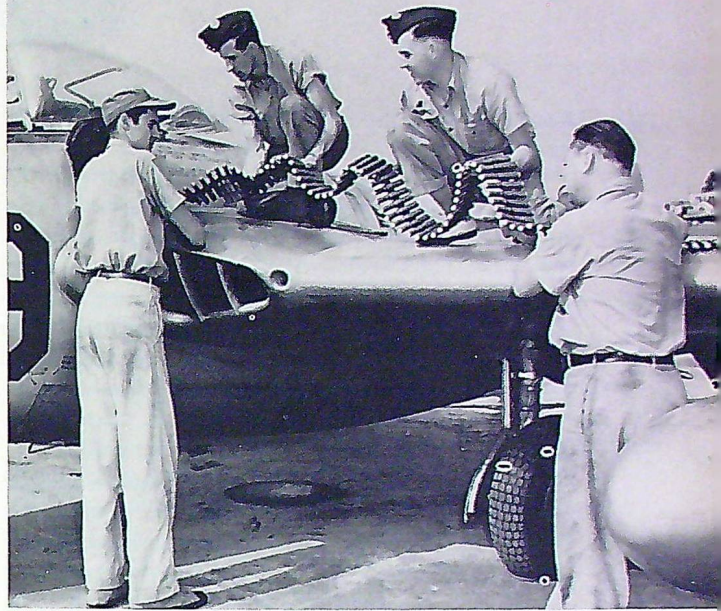
Auxiliary, or the Supplementary Reserve.

R.C.A.F. Reserve University squadrons have been formed at all the major universities and colleges throughout the country. The administrative staff of these squadrons is composed of former R.C.A.F. officers who are now members of the faculty, aided where necessary by a small Regular force representation.

University students who are candidates for the U.R.T.P. are enrolled as flight cadets and are placed on the strength of the Reserve University Squadron at their particular university. These flight cadets receive Service lectures during their academic year, for which they are paid up to 16 days' pay annually.

One of the conditions of entry to the U.R.T.P. is that the student must be available for paid Service training during the summer months when he is not attending university. Thus, for as many as 22 weeks annually, he may be employed on Service training for three consecutive summer periods. In the 66 weeks available, he can complete his Service training to the extent that he will be fully trained and ready to serve by the time he graduates from university. If he then chooses to enter the

*De Havilland Chipmunk.*



*Loading a Vampire's guns at St. Hubert during Exercise "Signpost."*

Regular or Auxiliary forces, the advantages both to himself and to the R.C.A.F. are obvious. If he chooses the Supplementary Reserve, he can still be regarded as trained potential in the event of war for at least five years after graduation.

#### **Canadian Services Colleges**

Students who attend any one of the three Canadian Service Colleges (Royal Military College, Kingston, Ont.; Royal Roads, Victoria, B.C.; or the Collège Militaire Royal de Saint Jean, P.Q.) are required to do so as members of the Regular or Reserve forces of one of the three Services. Those who attend as members of the R.C.A.F. Reserve are enrolled in the Primary Reserve (C.S.C.) as flight cadets. Although the purpose they serve and the Service training they receive is the same as that for the U.R.P.T., their conditions of enrolment are sufficiently different to require that they come under a separate training plan.

From a Service point of view, a graduate of the Canadian Services Colleges is better equipped for Service life than is his university counterpart, as the subjects given at the Colleges are those required for Service training. The foregoing remark is not intended as a disparagement of university

training, for universities naturally have to meet the requirements of all walks of life.

Upon graduation, the call made upon the C.S.C. officer differs slightly from that made upon the U.R.T.P. officer in that he is required to serve in either the Regular or the Reserve force. Consequently, both at the Colleges and upon graduation he is encouraged to join either the Regular or the Auxiliary force, where he is able to use to the full the specialized training he has received.

### The Refresher Flying Training Plan

During the Second World War, Canada became the air training nation for the Commonwealth countries. Under the British Commonwealth Air Training Plan, 131,553 personnel were trained in air crew trades. On a limited scale, the same aid is being given today to the N.A.T.O. countries, and, in the event of war, it is reasonable to assume that Canada will again be required to expand its air training establishments at least to the size required during the Second World War.

In turn, this expansion will call for a large influx of instructors to teach students how to fly. As the Regular force will be required primarily for operational purposes, the R.F.T.P. was formed to provide qualified instructors from the Reserve.

The Refresher Flying Training Plan trains qualified pilots to be instructors. They are trained on Chipmunk aircraft under the auspices of the Royal Canadian Flying Clubs.

Training is carried out in three phases, of which not more than one is completed in any one year. Both flying and ground instruction are given by instructors employed by the Flying Clubs; and, upon successful completion of the three phases, officers in the R.F.T.P. can qualify for a Department of Transport civilian instructor's license, a certificate which is recognized anywhere in Canada. Another advantage that accrues to the individual pilot under this training plan is that he can, by arrangement with the particular flying club to which he is attached, take his training at times convenient to himself.

The training cadre now being formed by the Refresher Flying Training Plan will be invaluable to Canada and to her allies in the event of another

war.

### The Mobilization Assignment Training Plan

As has been mentioned previously, a majority of the Regular force officers and many senior non-commissioned officers would be required for operational purposes in the event of a war. Officers, at least up to the rank of Squadron Leader, who are now filling staff and technical positions on training units and at Command and Air Force Headquarters — and also N.C.O.s of the rank of sergeant and above, will have to be replaced. The Mobilization Assignment Training Plan was created to provide officers and senior N.C.O.s from the Reserve who are trained to meet this need.

Training under the M.A.T.P. differs entirely from that given under any other scheme in that the individual is trained for a specific position. The Plan's ultimate aim is to bring each participant progressively up to a degree of Service proficiency at which he will be capable of taking over the assigned position on a full-time basis with a minimum of supervision.

As under the R.F.T.P., annual training can be taken at any time convenient to the participant and to his assigned formation. However, the officer or N.C.O. must be available for a period of from 15 days to 30 days in any one year for this purpose. The Plan does not provide active flying training for air crew personnel, as it is designed only to fill administrative or technical positions. All officers and N.C.O.s are trained to fill assignments closely allied with their previous Service experience, due consideration being given to their current civilian employment.

During his annual training period, the M.A.T.P. officer or N.C.O. is actually employed in the position to which he is assigned, and he returns to this same position in each successive year so that he may keep fully familiar with policy and technical changes. Supervision is provided by the Regular force occupant of the position.

In an emergency, the individual officer or N.C.O. training under M.A.T.P. will know what is expected of him and he will be ready to give immediate and important service. Moreover, the R.C.A.F. will know what Regular force personnel

will be available for operational and other duties.

#### The Reserve Tradesmen Training Plan (Basic)

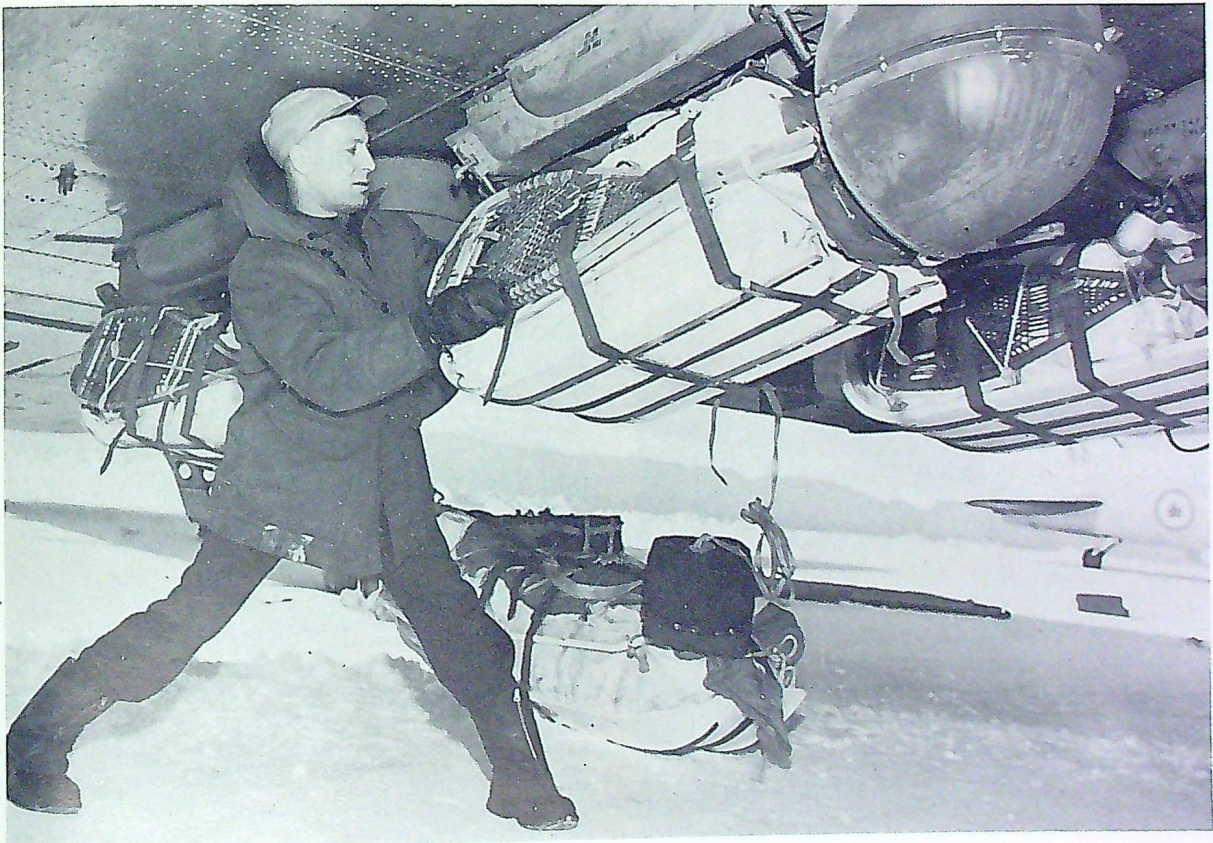
When the Auxiliary units were formed after the Second World War, they were staffed primarily by war-time officers and airmen who were proficient in their trades. As the years have passed, this war-time element has gradually decreased; health, age and the demands of civilian life have made it impossible for a considerable number of such officers and airmen to continue actively with the Auxiliary. The officer replacements are being obtained through the training plans mentioned previously, while the replacement of technicians is being made through the Reserve Tradesmen Training Plan (Basic) and through the Auxiliary Technical Training Units.

Many trades in the Air Force are related to those

in civilian life, and the personnel engaged in these trades as civilians can be employed readily after enrolment. The complexity of Air Force aircraft and equipment is such, however, that specialized training must be given in the technical trades. In addition, the training required is at the basic level rather than in the more advanced stages of trade proficiency. The R.T.T.P.(B.) concentrates, therefore, on formal courses for technical tradesmen, the aim being to bring them up to the basic, or Group 1, standard.

Training for Primary Reserve airmen under the R.T.T.P.(B.) is offered in two stages. The first stage takes place during the winter and spring at either an Auxiliary Technical Training Unit or

*Cpl. J. Melson checks parack load on a Dakota at R.C.A.F. Station Goose Bay during Exercise "Sun Dog Three."*



at an Air Cadet Squadron where young men between 16 and 22 years of age are given indoctrination courses. Upon completion of the initial stages, these young airmen are given two months' full-time concentrated training in their trade at a summer camp or at an Auxiliary Technical Training Unit during the months of July and August. They then write their trade examinations at the end of August. If successful, they are given the choice of transferring to the Auxiliary or the Supplementary Reserve or of remaining in the Primary Reserve for further training the following summer. Those who fail the August examinations can continue with the Auxiliary T.T.U.s until they can pass at some future date.

As all of the above is paid training, the young airmen are able to earn an acceptable sum of money during the winter and summer. If they later transfer to the Auxiliary, they immediately qualify for the opportunity of earning up to 71 days' additional pay each year. Subsequently, they can improve their trade proficiency by actual on-the-job training until they have reached Group III proficiency and are eligible for promotion to N.C.O. rank.

The R.C.A.F. thus endeavours to provide a steady flow of basically trained technicians into the Auxiliary squadrons to replace those who have served their time.

### The Air Cadet Officers

Although the Air Cadet movement is fostered by the Air Cadet League of Canada and sponsored by innumerable organizations across the country, the R.C.A.F. provides the clothing and equipment that is used by the squadrons. In addition, a two-week camp period is organized each summer for 6,000 air cadets. In order that efficient control of the equipment and the summer camps may be exercised, the officers of the Air Cadet squadrons are enrolled in the R.C.A.F. Primary Reserve and are paid by the Air Force accordingly.

The value of the Air Cadet movement is reflected by the training in citizenship which is given to each cadet. The R.C.A.F. has no ulterior motive in aiding the movement and no demands will be made upon the Air Cadet Officers themselves in

the event of a national emergency.

### THE SUPPLEMENTARY RESERVE

Since the end of the Second World War, there has been a large number of Reserve officers and airmen who wish to retain connection with the Air Force but who cannot participate in active training because of their civilian commitments. In many cases, these civilian commitments did not continue indefinitely, and after a year or two these officers and airmen are able to enter one of the training plans. The Supplementary Reserve was formed to provide a holding, or waiting, component to take care of this group.

All members of the Supplementary Reserve have been trained at one time or another to at least basic proficiency in their trades. Therefore, in the event of a national emergency, they must be phased into varying levels of training to bring them up to date. In addition, their usefulness in any one trade will have to be determined in the light of their added civilian education and employment.

*Cpl. D. Barrett, at R.C.A.F. Station Rockcliffe, receives word over the field telephone that "hostile" bombers have been sighted.*



Officers and airmen in the Supplementary Reserve are valuable potential should the country require their services, but, as this potential cannot be predetermined, they cannot be fitted into any definite plan. These officers and airmen are constantly encouraged to join some active Reserve component so that they can utilize fully any additional attributes acquired since they were last active in the Service and in order to enable the R.C.A.F. to plan to fit them into a war-time force to best effect.

\* \* \*

In summary, the formation of the Reserve components has followed a pattern which is predicated

on the desire of the R.C.A.F. to be fully prepared for effective action in the event of war. The Regular force provides the operational shield, the members of the Auxiliary and of the Primary Reserve (M.A.T.P. and R.F.T.P.) are the immediate mobile replacements for elements of the shield, the Primary Reserve (U.R.T.P., C.S.U., and R.T.T.P.(B.)) back up the first-line Reserves, and the Supplementary Reserve represents a potential of officers and airmen who can be trained in a hurry if necessary and be directed where required. After them, as in the past, the flow of patriotic citizens will follow under the wartime training schemes to develop the forces required.

## BEST SERVICE DRIVERS

In the R.C.A.F. Inter-Command Safe and Skilled Driving Competition, held last October in Winnipeg, the winners were:

- 1st — L.A.C. R. H. Sjostrom, R.C.A.F. Station Trenton.
- 2nd — L.A.C. D. M. Hoover, R.C.A.F. Station Bagotville.
- 3rd — L.A.C. S. F. Crooks, R.C.A.F. Station Chatham.

Later, in November, the above three airmen represented the Air Force in the Armed Service Class of the National Truck Rodeo organized in Toronto by the Automotive Transport Association. First place in this Class won by Lance-Corporal W. E. Waller, of the R.C.A.S.C.; second, by L.A.C. Hoover; and third, by L.A.C. Crooks. In addition to his trophy, L.A.C. Hoover received \$200 in cash, while L.A.C. Crooks received \$100.

*L. to r.: L.A.C. D. M. Hoover, Lance-Corporal W. E. Waller, and L.A.C. S. F. Crooks.*

*L.A.C. R. H. Sjostrom.*



# Letters to the Editor ★ ★ ★

## CRITICISM

Dear Sir:

First of all, who reads "The Roundel"? Well, as far as I can see, there are only a few copies sent to each unit — enough so that O.C.'s and perhaps a few senior N.C.O.s get a copy. Then what happens? You tell me.

Supposing, however, that we do get a peek at "The Roundel," what do we find? Stories about this squadron and that squadron which was formed and had their hey-day years ago. What do we, the younger airmen of today, know about these squadrons? Please try to get down to our level. I might add that "The Roundel," this month, was very dry save for the article on the airmen. Try some stories and pictures of the Air Force as it is today — mostly stories about different stations and functions.

L.A.C. (name withheld).

*(This sort of letter helps us considerably. We are now checking the adequacy of the number of copies distributed to the writer's station. As regards the latter's second paragraph, steps are already being taken to publish more articles on current activities. At the same time, however, we must point out we receive many letters from all ranks expressing enthusiastic agreement with our policy of keeping the younger airmen aware of the fact that they belong to a Service with a tradition which long antedates their own enrolment and which it is part of their task to uphold and further.—EDITOR.)*

## THE R.C.A.F. TARTAN

Dear Sir:

Could you give me the history on the Air Force tartan as worn in the kilt? I would like to know where it originated, and from what clan it derives.

W.O.1 Henry W. Mace,  
57th L.A.A. Regt. R.C.A.(R.).

*(The answer to Regimental Sergeant Major Mace's enquiry was contained in a letter to "The Roundel" from Captain Ian A. MacLeod in our issue of October 1951. We quote: "Your readers may be interested in receiving authentic information regarding the origin of this tartan. I am an ardent student of Scottish history and traditions, being a native-born Highland Scot and a former Drum-Major of the Seaforth Highlanders . . . It was while I was in the process of assisting with the organization and development of a pipe band for the New Brunswick Scottish Regiment of the Reserve Army, Saint John, N.B., a couple of years ago, that I visited the premises of "The Loomcrofters" and saw their registered design of the R.C.A.F. tartan. There I learned that they actually created a special plaid, bearing a resemblance to the blue uniform worn by members of the R.C.A.F., which later was recognized and recorded by the Lyon King of Arms, Edinburgh, Scotland, as an official tartan in exactly the same sense that Royal Stewart, MacLeod, MacDonald of the Isles, Gordon and MacKenzie are official tartans. "The Loomcrofters" is a weaving organization located within a few yards of the River Road on No. 2 Highway between Saint John and Fredericton, New Brunswick, near a village by the name of Gagetown.")*

## STATION ARTICLES

Dear Sir:

How about a series of articles on some of the stations in the R.C.A.F.?

When somebody says, "You are transferred to Centralia," one immediately asks, "What's it like?"

Maybe somebody like the Education Officer on each station could write an article, under a set outline of headings so that all the articles would be more or less the same.

I would like to suggest the following:

*Station.* Type of work done there, training, etc.

*Recreation facilities.* Organized sports, baseball, basketball, etc. Bingo, canteen, library, pool, bowling alleys, skating, etc.

*Messes.* Types — including lounges and clubs.

*Churches.* On unit or nearby, Sunday school.

*Organizations.* Hobby clubs, Girl Guides, Scouts, Cubs, and Brownies.

*School.* On unit or nearby.

*Housing units.* On station and in nearby towns or cities.

*Miscellaneous.* Station stores. Nearest baby clinic. General description of the surrounding country, distances from towns, and bus services. Climate, etc.

Articles on the overseas units would really be interesting, as one has a hard time even finding out where they are!

Best of luck for future "Roundels," from an Airman's wife who is an ex-W.D. and still interested in the R.C.A.F.

Audrey S. Dobree.

*(Mrs. Dobree's suggestions are timely, and will assist us in the patterning of station articles which are already in course of preparation.—EDITOR.)*

## No. 422 SQUADRON

Dear Sir:

I write to congratulate the Air Historian, Wing Commander Hitchins, on the splendid reporting in his write-up on No. 422 Squadron in the November issue of "The Roundel." He has caught the keen spirit of those airmen whose war-time careers were dedicated to the needle-in-a-haystack search, and whose endurance was worthy of the best traditions of the Service in every respect.

Needless to say, I am more than pleased that the squadron's revival for overseas service on Sabre jet fighters takes them into a new arm of the Service and again into the hunter's rôle. They will carry with them not only the tradition of service you have so ably reported but also the warm good wishes of the hundreds who served before them under No. 422's banner in the Second World War.

L. W. Skey.

*(Wing Commander L. W. Skey, D.F.C., was No. 422's first C.O.—EDITOR.)*

## THE NEW CAP BADGE

Dear Sir:

This cannot go unchallenged! I refer to the letter and editorial note which appear on page 48 of the October 1953 issue. May I place myself on the side of Corporal Strange and express my regret — my amazement — that Sergeant Shatterproof has so failed the boys in the field at this moment of crisis. Instead of taking this matter of our cap badge lying down — or rather, apparently, sitting down at his typewriter — I would have expected him to rush into the lists, brandishing the buckler of Q.R. (Air) and the refulgent sword of tradition, and shouting the Shatterproof tribal war-cry "Ils ne change-ront pas!" Since he has proven craven, may I take up the gauntlet and examine the "reasons" given by the Directorate of Personnel Administration for the adoption of the new cap badge.

1. "The old badge was considered . . .

(a) "too heavy . . ."

By actual test, the difference in weight between

the old and new badges is approximately four grams, or roughly one-seventh of an ounce. Is D.P.A. implying that the new generation of airmen has become soft-headed?

(b) . . . and cumbersome . . . ”

This would seem to be a matter of opinion rather than scientific analysis. What is the evidence? The old badge was worn for over 25 years in the R.C.A.F., and in the R.A.F. an identical badge, lacking only the initial C, has been in use for 35 years without, so far as I am aware, any appreciable effect upon the efficiency of the airmen in either Service. The history of the badge goes back to 1912 and the formation of the Royal Flying Corps, so there is a wealth of tradition bound up in it. It may not be irrelevant to the present discussion to ask what D.P.A.'s opinion would be of some of the badges worn — proudly — by corps and regiments of the Canadian Army. They would appear to be no less “heavy and cumbersome” than our old R.C.A.F. badge.

(c) “ . . . for the caps approved for women personnel.”

More evidence that this is a women's world, after all! May we anticipate now a pattern for airmen's tunics minus belt and with a pinched-in waist? It may be pointless to observe that the old badge was acceptable for the cap worn by the W.D. from 1941 to 1946. On matters of feminine taste it is a bold man who dares to comment; nevertheless, is the old badge more “heavy and cumbersome” than some of the gadgets one sees on feminine civilian headgear?

2. “The word CANADA appears on our shoulder-patches.”

But that flash is a mere upstart (with a chequered career of up and down, some do, some don't) in comparison with the badge that *all* airmen wore *continuously* for almost 30 years.

3. “Tunic buttons all bear the letters R.C.A.F.”

Yes, if you are close enough to distinguish them on the new and less conspicuous button.

4. “The eagle . . . traditionally denotes any of the Commonwealth's Royal Air Forces.”

(I ignore the sacrilegious words “or, if preferred, albatross or albatreagle,” which, I am sure, were inserted by the editor and are not yet another crime to be charged to D.P.A.; and at the same time I raise a shocked eyebrow at Corporal Strange's slip of the pen.) It seems rather inconsistent that D.P.A., having flouted a quarter of a century's tradition, should now, in its final argument, invoke tradition. The eagle, in distinctive poses or attitudes, is used in the official badges of the R.A.F., R.A.A.F., R.C.A.F., and R.N.Z.A.F., but our new use of it as a cap badge is not based on tradition. The eagle appears as *part* of the cap badge worn on the Service caps of officers of all the Royal Air Forces; it is also used, with the crown, on the wedge-caps of officers (and warrant officers, first class) of all the Royal Air Forces. But it is equally traditional (if you wish to call it such) that the basic R.A.F. cap badge, with the addition of pertinent national initials, is worn by the airmen of all the Royal Air Forces — except now, alas, the R.C.A.F. What price tradition?

May I appeal to you, sir, to exert all the pressure you can to separate Sergeant Shatterproof from his pre-, cum-, post- and inter-prandial pots, and impress upon him the importance of this issue? Let him prove that the blood of his forebears still courses in his veins by bearding the iconoclasts of D.P.A. in their den and bluntly challenging them to give some more

acceptable reasons why the cap badge has been changed. Change merely for the sake of change is not necessarily progress.

Wing Cdr. F. H. Hitchins,  
Air Historian, R.C.A.F.

— AND AGAIN

Dear Sir:

Cpl. Strange's letter in the October issue of “The Roundel” has raised an excellent matter for controversy, and one which the undersigned has been protesting for many months.

The Editor's note does not help in any way to redress the “indignity inflicted on airmen and airwomen” by having to wear “a piece of costume jewelry” for a hat badge. It has been my intention to submit a U.C.R. on the subject, but perhaps a good general discussion on the matter, plus Sgt. Shatterproof's pull with the brass, might be more effective and interesting.

Perhaps the first time the inadequacy of our hat and shoulder badges was brought to my attention was during a visit to the U.S.A. I got so tired of repeatedly telling inquirers that I was with the Royal Canadian Air Force that I decided never again to wear my uniform beyond the borders of Canada. I certainly can appreciate the surge of similar questions that our sisters and brothers in air force blue are having to contend with in England and on the Continent.

Yes, we have “Canada” flashes — of which we are proud, and at least people know where we are from — but that little eagle doesn't signify much to people beyond the borders of Canada. So, while we can be justly proud of our “Canadian” distinction, we don't seem to have much to advertise the fact that we are members of the Royal Canadian Air Force to people not familiar with our uniform.

What about mounting the small crown *above* the eagle and placing “R.C.A.F.,” in small but clear letters, *below* it?

Cpl. Ruth E. M. Vogler,  
R.C.A.F. Station Portage la Prairie.

#### SALUTING THE ANTHEM

Dear Sir:

In your answer to Question No. 18 of “What's the Score?” in your October magazine, you state that, during the playing of “O Canada” or “God Save the Queen,” any officer or airman in uniform but not on parade, should salute.

Section 24, C.A.P. 90, paragraph 2, states: “If not on parade but in uniform, officers are to salute and airmen are to stand at *attention* during the playing of the National Anthem; if in civilian clothes, all ranks are to remove head-dress and stand at *attention*.”

Therefore, in the case of officers, your answer should be (b), and in the case of airmen, (c).

This quiz was very good indeed. Now how about one on drill?

Flt. Lt. F. P. Legg,  
C.O., No. 518 Sqn., R.C.A.C.

(We quote from A.F.A.O. A.12/7, 30 April 1952: “If not on parade but in uniform and wearing Service head-dress, officers and airmen are to salute during the playing of the National Anthem, “O Canada,” or a foreign National Anthem.”—EDITOR.)

#### SQUADRON HISTORIES

Dear Sir:

In the past your history of various R.C.A.F. squadrons has been an enjoyable feature of “The Roundel”.

I have wondered, as I am sure many other former members of the squadron have too, why the history of No. 434

(Bluenose) Squadron has not yet been published.  
 Flt. Sgt. W. F. Scollard,  
 R.C.A.F. Station Camp Borden.

*(It will be, in due course — but the Air Historian is as inexorable as history itself.— EDITOR.)*

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

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

## TALL ORDER

90 years ago:— When Col. Serrell was mounting the "Marsh Angle" on Morris Island, a lieutenant reported to him that the mud was over the heads of the men and the gun could not be mounted. The colonel insisted that it could, and directed the officer to make requisition for whatever was needful. The lieutenant immediately made a formal requisition as follows: "I want 20 men 18 feet long to cross a swamp 15 feet deep." The joke caused the arrest of the joker for disrespect to his superior officer.

*("Army Navy Air Force Journal": U.S.A.)*

## AIR FORCE BLUE

The R.A.F. got its peculiar shade of blue in a curious way: the colour is that of the old Tsarist Russian uniform. England has always been a great supplier of continental uniforms, as is illustrated by the fact that Napoleon's Grande Armée went to Moscow in greatcoats of English manufacture, so partial was the working of the continental blockade. At the time of the October Revolution in Russia there was a great quantity of this cloth in England which had been ordered for the old Russian Army and was left on our hands; and it was used for the new Service which came into existence at the end of the last war as the R.A.F.

*(Quoted in "Contact": R.N.Z.A.F. Association)*

H'M . . .

A U.S. military spokesman in Heidelberg, explaining why Dr. Alfred C. Kinsey's "Sexual Behavior in the Human Female" will not be stocked in Army libraries in Europe, said: "The book is not thought to be of general interest to G.I.s."

*("The New York Times")*

## CONTRIBUTIONS to "THE ROUNDEL"

THERE SEEMS to be an idea prevalent that contributions to "The Roundel" are obtained by special request of the Editorial Committee from literary-minded readers. Nothing could be further from the truth.

Practically all our material is submitted of their own accord by readers who feel that they have something to say which will be of interest to their fellow-readers and which will help "The Roundel" to fulfill its purpose.

Our prime concern is not the literary quality of the material sent to us: it is its interest — whether from a factual, a human, or a speculative point of view. After all, if every writer wrote in Churchillian prose or in Shakespearian verse, editors would have even less to do than Sgt. Shatterproof thinks they have now. What we want is whatever anyone has to say that may contribute to the magazine's value and success, and we're not in the least dismayed by wild commas or split infinitives.

The Editorial Committee merely takes care of the mechanical end of "The Roundel". It is our voluntary contributors who make it.



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