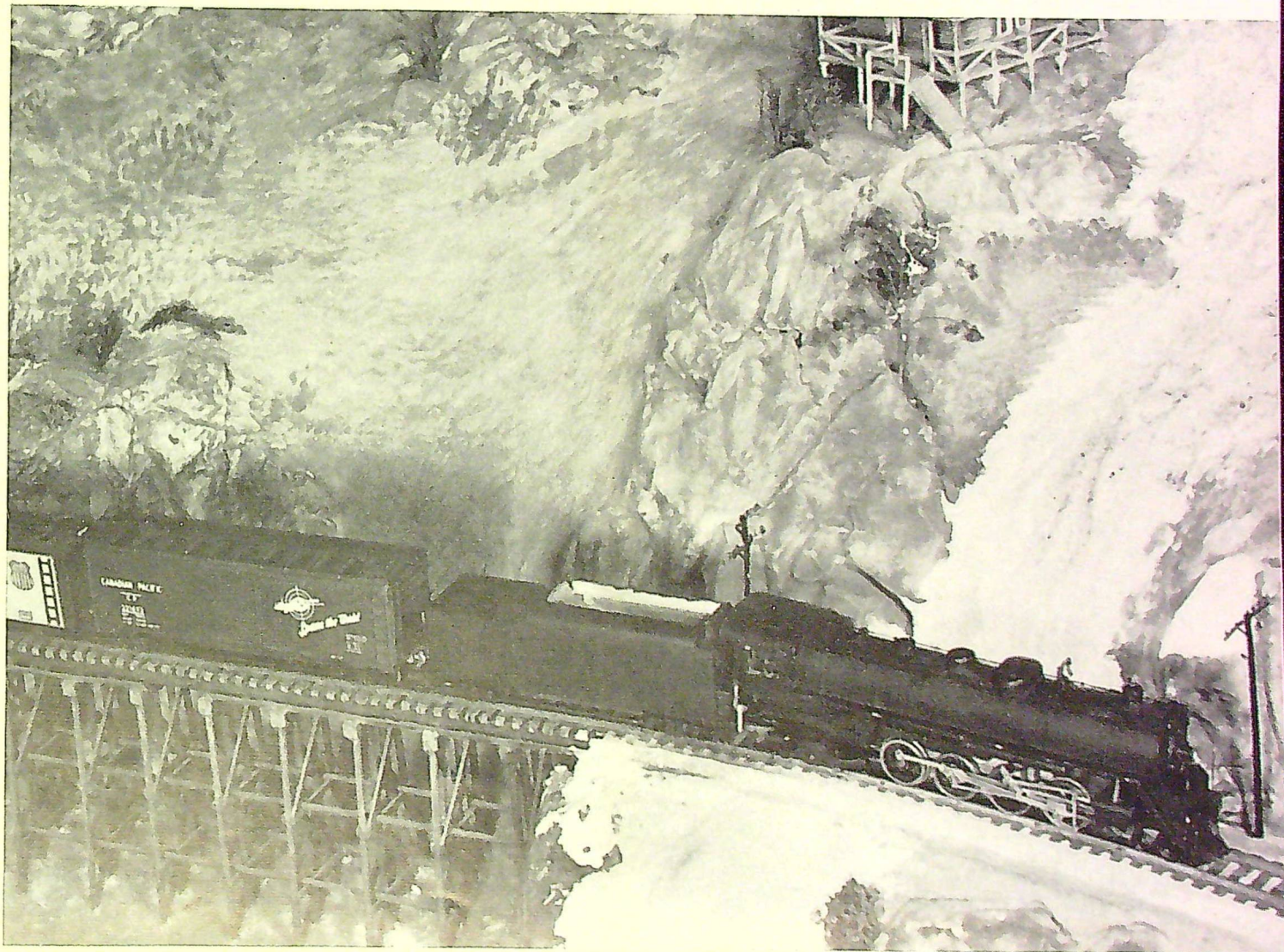


# The **CROWNDDEL**

Vol. 7, No. 7  
JULY-AUGUST 1955



**ROYAL CANADIAN AIR FORCE**



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

Vol. 7, No. 7

JULY-AUGUST 1955

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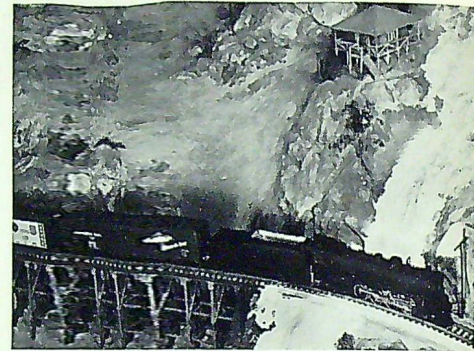
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**This Month's Cover**



**This** unusual shot of a freight train crossing the Devil's Gulch trestle was taken in May by L.A.C. L. E. Rowland, of the Directorate of Public Relations, A.F. H.Q. For the story that explains its appearance on the cover of "The Roundel", readers are asked to turn to page 30.

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

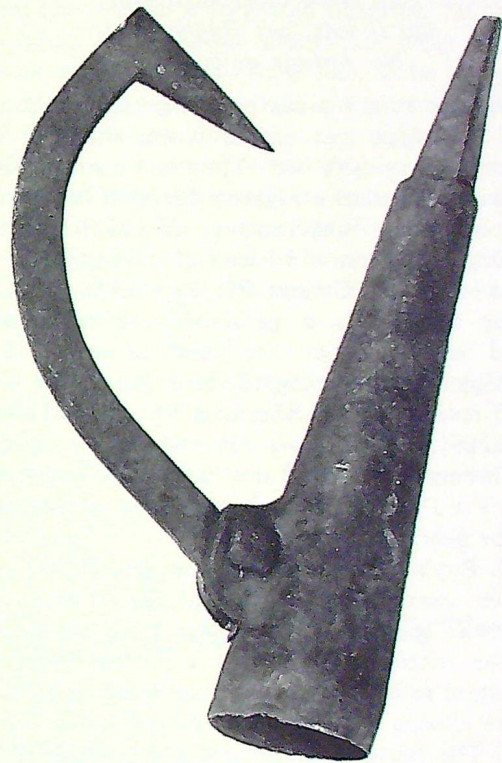
# SGT. SHATTERPROOF REBUKES THE PHILISTINES

Sir:

Your first glance at the enclosed photograph will probably make you leap from your chair and head with a wild cry for the northern bush. But let us calm ourselves, Sir. It does not represent the blunt instrument with which the taxpayers propose to purge the Editorial Committee. It is the portrait of the peavey which changed the history of our country. I would ask that you publish it — not in order to confound the school-books, but merely as a gentle rebuke to those Philistines who, more than once in the past, have ventured to question my historical accuracy.

Some four years ago I had occasion to refer to my great-great-great-grandfather's maternal uncle, Onésiphore, the Sieur de Château Prouffe. He was you may recall, the idol of old Quebec. A chevalier of the utmost punctilio as well as the greatest duellist of his day, he was reputed to have stormed more boudoirs and spitted more Englishmen than any other officer in the Marquis de Montcalm's army. He fell on the field of honour in the year 1751; and historians are all agreed that, but for my ancestor's untimely death, General Abraham would never have triumphed on the Plains of Wolfe a few years later.

The story of his death is one of the saddest episodes in Canada's history. The Sieur had become interested in a humble charcoal-burner's daughter, a certain Clotilde Casserole. It was the first ennobling passion of his life. Not unnaturally, however, the young lady's fiancé, Hégésippe Sansculotte, suspected the purity of his motives, and he occasioned the lovers constant embarrassment by pelting them with bits of bark at awkward moments. In the end, when numerous well-directed kicks had failed to bring the young man to reason, the Sieur was forced to challenge him.



Sansculotte had the choice of weapons. Being a logger, he of course chose peaveys, and without too much difficulty harpooned the Sieur to a nearby balsam tree. Then, unhurt save for a nick in the right collar-bone, he took to the woods and was never heard of again. As for Clotilde, she followed the accepted practice of the day and anticipated her ruin by hurling herself from the topmost ramparts of the Citadel.

As the years rolled by, the story of Onésiphore de Château Prouffe and Clotilde Casserole passed imperceptibly into the legendry of the St.

Lawrence. Generations came and went; but on cold winter nights, around every fireside in Quebec, sooner or later voices would be raised in one of the countless songs that had been made about the ill-starred pair. Even in this age of Tin-Pan Alley and Television, there are few who have not heard the poignant old ballad which begins:

*Oh, as-tu vu Clotilde,  
La belle charbonnière?  
Qu'il soit, cet Hégésippe,  
Noyé dans sa bière!*

Contrary to the pious hope expressed in those lines, Hégésippe was *not* drowned, either in his own or anyone else's beer. The exact nature of his fate was to remain a mystery for more than two hundred years — until, in fact, it was cleared up not long ago by an old friend of mine, Mr. John Foy, a resident of Ottawa. Mr. Foy, an ex-member of our Service, is a gentleman of wide and varied interests, not the least of which are sociology and archaeology. Indeed, but for his profound researches into the mess life of the North American male and his vast experience in the deciphering of labels, my definitive work on "The Pre-Prandial through the Ages" would not now be nearing completion.

Mr. Foy's discovery of the peavey affords yet another example of those amazing chances to which the science of archaeology owes so much. On the afternoon following a rather exacting evening of research at a squadron reunion, he was re-crystallizing his outlook by means of a solitary stroll. The route he chose was a crumbling foot-path which leads along the Ottawa River near the foot of the lofty cliffs on whose summit stand the Parliament Buildings. Since the path has been unfrequented by the public for some years now, the tired scholar felt that here, if anywhere, he would be able to enjoy the fresh air in the privacy he craved.

As he sauntered along, carefully avoiding the more dangerous-looking wash-outs, his attention was caught by a gleam of white among the rubble of what was evidently a recent landslide. Upon examination, it proved to be a bone, which his practised eye immediately recognized as a human



femur. Close beside it lay a chipped os coccyx and a clavicle — the latter exhibiting a somewhat odd-looking groove. Dismissing them as the remains of some careless Member who had missed his footing after a late session, Mr. Foy raised his hat and was about to pass on, when he noticed something else. It was the head of a peavey, and, curiously enough, its curved arm encircled several vertebrae from the top part of a backbone.

Mr. Foy was puzzled. In vain he searched his memory. He could recall no legislator, either of the Upper or the Lower House, who had been in the habit of going to work wearing a peavey round his neck. Nor, on the other hand, did it seem likely that logging operations had ever been carried out on this comparatively barren and almost sheer hillside — and even if they had, the operator would certainly have carried his tools in his hands. Still pondering the matter, Mr. Foy resumed his stroll, and it was not until much later in the day, while he was examining some rather interesting mid-twentieth-century labels, that he hit upon the explanation.

Before me on my desk I have a copy of the letter which Mr. Foy has written to the Greater Ottawa Chapter of the Archivists' Chowder and

Marching Society. I think, Sir, that it speaks for itself:

"... Reconstructing the final stages of the drama, gentlemen, we see Sansculotte, partially consumed by blackflies and long since relieved of his scalp by hostile Indians, glaring up from his birch-bark canoe at the heights we now know as Parliament Hill. His nine years of wandering have aged him shockingly. From time to time he vacantly massages his collar-bone or rubs the base of his spine; and about his neck he wears the symbol of his shame, hung there by the people whose champion it destroyed. For Quebec has fallen, and even the lowliest shanty-man will no longer give him refuge.

"Demented, the wretched man gazes upward; and, as he gazes, a prophetic vision forms in his crazed brain. He sees grey buildings rise towering amid the bush that crowns the hilltop. He hears a phantom carillon tinkling from the lofty tower. Then, with the inner eye of the doomed, he becomes aware of the silent and majestic figures that stand upon their pedestals about the vast stone structures.

"Croaking like a maddened bull-frog, he drives his canoe ashore, leaps forth, and begins frantically to claw his way up towards the place where Laurier broods over this city of the future. But his hour has already struck. He hears an awful rumbling from above him. He lifts his head, aghast — but before he can even cry "Clotilde!", he is hurled down and buried beneath tons of

falling earth and stone, and his apology to Sir Wilfred remains forever unspoken."

\* \* \*

Turning to the present, Sir, I must take issue with you on the subject of "The Roundel's" fillers. The grapevine has long vibrated with the mutterings of the boys in the field against the soporific apothegms which you have been dredging from the depths of forgotten libraries. "If", they murmur, "the Brass wishes to deny us our Canadian heritage of cheesecake, so be it; but let it not seek to drug us into submission with the opiate of philosophy."

Socrates, Sir, no doubt has his place in the scheme of things, nor is Plato to be dismissed as a mere prattler. But I question if the ripest fruits of their wisdom would be of much help to the aspiring A.C.2 in his struggle for survival in the Service jungle.

It is with some pleasure therefore, that I send you a few drops of purest thought distilled by W.O.1 H. W. Watson, of R.C.A.F. Station Camp Borden, from the précis of No. 1 Supervisor Service Training School. Sip of them freely, Sir. There is no finer cordial.




## THE AIRMAN

He is an individual accustomed to personal liberty in thought and action. He is opposed to regimentation but has a willingness to participate where concerned or interested. He quickly resents inefficiency but will follow a leader to the limit if convinced of his skill and judgement. He is in turn taciturn and gregarious. He is a mercurial and contradictory personality who requires the highest type of leadership. (*No. 1 S.S.T.S. précis: R.C.A.F.*)

# THE PARTY LINE

## THE BANDS OF THE R.C.A.F.

By Squadron Leader E. A. Kirkwood, Supervisor of Music, R.C.A.F.

*(The author of the following article joined the R.C.A.F. in December 1941, with the rank of Sergeant. After serving as bandmaster at No. 4 Initial Training School, Edmonton, for a few months, he was transferred to the Central Band, at Rockcliffe, where he was placed in charge of the war-time pool of some 250 bandmen. In 1946 he was appointed to his present position as supervisor of all matters pertaining to music in the R.C.A.F.—EDITOR.)*

### HISTORY OF MILITARY MUSIC

THE PHRASE "military music" immediately brings to mind all the pomp and circumstance of the colourful regiments of the British Army and similar military formations. None the less, while it is true that the term properly applies to the music of the armed services, it has come also to signify any combination of wood-wind, brass and percussion instruments, as distinct from the so-called "string band" or orchestra. In this article we are concerned with it only in its stricter application.

In feudal days, kings and their like took unto themselves the trumpet's blast as a royal prerogative, and no one save those of the courtly circle dared to sound the silver trumpet. Trumpet bands were therefore developed by the *élite*, and courts the world over used their brilliant fanfares not merely as sonorous martial sounds, but as a recognized accompaniment of the regal environment.

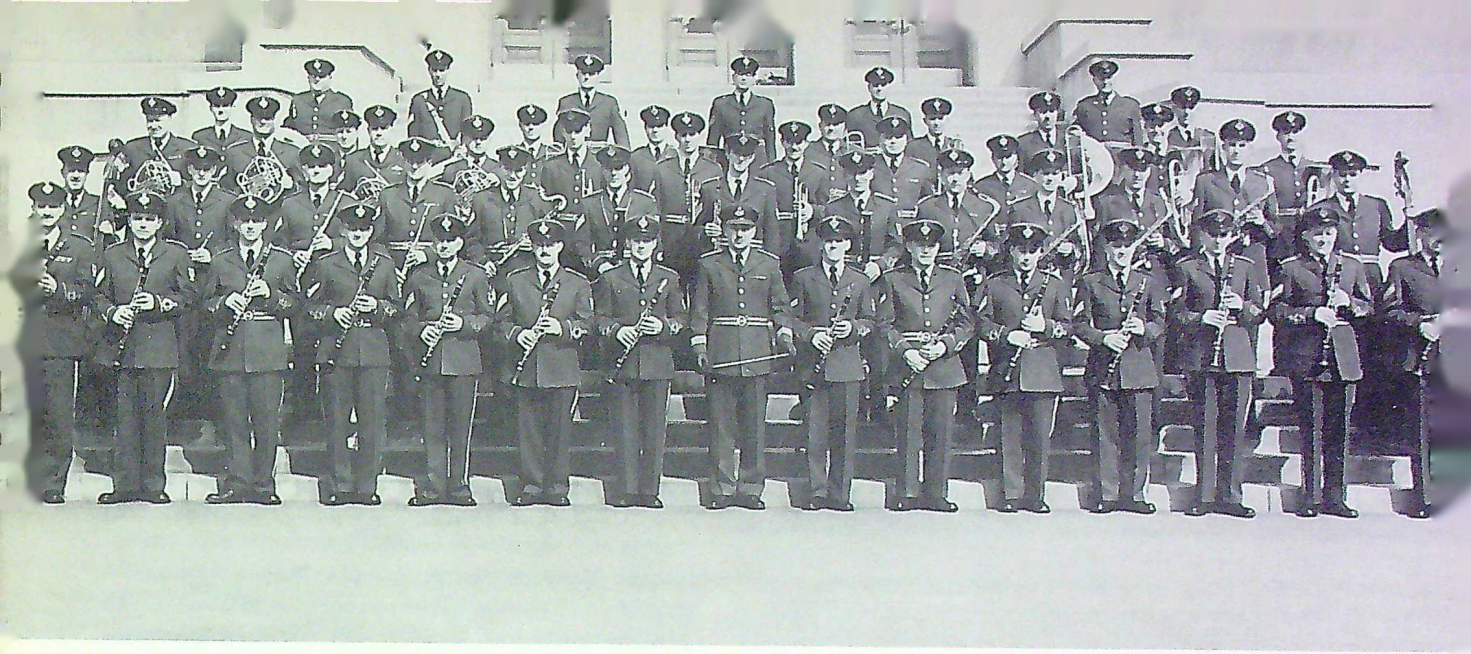
In the actual military array of western Europe, only trumpets and horns were used until the eleventh century. Richard the Lion Heart marshalled his warriors against the Saracen to the sounds of the tuba, trumpet, and cymbal. In the opposing army, there was a much wider range of instruments — trumpets, horns, reed-pipes, shawms (forerunners of the oboe), drums, kettle-drums, cymbals, and bells. Furthermore, the players were organized into a band which, for tactical purposes, played unceasingly throughout the conflict. Influenced by the Orient, the Occident adopted this new use of military music, and all

kinds of shawms, reed-pipes, horns, and drums began to be employed collectively in military bands to inflame the souls of the warriors and create fear in the enemy. Eventually these new instruments found their way into the hands of the minstrels who travelled through the various lands as entertainers. Thus the term "military band" came to be applied to any group of brass, wood-wind, and percussion instruments, irrespective of its strictly military connection.

\* \* \*

The military band, as such, was first introduced into England from Germany. But, before this, records show that the Royal Artillery had a number of men who were trained as musicians; and, in 1662, we are told of the band of the Scots Guards, which, in common with other regimental bands of the period, consisted of drums, fifes, and bagpipes.

Regimental bands were not then officially recognized. They were maintained entirely by their own officers. Charles II, during his exile in France, was much impressed by the band of oboes which he heard there, and consequently, in 1685, he issued a warrant authorizing twelve oboes in the King's Regiment of Foot Guards, and ordered that "a fictitious name would be borne on the strength of each of the other companies quartered in the Country, with a view to granting these musicians extra pay." Of the development of this band, W. T. Parke says in his "Musical Memoirs": "They were excellent performers on their instruments, and were paid by the month, being well paid." They were not attested, and only played from the parade at the Horse Guards to St. James'



*The R.C.A.F. Central Band.*

Palace while the King's Guard was being mounted, and thence back to the Horse Guards.

Lord Cathcart, an officer of the Coldstreams, wished the above band to play during an aquatic excursion to Greenwich, but the musicians deemed such a proceeding to be incompatible with their respectable musical status, and they declined. This incident led to a desire on the part of the officers (who had to subscribe to the band's maintenance) to have a band which they could command on all occasions. The Duke of York, Colonel-in-Chief of the Regiment, concurred; and, with the King's approval, a band of 24 players was authorized. The musicians to fill this establishment could not be found in England; consequently, it was necessary to import all twenty-four from Germany. Although there was a similarity in instrumentation to our present-day military band, the leading instrument in the German band was the oboe, and the leader was known as the Oboemeister. The proportion of oboes to other instruments was roughly the same as the proportion of clarinets today — and anyone who is familiar with the sound of the oboe will be able to form a fairly clear idea of the effect of such a combination of instruments.

Since the officers supported the regimental music by contributions to a "band fund", they naturally availed themselves of every opportunity to use the regimental band for their own benefit — even to hiring it out on civic or private occasions.

This brought about a complaint against the French Army bands, in 1770, by the Comte Turpin de Crissein. The Comte de Crissein was a soldier to whom the trumpet and drum were sacred, and he could not bring himself to admit its value as a public relations medium. This value was proven, however, when Mercy-Argenteau, the ambassador of Maria Theresa, wrote in ecstasy of the music of the French *garde du corps* on the terraces of Versailles. Twenty years later he would have heard the colossal bands of the National Guard at the great fêtes of the Republic.

During the 19th century many new devices and ideas for the improvement of the instruments came about. The first improvement was partly accomplished in 1810, by James Halliday, the bandmaster of the Cavan Militia, who, with five keys on his Kent Bugle, completely revolutionized the military band. Later, the keyed bugle was completely superseded by the invention of the piston-valve for brass instruments, which gave rise to the development of the cornet and trumpet as we know them today. In 1846, Antoine Joseph Sax invented the saxophone, which soon proved to be a valuable asset to the wood-wind section of the band.

However, despite constant research on instruments and techniques, discrepancies still existed in the number and variety of instruments used by the different bands, thus handicapping the music-arrangers and limiting the scope of the bands them-



*The Tactical Air Command Dance Band. (McDermid Studios photo.)*

selves. In 1921, the Commandant of Knellar Hall, the school for British bandmen and bandmasters, called a conference of the Directors of Music for the Army, Navy, and Air Force, so that the question of instrumentation of the military band might be discussed and standardized.

The outcome of that conference is effective to the present day, and, although American instrumentation differs considerably from the British, the influence of the early British band is still evident. Composers became interested and wrote music especially for the military band, so that today it is a highly trained and efficient organization whose musical capabilities are practically inexhaustible.

#### **DEVELOPMENT OF R.C.A.F. BANDS**

The first military band organized in the R.C.A.F. was made up of tradesmen who volunteered to perform the duties of bandmen. Prior to the Royal Visit to Canada in 1939, the band was outfitted with a special dress uniform and was in attendance at many towns and cities across Canada during Their Majesties' tour.

In the early days of the Second World War no provision was made in the R.C.A.F. for the trade of bandsman. Because, however, the voluntary bandmen could not be spared from their regular jobs, a number of street parades were held in a silence which pointed up the value of a readily available full-time band. Consequently, the trade of bandsman was established — but not without some disguise: the members enrolled in the trade

of General Duties (annotated as bandmen). From this somewhat confused situation the Central Band of the R.C.A.F. was born, to be stationed eventually at Rockcliffe under the control of A.F.H.Q.

The trade became more stabilized and the duties were limited to band work. It was now possible to enrol first-class musicians, and the band was an immediate success. The British Commonwealth Air Training Plan gave tremendous impetus to bands and band requirements, with the result that, at the close of hostilities, the R.C.A.F. had 22 bands in Canada. Twenty-one of them had 30 players each, and the Central Band had a minimum strength of 60 players. In addition, there were five overseas bands, plus numerous dance bands and concert parties.

Demobilization all but completely crippled the band organization. The Central Band alone continued to function, and at one time it consisted of only 27 members.

When plans for the peace-time force were formulated, it was decided to establish three full-time Regular bands. These were to be the Central Band in Ottawa, the Central Command Band in Trenton, and No. 2 Training Command Band in Winnipeg. The second of them is now the Training Command Band, Trenton, and the third is the band of Tactical Air Command, in Edmonton.

With the authorization of three bands it became necessary to recruit personnel for the bands of Central Command and No. 2 Training Command. This was a slow process, with the result that the Central Band was carried at a minimum actual strength until such time as the Command bands could be activated. The situation had some amusing results. For example, when President Truman visited Ottawa it was considered necessary to turn out a Central Band which would at least visually maintain the prestige already established. Orderly rooms and other offices were therefore canvassed to find personnel who were able to hold an instrument and appear to be playing, and who — most important of all — could resist the temptation to blow the thing. In this way, the band of 27 was brought up to a "strength" of 45. Fortunately,

photographs of the event failed to disclose the regulars from the ringers.

In 1952, it was apparent that recruiting in Canada for bands had all but dried up, and it was found necessary to emulate the English of the 19th Century when they imported bandmen from Germany. We imported bandmen from the U.K. As a result, our three regular bands can now be maintained at full establishment.

### THE PRESENT DAY

During the summer months, R.C.A.F. bands are often on tour and play Service and civilian engagements from St. Johns, Newfoundland, to Comox, B.C., and north to Whitehorse and Churchill. There is no need to point out that this is a large territory to be covered by three bands. The T.A.C. band has probably the largest area to cover on a regular basis — from Winnipeg to the West Coast, and north to Whitehorse.

A band is also provided for an annual tour of overseas units, and the three bands take the trip in turn. The 1954 tour was made by the Central

Band. A brief outline of it appears under the final heading of this article.

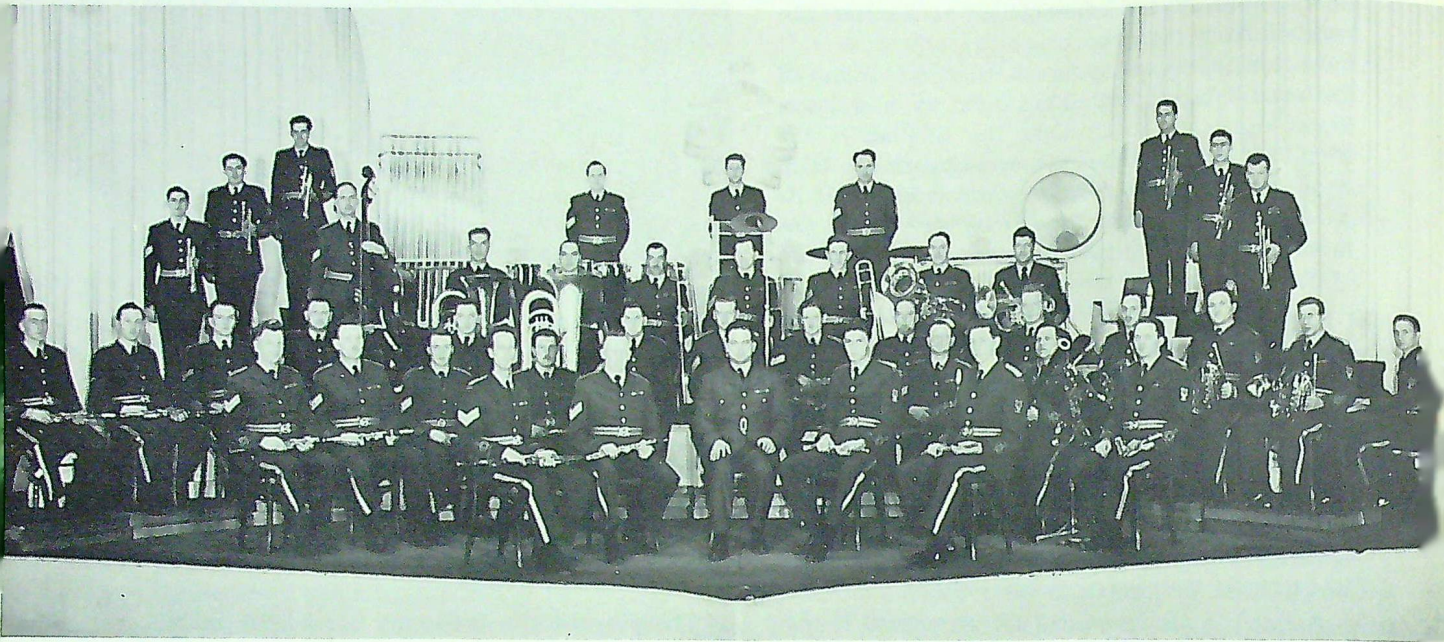
Apart from the Service's Regular bands, many R.C.A.F. units have been authorized to form their own voluntary bands. The basic instrument used is the piston bugle, which, because of its simplicity and reasonable flexibility, lends itself well to the job. Furthermore, a band thus equipped is the least affected by the normal transfer of personnel. In special circumstances, voluntary brass-reed (or military) bands have been authorized. Experience has shown, however, that this type of band is most difficult to maintain, for an interchange of players in order to offset loss by transfer is not practical. Several pipe bands have also been authorized, but again only in special circumstances. The break-down of voluntary bands is as follows:

- 34 piston bugle bands.
- 4 brass-reed (military) bands.
- 3 pipe bands.

The purpose of a voluntary band is to provide music for its unit and to take part occasionally in local civilian events. It is also a source of recreation

*The R.C.A.F. Tactical Air Command Band. (McDermid Studios photo.)*





*The R.C.A.F. Training Command Band.*

*R.C.A.F. Station Summerside's volunteer bar*



for personnel interested in band work and it affords immediate social contacts for airmen transferred between units which have bands in common.

\* \* \*

The band establishment in the R.C.A.F. Auxiliary is not large, but it is hoped that the few existing bands can be developed and maintained at a high standard of performance. Immediately following the war years, twelve Auxiliary bands were authorized; now, since the combining of No. 442 and No. 443 Squadrons' Auxiliary bands into a Group Headquarters band, the number has been reduced to eleven. All but one of these have been activated; seven are brass-reed, and three are pipe bands.

#### THE 1954 OVERSEAS TOUR

During its seven weeks overseas last year, the Central Band played engagements, both Service and civilian, in England, France, Germany, and the Duchy of Luxembourg. In the course of its travels in the first three countries it visited London, Stamford, Ealy, North Luffenham, Bingham, Nottingham, and Langar, in England; Paris, Fontainebleau, Grostenquin, St. Avold, Metz, and Nancy, in France; and Zweibrücken, Wiesbaden, Baden-Soellingen, Buhl, and Rastatt, in Germany.

The tour covered 10,000 miles, and the band gave 29 concerts and two radio broadcasts, and made six recordings for broadcast. In addition, it held 17 rehearsals and played for five dances and one parade. Even the layman cannot fail to appreciate how crowded such a schedule was and how little time for relaxation it left the members of the



*Fanfare trumpeters of the R.C.A.F. Central Band in front of the Parliament Buildings, Ottawa.*

band. But they feel that the results more than justified the hard work. Numerous press-clippings in the Central Band's files bear testimony to the enthusiasm with which its performances were everywhere greeted — above all, it may be noted, in Germany, where a critical approach to music is developed in the people almost from childhood.

This year's overseas tour is being carried out by the Tactical Air Command Band, and, at the time of writing, it is already preparing for its return to Canada.

#### THE PLANNER

Efficiency does not occur by accident — it is the result of good planning. Planning is merely the thinking process that precedes any action. Where there is a plan there must be a planner. Planning is the job of every person in the Air Force. (No. 1 S.S.T.S. précis: R.C.A.F.)

# THE BANDSMAN

By Sergeant E. H. Ramm.

(The following brief article was received a few days after the one which precedes it in these pages. It forms a logical sequel to Sqn. Ldr. Kirkwood's more general treatment of the subject.—EDITOR.)

BOB HOPE has recently written a best seller, "Have Tux, Will Travel." Any R.C.A.F. bandsman might well write a companion piece, "Have Dress Uniform, *Must* Travel." In 1954 the travels of the Training Command Band extended from Quebec City to Churchill, and during the course of those travels they played some 200 engagements. The diaries of the Central Band and the Tactical Air Command Band would show similar activity.

When it is considered that a good percentage of band engagements are of a non-Service nature, it can be seen that R.C.A.F. bands have an opportunity for good public relations of which few Service personnel have any realization. A review of letters received from civilian organizations across Canada reveals that blowing their own horns has made our bands a most effective instrument for goodwill.

Before being attached to the T.C. Band as a clerk, the writer had no conception of the life of a bandsman. Like most non-musicians, he dismissed any discussion of bandsmen with the comment that it was a "pretty soft touch". A six-month tour of duty with the band has done much to change his views. Living out of a suitcase soon becomes a matter of routine for the Service bandsman as he plays out "one-night stands" in the best tradition of the theatre. Far from being a "soft touch", the life of a musician in the R.C.A.F. calls for an iron constitution and infinite patience.

A high tribute was paid to R.C.A.F. music generally, and to the Training Command Band in particular, when the latter was invited to appear as the feature band at the Mid-West National Band Directors' Clinic held in Chicago last December. Such an invitation is akin to a football team's invitation to the Rose Bowl, for the Direc-

tors' Clinic is the largest gathering of musicians held in the United States and is international in scope.

Reports received from Chicago indicate that the Training Command Band was sensational: such giants of the band world as Dr. Edwin Franko Goldman, of the renowned Goldman Band, and Col. George Howard, of the United States Air Force Band, were lavish in their praise of its performance. Here are a few comments quoted from letters of appreciation:

"The Band is truly the finest band I have ever heard."

F. G. Lond,  
Director of Music,  
Perremont, Texas.

"Not only did the Band present a splendid appearance, it also played a difficult programme with superb musicianship before a large and critical audience."

F. D. Roy,  
Director of Music,  
K. W. Collegiate.

"A most sincere and heartfelt thank-you comes from every member of the Mid-West Executive Board. I repeat, your Band was truly sensational."

Lee W. Petersen,  
Executive-Secretary,  
Mid-West National Band Clinic,  
Chicago, Ill.

"I was glad that I was able to be present at such a grand and memorable occasion."

Dr. Charles O'Neill,  
Quebec City, P.Q.

"It was truly one of the highlights of the function."

A. G. Wright,  
Purdue University Bands.

In addition to carrying out the various engagements with the band, there are other duties which must be performed to keep the band functioning efficiently as a unit. Repairing instruments, arrang-

ing musical selections, and keeping in order a well-stocked music library — these are some of the day-to-day duties of the bandsman when he is not on tour; and also there are the vital practice and rehearsal periods necessary to keep pace with new selections and musical publications.

The days when a man was posted to a band simply because he could make a horn produce a sound that sounded like a march, or because he could pound a drum vigorously on parade, have gone for ever. Today's bandsman is a professional in every sense of the word. Many of the musicians in the R.C.A.F. are among Canada's outstanding instrumentalists. They receive more invitations to play with local symphony orchestras than their Service commitments can possibly allow. In addition to playing for ceremonial parades, the bandsman must be prepared to play a concert of the highest musical quality, to play with a salon group for a mess dinner, or to play rhythm and blues for a station dance. He must, in brief, be a pretty versatile fellow.



Today's bandmen are not all wind and fingers allied with temperament. They are a hard-working aggregate of professionals, welded together by a real love of music and an occupational tendency to peptic ulcers.



## LUCKY LENS MEN

From Flying Officer E. W. Lee, of No. 420 (F.) Squadron (Aux.), we have received this shot of five of the students who attended the second annual short course in photography held at the University of Western Ontario by the Commercial and Press Photographic Association of Canada.

The winsome young lady is Miss Betty Simpson, a studio technician from Kingston, Ont. Zealously trying to recruit her into the Service are (left to right): Cpl. G. Naughton, R.C.A.F. Stn. Camp Borden; L.A.C. L. Sidiway, R.C.A.F. Stn. London; Flt. Sgt. G. Lecrene, R.C.A.F. Stn. Camp Borden; and L.A.C. G. Noseworthy, R.C.A.F. Stn. Centralia.

# Pin-Points in the Past

SIX years ago, in our issue of June 1949, reference was made to Sq. Ldr. R. A. Logan, of the Canadian Air Force, who was sent out in 1922 with the Canadian Government arctic patrol vessel to report on the possibility of aviation in the Arctic Archipelago. We have recently received from him a number of photographs taken during that trip, six of which are reproduced here. Sq. Ldr. Logan left the C.A.F. before it became the R.C.A.F., rejoined the Service at the outbreak of war, and was released with the rank of Wing Commander to become a Colonel in the U.S.A.A.F. in 1942.

*The ensign planted 828 miles from the N. Pole. It was to be many years before it approached any closer.*



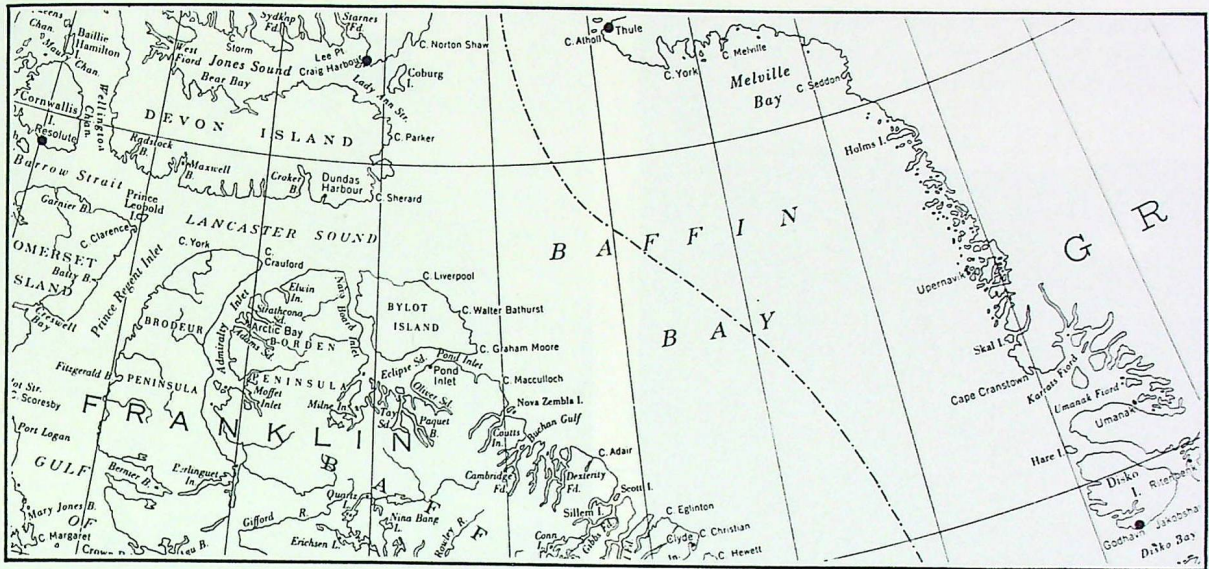
Certain parts of his report of 33 years ago are curiously apt even today. We are reprinting a few excerpts from it below:

"Much has been said of the possibility of future hordes of Slavs overrunning Europe. Aircraft operating from arctic or sub-arctic bases would swoop down and leave trails of destruction throughout the rest of the world, but would be almost inaccessible to the aircraft of countries to which 'cold-weather' flying was unfamiliar. Whether war with such a country as Russia might or might not ever come, should not affect the determination to develop flying in the Canadian arctic and sub-arctic regions. Canada, if she considers herself worthy to be called a nation, should have enough pride and spirit to take at least ordinary precautions and be prepared to defend herself in any emergency.

"Surveyors may be transported to otherwise inaccessible places or to places where their season of operation may be greatly extended by the reduction of time required for travel. The extent of grazing-ground capable of supporting animal life, such as musk-oxen, caribou or reindeer, may be found, as well as the number and location of existing herds and breeding grounds of these animals.

"In many ways the arctic is an ideal country for lighter-than-air craft. The sunlight is practically constant during a long season of the year, and this is one of the greatest factors in the operation of any type of airship, owing to the effect of sunlight on the expansion and contraction of the gas in the balloon. One great advantage of the airship over the aeroplane is that an airship is self-supporting, independent of the engine. An airship can remain in the air for much longer periods than an aeroplane, and it can carry a fairly heavy load. Some of the disadvantages of airships are the bulky buildings required to house them and the number of men required to handle them in making landings, unless mooring-masts are used. An airship is greatly affected by high winds, especially when near the ground, but is possible that in such northern latitudes the high winds may exist only at a comparatively low altitude.

"When regular navigation is established through



the Hudson Strait, it will be necessary to have one or more detachments to watch the movement of ice and report positions to the ships. The only practical way of doing this is by the use of aircraft, wireless, and photography.

"Meteorological reports should be sent south by wireless every few hours to aid in weather-forecasting in the more inhabited parts of the world; and while this may not require the actual use of aircraft, it will require the use of the wireless stations operated in conjunction with aircraft.

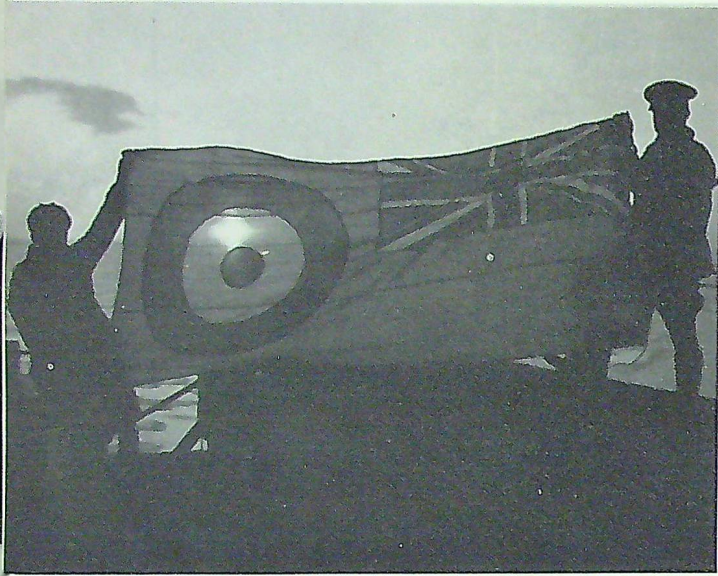
"The compass is a very unreliable instrument in the Northern Archipelago, because many of the islands lie to the north of the North Magnetic Pole, and it is probable that in many cases the compass needle will point straight south. By using a gyroscopic compass, however, much of the difficulty of direction-finding will be overcome.

"It is recommended that one method that might be employed on the survey would be to determine the geographical position of prominent objects 20 to 30 miles apart by astronomical observations, and have the intervening country located by aerial photography. If wide-angle oblique aerial photographs were then taken at right angles to the line of flight, a great deal of territory could be explored.

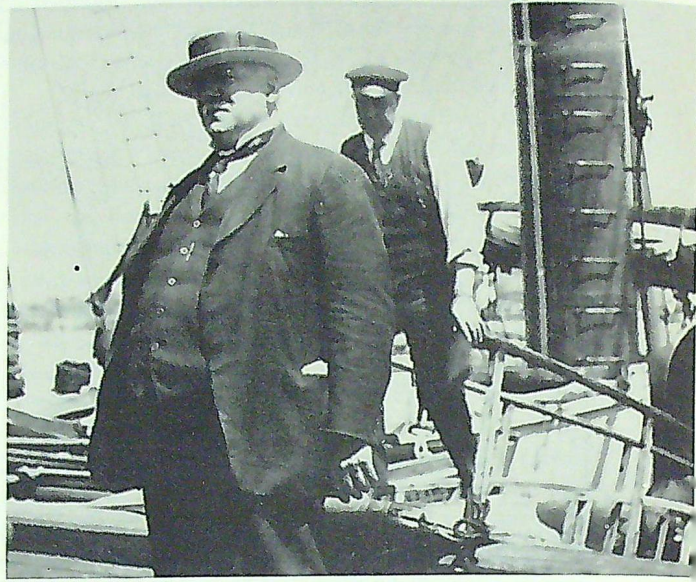
"For any extensive aircraft operation a large amount of gasoline and lubrication oil will be required, and it would be a great advantage to have some source of local supply. Indications of such a supply have been found on Bathurst Island, where analysis shows oil shales yielding

*Citizens of Godhavn, Disko, Greenland.*





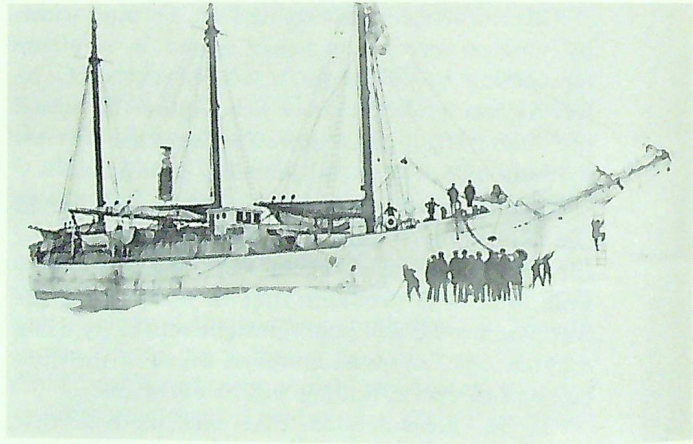
*The midnight sun shines through a C.A.F. ensign held by Sqn. Ldr. Logan and an R.C.M.P. constable.*



*Capt. J. E. Bernier of C.G.S. "Arctic".*



*Eskimo Tuktoo and family at Craig Harbour, with Sqn. Ldr. Logan.*



*The C.G.S. "Arctic" in Baffin Bay.*

140 gallons of oil to one ton of shale.

"The clothing worn by all aircraft personnel should be as much as possible similar in every way to that worn by the natives of the islands, with such improvements as may be found advisable.

The best material for clothing is either caribou skin or seal skin tanned with the fur on; for, while woollen clothes are satisfactory to a certain extent, it is generally agreed that skin clothing is better.

"The foot-covering universally worn is made of seal skin sewn in such a manner that the boots, or *kamiks*, are absolutely waterproof. Socks are generally made of seal skin with the fur inside. Sewing on the *kamiks* is very carefully done, and all repairs to the boots are made by the Eskimo women. It will therefore be necessary to employ at least one Eskimo woman at each base for the purpose of looking after the repairs of boots and

other skin garments . . . and it will be necessary for the personnel of an air station in the North to learn the language of the natives of the country — the Eskimos."

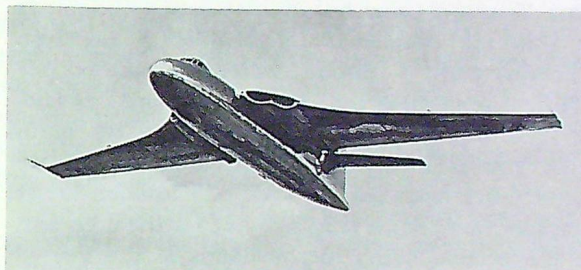
#### CORRECTIONS

Sqn. Ldr. W. A. Halpin, of Air Materiel Command H.Q., has pointed out an error in our April "Pin-Points". In the group of senior N.C.O.s on page 39, the seventh man from the left of the middle row is Sgt. D. Burley (W.O.1, ret.). Also, the "unidentified" N.C.O. who stands second from the right of the back row, is Sgt. (now Flying Officer) V. W. Speer.

## BRITAIN'S "V" BOMBERS

From "The Times" we learn that the first of three types of Britain's long-range high-altitude "V"-class bombers, the swept-wing Vickers *Valiant*, has just gone into squadron service with the Royal Air Force. Not inappropriately, the initial *Valiant* squadron is stationed at Gaydon, near Leamington Spa, in the constituency of the new Prime Minister, Sir Anthony Eden. The other two types of super-bombers, the delta-wing Avro *Vulcan* and the crescent-wing Handley Page *Victor*, each unique in bomber design, are in full production and will follow the *Valiant* into service in the current financial year.

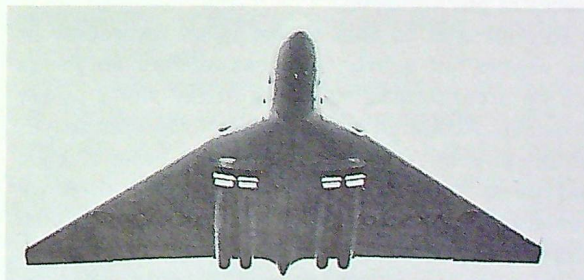
The *Valiant* is powered by four Rolls-Royce *Avon* axial-flow turbo-jets, each of more than 9,500 pounds thrust. It has a wing span of more than 114 feet. The *Vulcan* and *Victor*, of slightly later origin, are designed for a still more advanced performance.



*The Valiant.*



*The Victor.*



*The Vulcan.*

# The Current Concept of AMERICAN MILITARY STRENGTH

By General Thomas D. White, Vice-Chief of Staff, U.S.A.F.

*(This article, reprinted here by courtesy of the U.S.A.F.'s "Air University Quarterly Review", represents only the United States Air Force's concept of the use of air power. It is published for the interest and information of our readers, and is not to be interpreted as being indicative of R.C.A.F. thinking.—EDITOR.)*

SIR Winston Churchill in 1949 seized the minds of thinking peoples on both sides of the Iron Curtain with a public statement unique for political frankness and for unsurpassed realism. Sir Winston said "I must not conceal the truth from you as I see it. It is certain that Europe would have been communized and London under bombardment some time ago but for the deterrent of the atomic bomb in the hands of the United States."

The United States now has adopted for national security a concept which, for realism, matches Sir Winston's statement. We have recognized that our atomic weapon developments form the only effective counter to the overwhelming mobilized manpower of the Soviet. Our Air Force with its ability to deliver nuclear weapons has been recognized as an instrument of national policy. The basic theme of this policy is described by Secretary of State Dulles "to depend primarily upon a great capacity to retaliate instantly, by means and at places of our choosing."

Represented in this theme is an awareness of the simple but subtle fact that modern air forces can be a controlling influence in the world power situation. Although our diplomatic representatives historically have negotiated on the basis of logic and reason, they have generally been supported by elements of military strength. At the international conference tables of the past century naval forces have been the unseen but ever-present influence.

Today, the unseen but ever-present influence is the spectre of military air forces. A nation's influence in international negotiations is strengthened or weakened by the state of its air forces. The capabilities of this powerful force for achieving decision in major war are thus translated into a capacity for maintenance of world peace.

Such a realistic national policy will cause no drastic changes for the United States Air Force. Air Force ability to support national policy rests in the inherent capabilities which it has possessed for years.

The philosophy behind the current concept of our military force structure is about as new as the old Keystone bomber. For years, far-sighted men have been maintaining these truths — men like Douhet, Mitchell, Arnold, Lindbergh, Slessor, Seversky, and O. A. Anderson.

What is new and encouraging is that today's concept signals general recognition of these relatively old truths. The recent acceptance of these truths has been the result of startling advances in the power of modern weapons. Nevertheless, these weapons only accentuate old truths; they do not create new ones.

As a result of new weapons, the nation with a policy of instant retaliation now possesses persuasive power not formerly available. That power stems not only from the increased capabilities of military air forces but also from the increased variety of air capabilities. Thus there is a wide



political range of choice available to apply pressure to various forms of enemy conduct.

For an aggressor the certainty of punishment for aggressive conduct is greatly increased. For the United States the initiative backed by air power and the willingness to use it can pay real dividends. That initiative is now employed in the attainment of our permanent national objective of maintaining peace. Thus the fundamental aim of our air forces is to deter major war.

To evaluate the feasibility of this proposition, we must examine the character of the deterrent available to the United States. We add the capability of air forces and the use of nuclear weapons to enemy awareness of an intent to use them under certain conditions. The sum is the deterrent. Basically we deter through a real ability to carry the war to the enemy on a massive scale at a moment's notice and the enemy's knowledge that we have such an ability. Yet we must be prepared to respond in many ways. Our force must be capable of application not just against one fixed land area but globally against a sliding scale of enemy aggression ranging from a small show of force to major war. Each possible response must cause an aggressor to recognize that he would lose more than he gains from the aggressive act.

We must make it clear that if our persuasive measures fail and continued aggression forces war upon us, we have the will and determination to use the tremendous power which lies in our air forces and our atomic weapons. If war is forced upon us, we must have clearly stated our terms to the hostile nation. We will use our force as a last resort. This is the ultimate means of military pressure. Even then, of course, we use our air forces not necessarily to totally destroy our enemy but to persuade him to recognize the futility of aggression and to accord his behaviour with that of the Free World.

For example, in 1948 the Berlin airlift was a means of using air forces in support of national policy short of the ultimate. But it took more than men and transports to make the Berlin airlift possible. The element which permitted the airlift to continue unmolested by nearby enemy air forces was the spectre of our long-range air forces which could act if our transports were attacked.

Soviet planners apparently were convinced that the risk of air retaliation outweighed the possible gain from their original objective, total blockade of Berlin.

In Korea the Communists massed an imposing jet air force behind the Yalu. However, they never made a serious attempt to move that air force as far south as our battle-line. Why? It was because we had indicated that our response to such an action would be to implement a planned air campaign against Manchuria.

In Europe, 175 Soviet divisions face the free world. What holds them in check? From the beginning they have been checked primarily by the persuasive force of U.S. long-range air forces.

These and other persuasive actions have been executed during a period when we gathered our strength and built our new air forces. How much more can we accomplish in the cause of peace if we are prepared to employ our new air forces under a policy of initiative? It can be no less than clear to a would-be aggressor that he will certainly lose more than he gains.

Now let us turn to the air forces which bear such a heavy responsibility in implementing our national policy. What will be required of these air forces?

\* \* \*

One basic assumption underlies any discussion of the individual requirements for modern air forces. I have referred to the persuasive potential of air forces. The basic assumption, then, is that, properly meshed with our political objective and supported by the other instruments of national power, air forces can achieve lasting peace without resort to total war. But it must be recognized that the effectiveness of air forces in the persuasion rôle is dependent upon our known willingness and our capability to fight and win a major war, if it is forced upon us.

Now what are the characteristics of air forces that are geared to fulfill this assumption? First, these air forces must be combat-ready. The coming of age of the long-range bomber and the development of nuclear weapons have shredded the old time-tables of military planning. No longer can the United States sit complacently behind its oceans

and leisurely plan on having years or even months to complete traditional mobilization and build-up. If atomic war should strike this country, it will come immediately, through the air and with devastating effect. If our total air forces — long-range air forces, theatre air forces, and short-range defensive air forces — are not in existence and trained to top performance on that first day, our country could be destroyed and the war lost before new forces could be built and whipped into shape.

Second, our air forces must have the advantage of centralized direction. Air forces are designed to complement each other in their various rôles. They cannot be effective if they are compartmented. Compartmentation prevents full exploitation of air forces. It promotes use of the force in a piecemeal fashion so characteristic of unsuccessful German Air Force operations. Even the best air force, if it is divided and employed in “compartments”, is vulnerable to piecemeal destruction. The most effective aerial fighting force is a force operating under the control and direction of a single air commander.

Third, our air forces must have, above all, the capability to inflict instant, effective, retaliatory punishment on an aggressor. From this ability stems the effectiveness of its other actions and its persuasive influence upon hostile nations. Let me add that this ability is shared by the long-range air forces and the theatre air forces. One type of jet fighter-bomber can now carry a nuclear weapon to a target 700 miles away. With refuelling, its range can be increased profitably.

Fourth, the ability of air forces to impose a wide variety of effective and persuasive actions must not be compromised. They must be able to respond to hostile actions instantly and with the appropriate degree of force. This will require both mental and physical versatility. It will call for comprehensive planning which exploits with imagination and vigour all the potentialities of the air weapon. It will also require physical mobility provided by a global base structure and supported by a global airlift. With such a system air forces can fulfill the critical requirement to operate anywhere in the world on short notice and for sustained periods.

Air forces, then, must be instantly available to meet air action with air action. This can only be achieved by centralized direction. Air forces designed to resist aggression must possess an effective retaliatory capacity. They must possess global mobility. They must be capable of exerting appropriate degrees of control in response to various enemy actions.

Having considered the characteristics which total air forces must have, let us now examine the three broad categories of air forces and their missions. Here the controlling assumption is that hostile air forces are the greatest single threat to us, just as the American air forces are the greatest threat to the aggressor. These hostile air forces must always be the primary concern and a priority target of our total air forces.

The enemy has air forces similar in capability to our persuasive force. They have a destructive force whose initial assault will demand formidable defenses to blunt.

Long-range air forces, short-range defensive air forces, and theatre air forces share in the responsibility for maintaining the retaliatory capacity on which our national security policy is based. If the Soviets miscalculate our strength and strike, the entire air force is immediately involved.

Short-range defensive air forces blunt the initial enemy attack and protect our air capability to retaliate. They also protect components of the American national structure which an enemy hopes to cripple quickly.

Simultaneously, long-range air forces penetrate the enemy homeland to eliminate his capacity for long-range atomic attack on our country. They smash elements of his war economy to the extent necessary to bring an end to the war on terms acceptable to the free world.

Theatre air forces near the enemy must destroy the adjacent hostile air forces, establish control of the air, and neutralize enemy forces on the ground. Obviously these air force missions merge. Short-range defensive air forces, long-range air forces, and theatre air forces are inseparable.

\* \* \*

Let us now examine the basic requirements for a superior air force. Again there are two main ele-



ments, equal in their importance. One is physical—the development of high-quality crews and equipment. The other is mental—the effective employment of air forces in all the facets of their versatility and strength.

Quality of the force hinges on four continuing requirements:

1. Technical knowledge and experience for the employment of nuclear weapons.
2. Ability of our aircrews to carry out every detail of the delivery mission.
3. Capability for rapid global deployment of air forces plus their logistic support.
4. Continuous modernization of the force.

The U.S. Air Force has successfully delivered atomic bombs. It stands ready to deliver any new weapons as they develop. The technical knowledge exists within the Air Force to support a national decision to employ nuclear weapons. This know-how is expanding constantly as training accelerates. Meanwhile the capability to employ conventional ordnance will not be permitted to decline, for this would reduce the effectiveness of the total force by seriously impairing its selectivity of fire-power. There must be a choice of weapons from which to draw in selecting various responses to enemy conduct.

Our second requirement, the ability of aircrews to carry out every detail of the delivery mission, is met through realistic practice missions led by combat-proven men. The veteran aircrews of the long-range air forces repeatedly fly arduous missions of thousands of miles which closely resemble combat missions. This constant, exacting practice, using the best equipment American technology can provide, has materially improved all operational techniques, including flying proficiency, long-range navigation, target identification, bombing accuracy, and in-flight control of numbers of aircraft.

Short-range defensive air forces are on constant alert. They practise interception of our bombers flying long-range training missions. Theatre air forces guard the borders of Soviet-dominated areas, and rigorously perfect their tactics in large-scale air and air-ground manoeuvres.

In all this training for perfection in air warfare, only the targets themselves and the absence of

battle-damage distinguish the missions from combat missions. The training of our aircrews must be continuous. If D-Day and A-Day coincide, we will be engaged in a major air war that must be pursued to completion on the strength of the aircrew ability which then exists.

Requirement number three is capacity for rapid global deployment of air forces and supporting logistic mobility. Our long-range air forces—bomber and fighter aircraft—are deployed globally in exercises to develop this capability. Air refuelling is now unexciting routine. The key to further exploitation of this rapid deployment potential is in the logistic airlift which must support it. Deployed air forces must retain the capacity both for instant action and for sustained action. Our capacity for sustained action must be expanded by increased air logistical support.

Modernization of the force is the fourth requirement to preserve quality capability. It is a requirement imposed upon air forces by the thoroughly competent technology which backs up the enemy air forces. The Soviet air force is now over fifty per cent jet-equipped and is developing rapidly. Complacency on our part could be fatal. Today combat air forces are nearing the close of the propeller-driven phase of flight. We are in the jet age and are moving swiftly into rocket propulsion. On the scientific horizon is the certainty of atomic propulsion.

The United States Air Force must not slow the search for modernization merely because it now leads. If necessary, we must “custom-build” air vehicles which materially contribute to the performance of our force. The rate of development in air technology is such that we cannot long rely on fixed inventories of aircraft. If a certain air vehicle shows special promise or if an item of equipment greatly improves our delivery capability, we must have it.

These are the essential actions to maintain the physical element—a superior delivery capability. The machines must be the best, and the men must know how to use them.

This leads into the other element necessary to a “best” air force—the mental element. In any human undertaking there is a margin for error.



This margin of error can be reduced by training aircrews and by educating our planners and leaders. All our laboriously and expensively acquired force can be made useless by poor command decisions or by inferior and unimaginative staff work. Superior employment of air weapons must be based on complete understanding of the nature of air warfare, the political and military context within which the air forces are operating, and a sound but imaginative understanding of targets and weapons.

In the development of superior air leadership the educative process cannot treat air doctrine as a set of abstract principles to be learned by rote like mathematical formulas and dutifully filed away for future reference. Air doctrine is made up not of abstractions but of dynamic, living truths forged in the heat of combat and tested in the crucible of war.

\* \* \*

If major war is forced upon us, air forces must be initially committed primarily to air warfare. A favourable decision against the enemy's long-range air forces must be attained by air warfare for the survival of our nation. In addition, similar decision must be gained in the air war in order to provide security for our surface forces for their commitment to ground and sea campaigns.

The air weapons system has inherent freedom of action, unimpeded by geographical barriers and relatively invulnerable to surface weapons systems. Air forces, then, are free to attack the gamut of enemy military power and the supporting economic and political structure. Conversely the same spectrum of our national strength has become critically vulnerable to attack by enemy air forces. Thus our air force must have the heaviest punch. For when air forces are joined in unlimited battle, there can be no stalemate. The superior air

force emerges to pursue the objective to which it is dedicated.

Such truths make up the dynamic doctrine of the U.S. Air Force. The men who built that doctrine began by fire-testing it in combat. In these men exists the largest combat-proven ready source of experience in the employment of air forces in the world today.

That foundation of U.S. Air Force experience now solidly supports the structure of our nation's defense plans. World War II and Korea produced the lessons of the past. The men who learned those lessons must now examine them searchingly and realistically for their application to the future. They should not be limited by the past. They must pay special attention to the opportunities for new and refined employment of the new air weapon. From this will come vitality in future planning for air forces and the capacity for effective delivery of their awesome striking power. Because the current concept of American military strength so largely rests on what we in the Air Force have long known to be the vital realities of modern power, the concept to us is not so much new or radical as it is the inevitable recognition of the potentialities of air forces.

This presents a compelling challenge to those who give the Air Force its life and direction. In the proper exploitation of these resources lies our best hope that our nation will never have to commit these forces in total war. The strongest military force ever known demands like strength in its leadership. There must be much of the idealist and much of the realist in those who would shape the air age to produce the essentials for peace. The speed and scope of air development create situations which demand vision and imagination, while the solemn responsibility of the Air Force mission requires hard-headed realism and a profound respect for the power which is ours.

### THE SUPERIOR

Every person wants his superior to be the type of person that he himself would like to become.  
(No. 1 S.S.T.S. précis: R.C.A.F.)

# "THE FIREBALLS"

By Flight Lieutenant C. E. Keating.

*(This year, as last year, the R.C.A.F.'s fighter squadrons in Europe are taking an active part in air-shows during the summer months. On May 30th, at the International Air-Show held near The Hague, No. 439 Squadron participated in a mass fly-past of military and civilian aircraft, and Flt. Lt. W. N. Peterson, of No. 444 Squadron, gave a solo aerobatic display to the 200,000 spectators. Meanwhile, No. 2 Wing's "Skylancers" are filling a busy schedule in various parts of the Continent. In the following brief notes on the R.C.A.F.'s 1954 team, "The Fireballs", Flt. Lt. Keating gives us some idea of an aerobatic team's activities.—EDITOR.)*

IN April of last year No. 1 Air Division authorized the formation within No. 3 (Fighter) Wing of a jet aerobatic team whose purpose would be to represent the R.C.A.F. at various European air-shows. The members of the team were selected from the Wing's three squadrons. They were: Flying Officer S. E. Burrows (no. 2 position), Flying Officer J. L. Frazer (no. 3), Flying Officer E. R. Mace (no. 4, or box man), and myself (lead). The fifth member of the team, who served as "spare", was Flying Officer L. W. Grip.

We embarked upon a concentrated period of training, and soon worked out a set routine of manoeuvres which lasted for twelve minutes. Flying Mk. 2 Sabres, we found the best power-setting to be 80%, which the leader maintained throughout; and all manoeuvres were entered at 360 kts. (411 m.p.h.). Take-offs were always made in figure-four formation, and landings in box. The sequence of aerobatics was as follows:

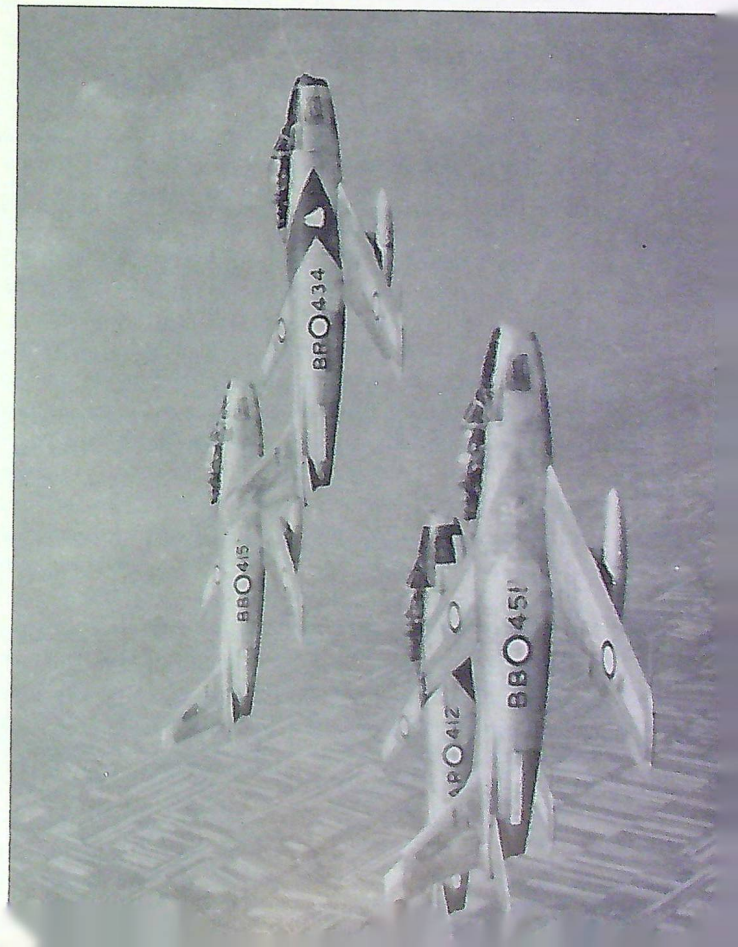
1. Silhouette pass in diamond.
2. Loop.
3. Roll.
4. Cloverleaf.
5. Change of formation.
6. Vertical bomb-shell.

We spent some time trying to select a name for the team and a colour-scheme for the aircraft. One night in the officer's mess someone suggested "The Fireballs". The name stuck, and (for a brief period) the aircraft were painted a fire-engine red.

The French have an organization known as "Le Meeting National de l'Air", whose job it is to

organize air-shows throughout France and North Africa in order to interest the populace in air power. Our first invitation was to one of these meetings, held at Rennes on 6 June 1954. In all, the "Fireballs" performed in four French air-shows — at Rennes, Vichy, Nancy, and Sedan.

*The vertical part of a loop in box formation.*





Standing (l. to r.): Flying Officers S. E. Burrows, E. R. Mace, and J. L. Frazer. Kneeling: Flt. Lt. C. E. Keating.

These shows are great occasions. The town is in holiday mood, and huge crowds converge on the aerodrome to witness the feats of the French, English, Canadian, and American aircraft. The shows usually include aerobatic teams, parachutists, stunt fliers, and sometimes high-speed demonstrations by the latest types of French fighter aircraft. In the evening, a banquet and grand ball are usually held, to which all participants are invited, and which is attended by the mayors, air attachés of various countries, and French military personnel. Speeches and toasts

abound, and all the participants are presented with silver cups, cut glassware, or medallions, in memory of the occasion.

The largest show of the summer was at Vichy on August 22nd. We were based at Lyons, along with the U.S.A.F. "Skyblazers", who were flying F-86Fs, the French team with their *Ouragans*, the R.A.F. *Meteor* team, and a flight of R.A.F. *Canberras*.

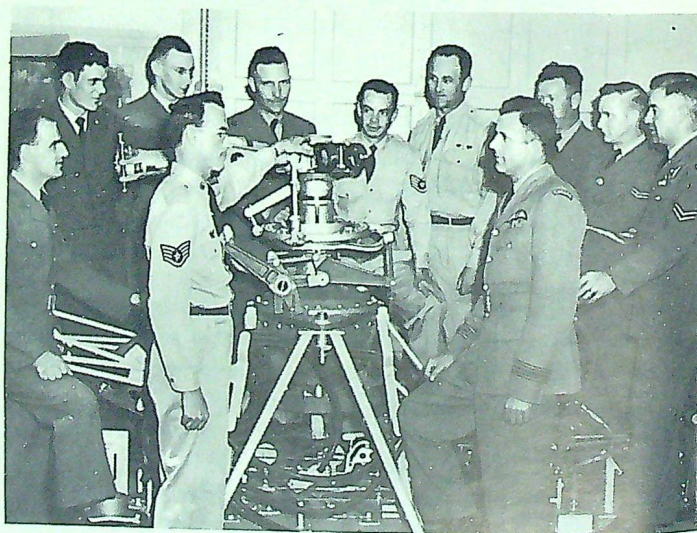
In addition to the French air-shows, "The Fireballs" performed for many visiting officials, including the Hon. R. O. Campney, the Hon. George Drew, Air Marshal W. A. Curtis, and the heads of various N.A.T.O. commands. On July 8th a display was given for the Americans at the U.S.A.F. base at Landstuhl, and we participated in the Dutch air-show at Vokel, in Holland, where we witnessed the Dutch Air Force team perform in its *Meteors*. The season ended on 29 September with a performance at No. 4 (F.) Wing.

It was a marvellous summer. We met some grand people and shared in the various celebrations with many pilots of other nations. Our team had become one of the best-known in Europe, and we were sorry to see it disbanded.

## H-21 MAINTENANCE TRAINEES

Shown here are seven of the thirteen R.C.A.F. personnel who have graduated from the U.S.A.F.'s only H-21 Mobile Training Detachment, at Sewart Air Force Base, Tenn. Twelve of them — all corporals — are to form the nucleus for the maintenance of the H-21 helicopters in service with the R.C.A.F. The officer, Sqn. Ldr. J. J. Higgins, is stationed at A.F.H.Q. in the Directorate of Flight Safety.

Following the instruction of S/Sgt. S. E. Chance are (left to right): Cpl. J. A. Saar, T/Sgt. S. Wood (instructor), Cpl. P. J. Vigeant, Cpl. J. K. Robeson, S/Sgt. D. L. Morgan (H-21 instructor), Capt. R. P. Barnard (commander of the detachment), Sqn. Ldr. J. J. Higgins, Cpl. G. J. Livingstone, Cpl. W. Maranchuk, and Cpl. W. L. Mullins.



# Memoirs of a Canadian in the R.A.F. PART SIX

By Wing Commander A. L. Bocking, D.F.C.

*(The closing months of 1938, it will be remembered, saw the Arab Rebellion well under way. The author was stationed at Lydda, in Palestine, as a flight commander in No. 33 (Fighter) Squadron, flying Gladiators on desert operations.—EDITOR.)*

**X**MAS, 1938 . . . to many people the last Xmas before darkness descended and the madness of a world at war prevailed.

In the Holy Land there was little cause for merriment or rejoicing. The pilots of No. 33 Squadron faced a bleak festive season. The Arab rebel had increased his terrorist activities, and, to add to our misery, the winter rains beat down and low wet clouds shrouded the Judaeen hills. The card game in the Lydda operations room dragged interminably and the gramophone ground out for the tenthousandth time the plaintive assertions of some early Liberace that he'd "Marry the Belle of Barcelona." The squadron was suffering from that oldest of all complaints among fighting men, the boredom that intervenes between the short sharp periods of intense operational activity.

The C.O. was quick to realize that something drastic was required to shake us from our lethargy. His opportunity came just before New Year's Eve, with the arrival at dusk of a battered and shot-up Army convoy. The young captain in charge told his story. His convoy of Army trucks, escorted by two armoured cars, had been passing through the village of Lydda, a few miles down the road, en route from Sarafand to Haifa. The first hint of trouble occurred when a road mine exploded under the leading armoured car and the whole convoy came under small-arms fire from an orange grove on the west side of the highway. By a

miracle, both vehicles and personnel escaped serious harm and were able to proceed to Lydda airfield, where they sought safety inside the ground defence system.

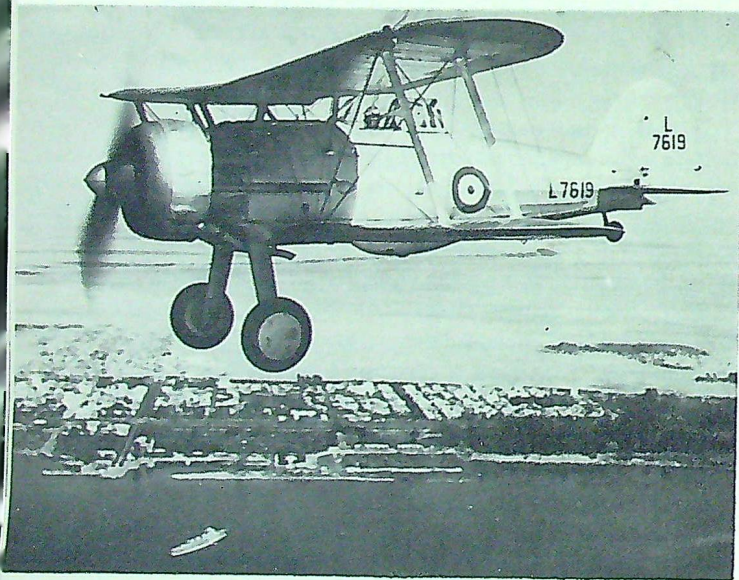
Now that his main charges, the unarmoured trucks, were safe, the captain was anxious to return to the scene of the action and take issue with these impertinent fellows who had fired on him. His moustache fairly bristled at the outrage to his dignity. What he needed were some "stout chaps" to help him teach these rebels a lesson. The C.O. decided that we were just the stout chaps to do it. Quickly rifles were handed out to volunteer groundcrew, and the pilots checked their .45 Colt pistols.

It was a light-hearted crowd that left the airfield in canvas-covered lorries, led by an armoured car of ancient vintage. But, as the safety of the perimeter defences receded, the humour became more forced. Darkness gathered about us and the thinness of the flapping canvas gave a new menace to the orange groves that lined the road. There was no turning back, however, and the blacked-out vehicles crept slowly forward towards Lydda. The first flurry of firing came as a relief to taut nerves. With almost professional competence, the Air Force party hit the shallow ditch on the west side of the road, while the vehicles pulled off behind a clump of trees to the rear.

I don't think any of us had realized just what

we were getting into until we found ourselves lying in a wet ditch facing an unknown number of rebels — and by then it was too late. The battle was joined; and, as I peered towards the trees, the Stygian darkness was punctuated with flickering flashes of fire, and bullets thudded into the low bank ahead or ricocheted off into the night. To the left and right of me our little party was now in action and criss-crossing the orange grove with rifle and pistol fire. Watching one spot in the darkness ahead, I thought I could discern a vague moving shadow and occasionally a stab of fire. I carefully raised my pistol, put it close up to my right eye in order to line up the barrel on my target, squeezed the trigger gently — and promptly retired from the battle! I had, in my excitement, forgotten the brilliant flash and the man-size kick of a Colt .45. I was unharmed but temporarily blinded, and the cry of pain from the orange grove was little compensation for a rapidly blackening right eye. By the time I could see again, the rebels had faded away into the night, taking their wounded with them.

*A Gladiator of No. 33 Squadron flying over Lake Timsah, Ismailia. The bulge under the port wing is one of the two wing-gun housings (gun has been removed). The aircraft's other two guns fire along channels in the fuselage and through the propeller-arc. The yacht visible below the wheels belongs to King Farouk.*



Fortunately for the C.O., we had no casualties, and we returned to Lydda in high spirits to celebrate our “victory” in the appropriate manner. Word of the sortie soon reached R.A.F. H.Q. in Jerusalem, where it aroused mixed feelings. The net result was an order forbidding any such activity in the future — and quite rightly too, in my opinion! But, however much H.Q. may have looked askance at that night’s action, it did achieve the results desired by our C.O. It gave a boost to the squadron’s morale and provided a subject of conversation for many a day.

\* \* \*

Spring of 1939 found the emphasis of our fighter operations being diverted from “airpins” and “vilpats”. The Arab had always taken a keen delight in derailing the trains of the Palestine Railway, particularly on the line that crawled across the plain from Lydda to wander precariously around the barren hills, through rocky gorges, and past villages unchanged since biblical days, until (if it was lucky) it arrived panting triumphantly at Jerusalem. Now, however, the blowing-up of trains and the wanton slaughter of crew and passengers was reaching serious proportions. To meet the threat, the Army now rode the trains, so that, if trouble developed, the survivors were not defenceless and it was possible to radio for air assistance.

This cry for help was known as an “XX” call. Its receipt in No. 33 Squadron’s operations room set in motion a machinery that was as simple as it was effective. When a call came, giving the location of the trouble by a simple code, the wireless operator passed the information to the operations officer, at the same time flicking a switch that set off a raucous siren. While the ops. officer quickly marked two maps, the ground crew started the two stand-by *Gladiators*, and the pilots, scattering cards to the floor (or perhaps carefully pocketing a winning hand), scrambled off to grab their maps and climb into their cockpits. Within minutes the aircraft would be away, flying fast but erratically as the pilots still struggled to tighten their shoulder harnesses. Then, pulling into

close formation, they settled down at maximum speed in an endeavour to reach the scene of action before the rebels faded into the fastness of the hills. At first, the speed of the *Gladiator* fooled the Arab, who was used to the much slower reaction and speed of the Hawker *Hardy*, the Fairey III-F, or the *Gordon*, and many a surprised rebel was caught at the scene of his crime. The exact location of the wrecked train could usually be determined from miles away by the steam that rose into the air in a tall column of disaster.

Viewed from the air, the wreckage of a train looked ludicrously like something on the floor of a careless child's playroom. The engine lay ponderously on its side, with several wooden coaches telescoped and splintered behind it. Only the sprawled bodies and the puffs of rifle-smoke from the surviving defenders and from the rebels on the rocky hillsides gave any reality to the grim drama being played out below. The arrival of the *Gladiators* was the signal for the fighting withdrawal of the attackers. The courage of the rebel was often evidenced on such occasions. Caught in the open, he would stand straight up and trade shots on even terms with the diving aircraft until the fire from four machine-guns cut him down.

If I may philosophize for a moment, I would say that, of all fighting men, only the pilot can approach, or even be the cause of, so much human suffering and anguish and yet be able to view the scene with a complete mental detachment. This detachment, I think, is not due to callousness, but rather to the unnatural conditions under which he carries out his duties. Brought face to face with the realities of battle, most pilots would be appalled and horrified; but amid the clean and familiar surroundings from which the pilot views the scene from afar, the tiny figures living out their separate destinies below seem somehow so remote and unreal that they excite no natural pity. The mind refuses to accept cause and effect. In such circumstances, unless a man possesses a strong sense of integrity, killing becomes for him, not a necessary but repugnant requirement of duty and survival, but an act devoid of human compassion, and hence degrading.

The net result of the *Gladiators'* quick reaction

to "XX" calls was merely to drive rebel activity further away from our only operational airfields at Lydda and Haifa. The Arab now took to operating in the more remote areas. Trains continued to be wrecked in the Sinai Desert south of Gaza, motor convoys were attacked on the Beersheba road, and the oil pipeline that crawled over the desert from Iraq to Palestine's Mediterranean ports, all received rebel attention. No matter how fast No. 33 Squadron arrived at the scene of activity, it achieved no more than retribution — never prevention. A solution to the problem of prevention was urgently required.

The first attempt consisted of providing "suicide cars" (small flat four-wheeled vehicles driven by gasoline motors). These cars, manned by heavily armed soldiers, proceeded along the tracks ahead of the train. The purpose was twofold. First, if mines had been planted, the "suicide car" would explode them and thus save the train. (This was a little hard on the soldiers). Secondly, if the soldiers were only a little bit blown up, they could provide defence for the train and crew until the line could be fixed. The Arab, of course, delights in this kind of battle of wits; and it was not long before he began to plant pressure-mines which could not be set off by the weight of the "suicide car" but which would blow up under the greater weight of the engine. This, then, was the impasse which had been reached when the whole situation was drastically altered, and in a manner which raised the prestige of the British to a new high in rebel eyes.

The job of manning the "suicide cars" was, for some reason unknown to me, given to the Royal Navy. It didn't take the sailors long to decide that the most effective means of stopping the blowing up of the "suicide cars" or the trains was to stop at the first large village *en route* and load up the car and the train with vigorously protesting Arabs — including the headman (or *muktah*) himself. Great were their protestations of innocence and loud the denials of any knowledge of mines that might be planted on the railway line ahead. But, before the "suicide car" and the train (its cow-catcher festooned with wailing Arabs) had crept very far out of the village, there would

arise cries of anguish as the innocent began to berate the guilty. It was not long before the locations of the mines were made known, and they were safely removed amidst scenes of great jubilation as each was reached. This was the kind of action the Arab understood and appreciated, and the Palestine Railway soon returned to a near-normal operation. The rebel turned his hand to the easier and safer attacks on remote road convoys, and the sailor went back to sea.

\* \* \*

With the pressure off the railway, No. 33 Squadron went back to "vilpats," the village patrols that pinned down the rebels until an Army column arrived and took over.

It was during one of these patrols that I witnessed my first — and only — cavalry charge. I was north of a village, idly watching the red and white umbrellas of the approaching Army column, when I heard an excited call on my radio: "Red two to Red Leader. Gor-blimey, come on down here and take a look at this! What a wizard show!" A statement like this from the usually phlegmatic Sergeant-Pilot Goodchild was sufficient inducement for me to set course immediately for the area, about two miles south of the village, above which I could see his *Gladiator* circling.

It was a wizard show indeed. A long grey line of horses wound along a rocky trail to join others already grouped behind a hill that shut out the whole scene from the Arab village. They paid no attention to the aircraft circling overhead — and we kept a sensible distance away. While these preparations were going on in the south, the column from the north had entered the village and the usual last-minute exodus of rebels and other bad types was beginning to ease out down the trail directly towards the unsuspected cavalry. Behind the hill, horses were mounted, swords were drawn, and, like the Assyrians of old, the cavalry prepared to descend on the village.

As we watched, the cavalry commander stood up in his stirrups, raised his arm over his head, and, after making a circular motion in the air, pointed his sword like an avenging finger down the

trail. Immediately the whole troop took off in line-astern. As they swept around the hill, I had a feeling that the only things missing were the Indians and a little galloping-music from a piano. But if it looked a terrifying sight from our vantage-point, it must have been doubly terrifying to the rebels retreating along the route directly in the path of this thundering mass of horse-flesh and naked steel. There was little argument left in them as they called on Allah to witness the guile of these mad Englishmen. Even the Arabs hiding among the rocks came down with their hands held over their heads in surrender.

I will not say that this was history's last cavalry charge, but, since it took place in the spring of 1939, it must certainly have been the last one before the outbreak of the Second World War.

\* \* \*

It was just after the New Year that Mac (the C.O.) and I decided to make an effort to get our wives up to Palestine. We entered into negotiations with the burgomaster of Wilhelmina, a German settlement about two miles from the aerodrome at Lydda, regarding accommodation. Wilhelmina was an extremely pleasant little town, run with Teutonic efficiency and cleanliness, and we eventually settled on the house of one Frau Frank as being most suitable. We told the burgomaster that No. 33 Squadron would hold him and his village personally responsible for the safety of our families. The fact that we had no authority to enforce any such threat never, of course, crossed the good German burgomaster's mind. Under the Hitler regime one didn't question a military order. We figured that this bluff, together with the suspected German collaboration with the rebel Arab, would ensure the safety of our wives. British intelligence was already giving the settlement a jaundiced look, so the latter was naturally not anxious to stir up trouble. After all these arrangements were made, a signal was sent to H.Q. Middle East, in Cairo, requesting authority to have our wives flown up by the R.A.F. mail run. Much to our surprise, our request was granted, and our wives arrived at Lydda in *Valencia* K1313, on Friday 13th of January 1939.



They lived for just a short time in the settlement. Then one day they watched through a gap in the curtains as a finely dressed Arab (possibly the Arab chief Abdul Razek himself), accompanied by his followers, rode into town on a white horse and entered the burgomaster's house. That same evening we received an urgent call from H.Q. Jerusalem: we must move our wives and Mac's two children inside the Lydda airfield defences immediately. We lost no time in doing so, and their departure from Wilhelmina was no doubt a great relief to the burgomaster.

My wife and I set up house in the terminal building at Lydda by the simple expedient of adding three more planks and another straw-filled palliasso to my bedboards and blankets on the floor of the bare room in the corner farthest from the tarpaulin-draped window. For a new bride the accommodation was, to say the least, primitive; and, although she tried to be a good sport about it, I discovered later that she was really quite upset until she discovered that the rest of the R.A.F. didn't live under similar conditions.

I should say at this point that Ismail, my bearer, had never quite understood that I had got married. I had confused him mightily by trying to explain where Canada, or even North America, was; and, as the wives had moved in after he had left the night before, he was a very puzzled Sudanese when he appeared with my tea the next morning and found that the bed had miraculously grown much wider and was occupied in part by a mass of brown hair of which, even in those days, I was unable to boast. If ever a coal-black face blushed, it was Ismail's that morning. He stood there with his mouth open and gold teeth gleaming. I burst out laughing, and to my wife's sleepy question as to the cause of my mirth I could only reply that she was too young a bride to understand. I had, of course, been inevitably reminded of the old joke in which the native servant comes up with the classic remark: "Wake up, Missy. Time you go home now."

Apart from the three in No. 33 Squadron, there always seemed to be more Canadians turning up from time to time. Flying Officer Bob Davidson\*, of Vancouver, flew the R.A.F. mail run from Cairo to Lydda (he was later to become one of the R.A.F.'s and the R.C.A.F.'s top fighter pilots). Flying Officer Sid Dunlevie, of Ottawa, passed through Lydda on the way to Iraq (Sid was later killed as a Wing Commander while flying a *Mosquito*), and Charlie Pentland, of Winnipeg, flew for B.O.A.C. on loan to Palestine Airways (Charlie was killed as captain of a Canadian Pacific Airlines *Comet* that crashed in India). There were many others, too, either in the R.A.F. or flying commercially, so that a Canadian in the flying-world of the Middle East was never really very far from home.

\* \* \*

As the spring of 1939 gave way to summer, it became obvious that war with Germany was inevitable. We were anxious to wind up this Palestine campaign in order to prepare ourselves for the sterner tasks ahead. It was with relief that we received our orders, in May 1939, to move the squadron to Egypt. The successful conclusion of the campaign was marred, as far as No. 33 Squadron was concerned, by the death of our popular New Zealand pilot, Pilot Officer Poynton, who was shot down during one of the final actions of the rebellion. Just before leaving Palestine, the C.O. and myself were invited to lunch with Air Commodore Harris, the A.O.C. Palestine and Transjordan, who was himself to leave shortly to take over his greater tasks against a more ruthless enemy.

We had learned much from the Palestine campaign, not the least of which was the fact that the Arab is a gentleman of some courage.

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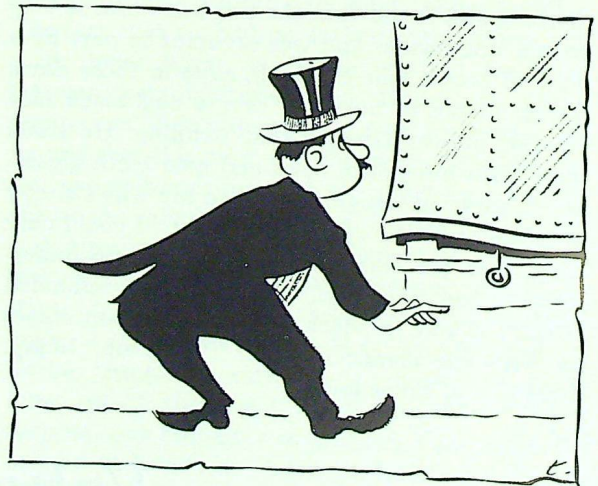
\*Wing Cdr. R. T. P. Davidson, D.F.C.; No. 1 Air Division, R.C.A.F.

(To be continued)

# WHAT'S THE SCORE?

(In "What's the Score?" of November 1953, Sqn. Ldr. B. Dale, of the Directorate of Air Force Security, contributed a questionnaire on the U.S.S.R. This month's questionnaire, which concerns Russia's satellites, has been prepared by Pilot Officer S. G. French with the kind assistance of the staff of the Bureau of Current Affairs and Sqn. Ldr. Dale. The correct answers appear on page 48.—EDITOR.)

- Neither a satellite (i.e. a dependent state attached to a more powerful one) nor an incorporated country is:
  - Hungary.
  - Lithuania.
  - Finland.
  - Latvia.
- The coup which, in February 1948, marked the completion of the European system of Soviet satellite states, was:
  - The Latvian coup.
  - The Austrian putsch.
  - The French coup de grâce.
  - The Czechoslovakian coup.
- The foreign trade of the Soviet Union ranks sixth in the world. Of the satellites, the largest trading state in Eastern Europe is:
  - Poland.
  - East Germany.
  - Rumania.
  - Albania.
- Not the capital of the country with which it is mentioned is:
  - Warsaw — Poland.
  - Budapest — Hungary.
  - Skopje — Albania.
  - Bucharest — Rumania.
- A satellite country is most commonly referred to by Russia as a:
  - Peace-loving Nation.
  - Free People's Republic.
  - People's Police State.
  - People's Democracy.
- The satellite country which is smallest both in area and in population is:
  - Albania.
  - Bulgaria.
  - Czechoslovakia.
  - Hungary.
- Several groups are working to convey news of the free world to countries behind the Iron Curtain. Not such an organization is:
  - Free Europe Press.
  - The International Service of the C.B.C.
  - Radio Free Europe.
  - Izvestia.





8. Konstanty Rokossowski, a former Soviet Army Marshal, is the Minister of National Defence in:
  - (a) Poland.
  - (b) East Germany.
  - (c) Czechoslovakia.
  - (d) Prussia.
9. The term "Iron Curtain" was first coined by:
  - (a) F. D. Roosevelt.
  - (b) Joseph Stalin.
  - (c) Winston Churchill.
  - (d) An unidentified newspaperman.
10. The Iron Curtain countries have embarked on a scheme of controlling the mind of man, not dissimilar to that envisaged in:
  - (a) Orwell's "1984".
  - (b) Tolstoi's "War and Peace".
  - (c) Huxley's "Brave New World".
  - (d) Spillane's "I the Jury".
11. In the mind of the average working-man in the satellite and incorporated countries, the circumstances in which he lives would probably best be symbolized by the word:
  - (a) Rouble.
  - (b) Norm.
  - (c) Vodka.
  - (d) Bourgeois.
12. The satellite country contributing the largest supply of uranium to Russia is:
  - (a) East Germany.
  - (b) Mongolia.
  - (c) Estonia.
  - (d) Finland.
13. The religion of the majority of the population in the Czechoslovakian Republic is:
  - (a) Jewish.
  - (b) United Church.
  - (c) Greek Orthodox.
  - (d) Roman Catholic.
14. An agreement proclaiming the Oder-Neisse line the permanent frontier between Germany and Poland was concluded between the German Democratic Republic (Soviet Zone) and Poland in July, 1950. As far as the western powers are concerned, the status of the border:
  - (a) Should be left to the parties directly involved in the dispute.
  - (b) Should be subject to a plebiscite in the area.
  - (c) Is not yet settled.
  - (d) Cannot be discussed until all American prisoners have been released by Communist China.
15. The only satellite which borders neither on the U.S.S.R. nor on any other Iron Curtain country is:
  - (a) Albania.
  - (b) Lithuania.
  - (c) Mongolia.
  - (d) Manchuria.
16. Supervising the cease-fire agreement in Indo-China is an International Commission composed of representatives from Canada, India, and:
  - (a) Sweden.
  - (b) Switzerland.
  - (c) Poland.
  - (d) North Viet Nam.
17. The organization which was set up in 1947 to co-ordinate the activities of the Communist parties of Bulgaria, Czechoslovakia, France, Poland, Hungary, Italy, Rumania, the U.S.S.R., and Yugoslavia, is called:
  - (a) the N.K.V.D.
  - (b) the Communist International Organization (the Comintorg).
  - (c) the Communist Independent Krokodil (the Cominkrok).
  - (d) the Communist Information Bureau (the Cominform).
18. In the satellites countries, one aspect of daily life which is not controlled by the State or by the Co-operative is:
  - (a) The chief means of production and natural resources.
  - (b) Banking in small agricultural communities.
  - (c) Transportation, with the exception of rail and air lines.
  - (d) Private property, if it does not violate the public interest.
19. A People's Democracy which speaks a language that does not belong to the Indo-European family of languages, is:
  - (a) East Germany.
  - (b) Hungary.
  - (c) Georgia.
  - (d) Poland.
20. Much of the artillery and ammunition captured from the Viet Minh rebels in Indo-China was made by one of the satellites, transported across the Trans-Siberian Railroad, and down through Communist China. The satellite in question is:
  - (a) Latvia.
  - (b) East Germany.
  - (c) Rumania.
  - (d) Czechoslovakia.

# The Gatineau Valley Railroad

## THE MODEL RAILROADERS OF ROCKCLIFFE

By Pilot Officer Stanley G. French.\*

*(Wearing that expression of acute distaste which is habitual with him on such occasions, the old wardog glanced idly through the copy for the July-August issue. When he came to Pilot Officer French's article, he paused, and scanned it quickly. Then he studied the photographs that were attached to it. A far-away look entered his eyes, and I heard him murmur: "The whistle of an engine can shake me like a cry Of bugles going by." I glanced at him curiously. "Those lines, Sergeant," I said, "— they have a vaguely familiar sound." He raised his head. "No doubt, Sir. They are immortal. They were written by my uncle, Casey Shatterproof, more generally known to the world of letters as the Bliss Carman of Moose Pelvis. For forty years his hand, firm and unfaltering on throttle and brake-valve, kept the life-line of civilization open between Glanders and Warblefy Hollow." "Indeed?" I said. "What happened to him eventually?" Sgt. Shatterproof sighed like a freight-train highballing across the midnight prairie. "The coming of the diesel silenced his muse for ever, Sir. He was unable to accept the superiority of internal combustion. One morning, in a supreme effort to demonstrate the speed with which he could get up steam, he shovelled himself into the firebox of his faithful old Number Nine. Men say, Sir, that thereafter her whistle was the sweetest ever heard on Canadian steel."— EDITOR.)*

MODEL railroad enthusiasts operate in more than 26 countries throughout the world. In building, operating, and rebuilding their models, the amateur trainmen are most insistent on perfection of reality in detail. All models are copies of existing trains and cars, including the serial numbers of box-cars. On the trains themselves, every little rivet is represented and wheels are even equipped with springs of the same varieties as may be seen on cars in the freight yards. Infinite care and a passion for detail is a prerequisite in the struggle to produce reality in a railroad car from one fiftieth to one hundredth the size of the original.

The production of such accurate detail would be extremely difficult were it not for the fact that

railroad cars may be built from kits in which the more difficult parts are semi-finished, requiring only filing and painting to complete. Although many different companies produce the kits, the model fan's penchant for accuracy is satisfied by the fact that all kits meet the standards set by an international organization known as the National Model Railroad Association.

The sole variation to be found in the small railroads is in scale, or gauge. There is the "O" gauge, at  $\frac{1}{4}$  inch to the foot; "H-O", at about 3.5 millimetres to the foot; and "S",  $\frac{3}{16}$  inch to the foot. The slightly larger train sets — rugged mass-production items — which are bought complete and ready to run, lack accuracy of detail. Besides, they are ready-made, and model railroaders derive most of their enjoyment from building their own equipment.

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\*Photography by L.A.C. L. E. Rowland.



*Group Capt. Jardine drives the Golden Spike.  
On right: Flt. Sgt. Barrett.*

In 1953, several airmen gathered in the home of Flt. Sgt. N. R. Barrett to discuss the possibility of forming a model railroad club at R.C.A.F. Station Rockcliffe. They discussed such things as layouts and types of construction. Having approached the Administrative Officer for space in which to start the club, they were given a small room in a barrack-block. One hundred and fifty dollars were then allotted to them out of the Station's non-public funds.

From the beginning, the Club attracted members of all ranks, from Air Commodore down. It is tri-Service, and regular membership is open to any Service personnel stationed at R.C.A.F. Station Rockcliffe. R.C.A.F. personnel stationed or living elsewhere in the Ottawa area, or civilians employed by the R.C.A.F. at Station Rockcliffe, may become affiliated members. Sons of members — and wives too — are frequently to be seen in attendance at the Club's meetings.

The "Gatineau Valley Railroad's" constitution was adopted at the inaugural meeting of the R.C.A.F. Station Rockcliffe Model Railroad Club on 19 January 1954. The purposes for which the Club is organized are: "To promote the greater fellowship of model railroading between model railroaders and to provide an opportunity for scale-railroad operation to the members."

One interesting aspect of the Club's constitution is its "Insurance Fund". Any member who through no fault of his own, suffers damage to privately owned equipment while it is being used on the Club layout, may be reimbursed from the Insurance Fund. This Fund, along with the General Fund, is held by the Non-public Fund Accounts Section.

After several moves from its original quarters the Club was given its present quarters, which are large and better-suited to its purpose. After the tearing down of walls and bracing of ceilings, which all of the members worked like beavers, the time came when work could be started on the pike-room, which is 30' x 30'. Flt. Sgt. Barrett says that "after every move we acquire more equipment — I wonder why?"

To commemorate the completion of all the work, the Club held an "open house" and

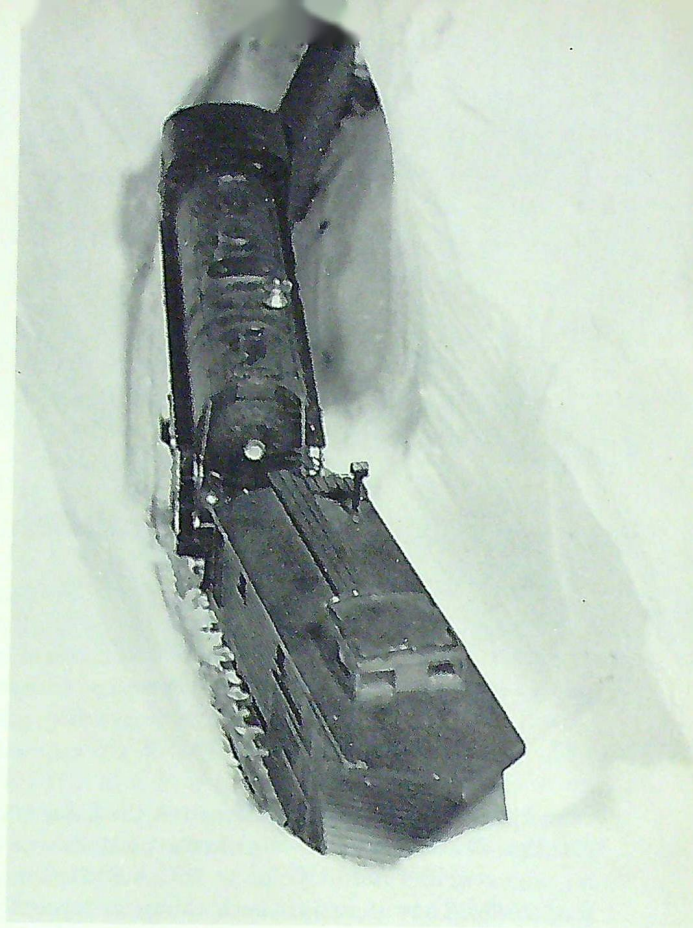
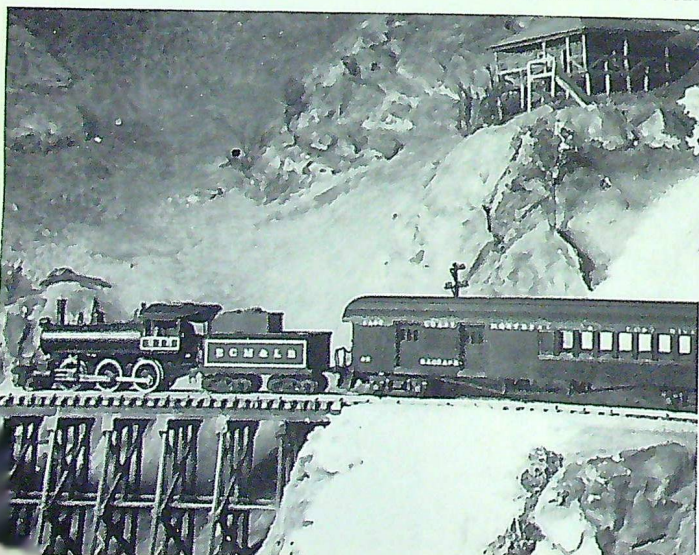
*Diesel locomotive emerging from tunnel.*



"Golden Spike Driving Ceremony" in March 1955. When the invited guests and general public filed through the doors, they were greeted by the sight of the ceremony train decorated with bunting. It was sitting on a siding a short distance from the station at which the official party was to board the train. Group Capt. A. M. Jardine, A.F.C., Commanding Officer of R.C.A.F. Station Rockcliffe, was invited to drive home the Golden Spike. The bedecked train moved into the station, the official party boarded her, and rolled on through the countryside to the location of the spike-driving ceremony. After driving the spike, the C.O. mounted to the speaker's podium, congratulated the Club members, and wished all concerned many happy operational hours for the future.

The Group Captain was then introduced to Flt. Sgt. Earl "Gibby" Gibson, the Club's vice-president and basic construction engineer, who was handling the control panel. After a little dual, the Group Captain took over and piloted a through-freight around the layout. He was then introduced to L.A.C. Rowland, who was assembling a car-kit so that non-railroaders could get an idea of what was involved in such a project. Throughout, the C.O. showed the keenest interest and took a hand in everything involved, both demonstrative and theoretical. To the layman everything looked well-organized and planned, but only the few enthusiastic workers and dreamers really appreciated the many problems reflected in the layout's creation.

*Branch-line local.*



*Snow-plough.*

The Gatineau Valley Railroad employs a layout of track and trains which is of "H-O" gauge. This means that the scale is approximately  $\frac{1}{8}$  inch to the foot. Some realistic Club members have placed miniature dinnerware on the tables in model dining-cars. The construction work on the models is so delicate the jewellers' instruments are often used in their manufacture. The engines are driven by small but powerful electric motors operating on direct current; by reversing the current the engines can be made to move backward. An electric panel controls all movements of rolling-stock on the layout so that it is possible to sit at one spot and operate from one to ten or more trains at the same time, coupling and uncoupling them, loading and switching.

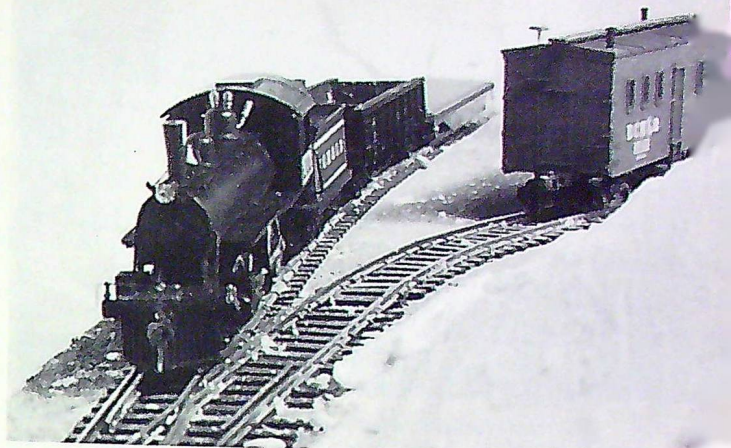
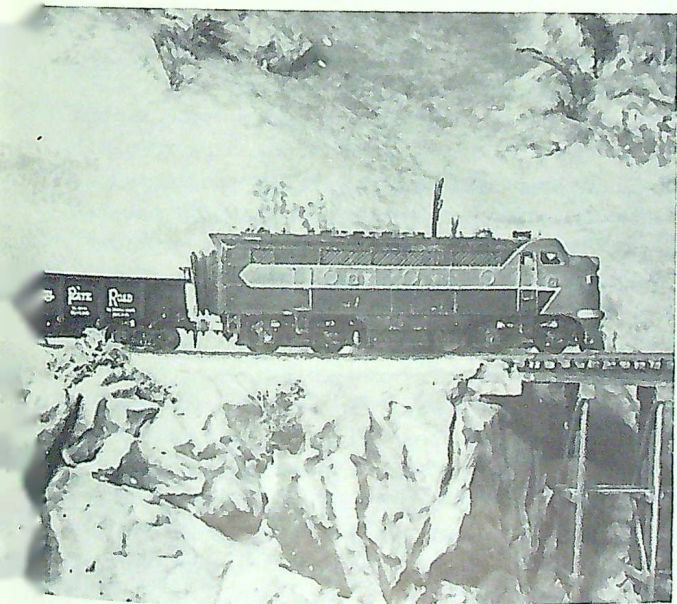
Rheostats control the amount of power and hence the speed of trains, while direction of movement and turn-outs in the tracks are controlled by switches. (For the benefit of non-railroaders, turn-outs are merely points where one track separates

from or joins with another). With more than two trains moving at once, the operator must keep his wits about him, because there are approximately 290 feet (about 3½ scale-miles) of track to control at one time. The Club's plans for the future call for 125 feet of yard-track and another 164 feet of circuit and station tracks. This will mean a total of about 7 scale-miles of track.

The pike-room is a scenic layout with two mines, a logging company, a sawmill, and several farms, scattered here and there throughout the countryside. Future plans include a large yard and a manufacturing centre — projects which are expected to take a year or two for completion. The members intend, in addition to the layout, to add several cab-controls, a despatcher's panel, and a large control panel to suspend over the layout. This control-panel will enable each engineer to observe the progress of his train around the layout. There are many jobs which eat up the evenings: switch machines must be installed and made operational, trackage must be gauged and spiked.

Among the several committees, there are three of special interest to readers. There is the Electrical Committee, which is responsible for all electrical

*Fast freight crossing Devil's Gulch.*



*Way-freight about to pick up bunk-car at Rock of Stages Quarry.*

installations, repairs, and maintenance; the Construction Engineering Committee, which concerns itself with the construction, erection, installation, repair, and maintenance of all trackwork and mechanical equipment; and, finally, the Structural Engineering Committee, which is responsible for the construction, erection, installation, repair, and maintenance of all structures, buildings, landscaping, and scenery. The chairmen of these committees, in addition to the duties outlined above, are always available to advise the novices and assist them with their technical difficulties.

The Club earns additional financial assistance for itself. The members run a store in one of their club-rooms, where they stock all types of model kits and parts that a model railroader might ask for or require. The Club buys its supplies wholesale, which enables it to sell them to Club members at a saving and at the same time to make a profit to meet Club expenditures.

Hanging in the centre of the pike-room there is, surprisingly enough, the bell from a regular train. The cord attached to this bell presents a very real temptation to all those passing under it. Perhaps the greatest offender is Flt. Sgt. Gibson. Since, however, "Gibby" is the Club's trouble-shooter, he is perfectly at liberty to ring the bell as much as he pleases.

Another member, Commander Hugh Stowell, of the R.C.N.'s Intelligence branch, goes one step further than most railroaders. He builds his own engines. Commander Stowell is what is known as a "scratch-builder", i.e. one who does not use the usual kits, but starts off with the raw material, cuts it, and forms it into actual scale-size. He



*Refrigerator car awaiting way-freight after unloading at wharf.*

works from plans of his own, checking accuracy with frequent visits to the roundhouse, accompanied by his camera. So precise is he that he can often be seen climbing upon a locomotive in order to count rivets and discover other minute details. Commander Stowell often requires two years to complete a single engine.

There are many good model-railroad books available at hobby shops and news-stands. Books may be obtained which give full construction details on layouts, wiring, scenery, and kit-build-

ing. One of the most popular magazines is the "Model Railroader", a practical, how-to-do-it magazine.

\* \* \*

It is hoped that a few of those who read this article will decide to try their hand at model railroading. In the words of President Barrett, "the members of R.C.A.F. Station Rockcliffe Model Railroad Club want to encourage many more fellows and girls in the Service to take the time to investigate the model railroad clubs located at their various units. If their units have no such clubs, they need only drop us a line and we'll gladly pass along some of our ideas. Model railroading need not be expensive for the individual. The ideal situation would be for every R.C.A.F. Station to have its own club, equipped with the more costly general equipment, so that the interested Serviceman could, when transferred, use his own limited gear to full advantage."



## AIR FORCE DAY POLL

At the time of writing we have no information as to whether or not a similar poll was taken on June 11th of this year. If, however, it was, it would be interesting to compare its results with that of last year's poll.

Taken on Air Force Day at seven R.C.A.F. stations across Canada, it consisted of a questionnaire filled in by some 400 visitors, selected at random from the thousands attending.

More than 58 per cent of the women questioned, and 69 per cent of the men, said that they'd like to fly in a jet. Of interest was the fact that, of those who had previously flown in an aircraft, 70 per cent voted for a jet flight. Only 56 per cent of those

who had never flown said they'd like to try a jet. Well over half the people interviewed had never flown.

Surprising to the Air Force was the result of the question "What did you like best about today's show?" An overwhelming vote for the flying display was expected, but the ground technical displays came out first.

The majority of those filling in the questionnaires had a fairly good idea of the size of the R.C.A.F. None the less, a few wild guesses were made. Four per cent put R.C.A.F. strength at more than a million, and some even went up to four million!

# ROYAL CANADIAN AIR FORCE

# Association



## A MESSAGE FROM THE NEW NATIONAL PRESIDENT

First of all, I wish to thank the delegates to the Association's Fifth National Convention, and the host of members they represent, for the signal honour they have done me by electing me to the high office of National President. And I assure all members I am deeply appreciative of their action and conscious of the many responsibilities of this office.

My predecessors as National President of our Association — Breadner, Morfee, and Brookes — all established a high reputation as men who gave unstintingly of their time, administrative experience, and ability, to the organization, development, and advancement of the Association. My fervent, yet humble, hope is that I shall prove to be a worthy successor to these men and, in turn, shall be able to make a worth-while contribution to the well-being of our Association and its members.

However, to be successful, anybody endeavouring to lead or otherwise direct the affairs of a large organization such as ours, requires the whole-hearted co-operation of everyone belonging to that organization. And I ask for your co-operation and help in direction of the affairs of the Association. New ideas, particularly those concerning all types of Association projects; suggestions in respect to administrative and organizational matters at all levels — National, Group, Wing, and Members-at-Large; all will be welcomed by me and by my associates on your National Executive Council. And it is hoped that they will be forwarded to the National Office, Ottawa, and not held until a convention.

The attainment of our Association's aims and objects is the primary task confronting every one of us, and, if we are to make progress in their realization, I suggest that our primary project is a vastly increased membership on a truly national

basis and scale. Double our current membership in the next year and many of our problems will be solved; we shall then be much closer to achievement of the Association's aims and objects. That is my personal target for 1955-56, and I am completely confident that, with your aid, it can be reached.

### BIOGRAPHICAL NOTE

**AIR VICE-MARSHAL K. M. GUTHRIE, C.B., C.B.E.**

Air Vice-Marshal Guthrie was born in August 1900, in Guelph, Ontario. He was educated in Baltimore, Montreal, and Ottawa.

His flying career dates back to 1917, when he enlisted as a 3 A.C. in the Royal Flying Corps and trained in Texas for his pilot's wings. He served overseas in the First World War and returned to Canada in 1919. After a brief period in the

*Air Vice-Marshal K. M. Guthrie, the R.C.A.F.A.'s new National President.*



R.C.A.M.C., he was accepted, in 1920, into the Civil Air Operations Branch of the Canadian Air Board, the body which controlled both civil and military flying. In January 1921 he was appointed Pilot Officer in the Canadian Air Force.

From 1920 to March 1925, he was engaged in air operations in Quebec, Ontario, Manitoba, Saskatchewan, and the N.W.T., mainly on aerial photography, forestry, and survey. From 1925 to early 1930 he was Senior Personnel Officer at A.F.H.Q.

Another spell of flying duties in Manitoba was followed by the R.A.F. Staff College course, at Andover, England, after which he was sent to Winnipeg (in 1933) as Air Staff Officer, M.D. 10 (now Prairie Command). In this appointment he was instrumental in organizing and initially training No. 12 Auxiliary Squadron — later No. 112, and redesignated as No. 402 overseas. In 1934 he was promoted to Squadron Leader, and in the following year was posted to the Army General Staff, Ottawa, as Assistant Director, Military and Air Force Intelligence, under Colonel H. D. G. Crerar, who later led the Canadian Army in Europe. In 1938 he returned to flying as the C.O. of R.C.A.F. Station Rockcliffe, with the rank of Wing Commander.

During the Second World War he served as S.A.S.O., Eastern Air Command, from August 1939 to April 1942, when he was sent to Western Air Command for a brief stint as C.S.O., with the rank of Air Commodore. Eight months later he went to A.F.H.Q. as Deputy Air Member Air Staff (Plans) and served in that capacity until posted to Winnipeg in May 1944 to become A.O.C. No. 2 Training Command, with the rank of Air Vice-Marshal.

Upon conclusion of hostilities, No. 2 T.C., No. 4 T.C., Western Air Command and North-West Air Command were amalgamated into N.W.A.C., and Air Vice-Marshal Guthrie was appointed as its first A.O.C., with headquarters in Edmonton. He continued in this appointment until his retirement in November 1949.

In 1942, Air Vice-Marshal Guthrie was awarded the C.B.E., in 1943 the U.S. Legion of Merit, and in 1944 the C.B. He is an Honorary Texan and also the Honorary Wing Commander of No. 418 (City of Edmonton) Auxiliary Squadron. Since

retirement he has been active in Air Cadet and Reserve Air Force work, as well as in various civic activities in Edmonton. He became a member of No. 700 (Edmonton) Wing of the Association upon its organization and has served at Wing, Group, and National levels.

## FIFTH NATIONAL CONVENTION

The Fifth National Convention of the R.C.A.F. Association was held in Ottawa on 26 and 27 May 1955. Air Vice-Marshal G. E. Brookes, C.B., O.B.E., who has presided over the organization for the past two years, moved up to the position of Grand President. Air Vice-Marshal K. M. Guthrie, C.B., C.B.E., was elected unanimously to fill the vacated office of National President. Other officers elected were:

First Vice-President:	Mr. L. N. Baldock.
Second Vice-President:	Air Vice-Marshal A. L. James, C.B.E.
Third Vice-President:	Mr. E. B. Fitzgerald.
Fourth Vice-President:	Air Vice-Marshal K. G. Nairn, C.B.
Chairman:	Mr. A. F. Wigglesworth, B.E.M.
Vice-Chairman:	Mr. B. E. Crane.
Legal Adviser:	Mr. E. R. Hopkins.
W.D. Representative	
	(National): Mrs. Ruth Sabourin.
	(Central): Miss Aline Bélanger.
	(Eastern): Miss Margaret MacDonald.
	(Western): Miss Elizabeth A. Raeside.

Following the official welcome to delegates, the Minister of National Defence, the Hon. Ralph O. Campney, a former First World War pilot, welcomed the delegates on behalf of the Federal Government and the Department of National Defence. He congratulated the R.C.A.F. Association on its "realistic" and valuable work in support of the R.C.A.F., and in supporting civilian projects within their communities.

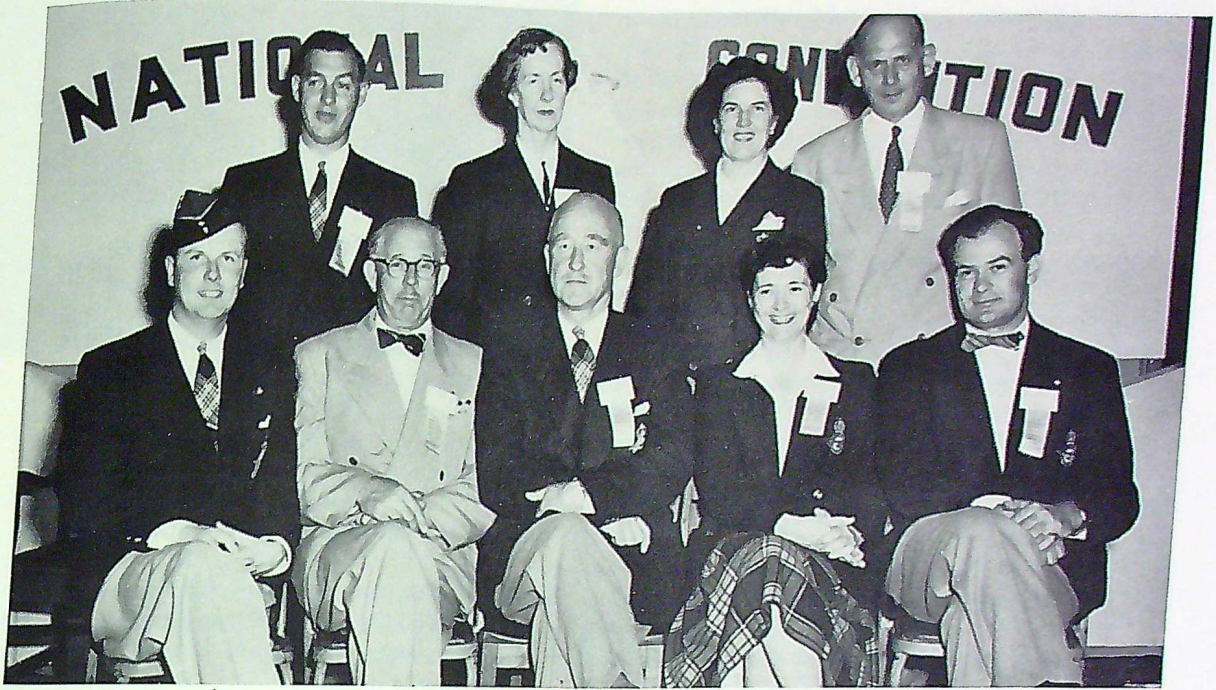
Air Commodore W. E. Kennedy, A.F.C., was the official R.C.A.F. observer, and represented the Chief of the Air Staff at the Convention. Other officers from Air Force Headquarters attending the Convention were Wing Cdr. W. J. Brodribb, M.B.E., representing Personnel Division; Wing Cdr. J. G. Dempster, A.F.C., representing the Training Directorate; Sqn. Ldr. F. R. Harris, D.F.C., representing the Ground Observer Corps; and Flight Lieutenant F. D. Blackburn, representing Women Personnel.

### Highlights of the Convention

Mr. L. N. Baldock extended an invitation to the Association to hold the Sixth Annual Convention

*The Hon. Ralph O. Campney addressing the Convention.*





*The new National Executive Council. Front row (l. to r.): L. N. Baldock, 1st vice-pres.; Air Vice-Marshal G. E. Brookes, grand president; Air Vice-Marshal K. M. Guthrie, national president; Ruth Sabourin, W.D. representative (national); A. F. Wigglesworth, chairman. Back row (l. to r.): E. B. Fitzgerald, 3rd vice-pres.; Margaret MacDonald, W.D. representative (eastern); Elizabeth Raeside, W.D. representative (western); E. R. Hopkins, legal adviser.*

• *Vice-Marshal G. E. Brookes presenting cheque for \$100 to Mr. J. A. Boone, of No. 252 Wing.*

*Air Marshal C. R. Slemon giving an address at the banquet which followed the first day's meeting.*



at Windsor, Ontario. It was decided that the place and date of the Sixth National Convention in 1956 be left to the decision of the National Executive Council.

The Chairman pointed out that a piece of unfinished business arising from the 1954 Convention was the matter of the World Veterans Federation, and that it was the opinion of the National Executive Council that the R.C.A.F. Association should join the Federation. This action was approved by the Convention.

Another interesting highlight of the Convention was the presentation by the R.C.A.F. Chaplain Service (Protestant) to the York Minster Memorial Fund of cheques totalling approximately to \$1,000.00. The presentation was made by Sqn. Ldr. E. S. Light on behalf of the Chaplain Service. This gift was accepted by Air Vice-Marshal Brookes, Chairman of the York Minster Memorial Fund (Canada).

The winner of the recent membership drive, No. 252 (Fredericton) Wing, was presented with a cheque for \$100.00 by the National President. Mr. J. Boone accepted the cheque on behalf of the Fredericton Wing.

A number of delegates spoke about Wing sponsorship of Royal Canadian Air Cadet units across Canada. Some 32 R.C.A.C. squadrons are now sponsored by Association Wings and there are indications that this number will be increased during the coming year.

Encouraging reports were given of the activities of a number of Wings in assisting the R.C.A.F. in its recruiting programme. Miss M. Graham, National W. D. Representative, gave a report on the problems encountered in the recruiting of women. Manpower is still a vital problem of the R.C.A.F. and recruiting is still an important project for the Association.

The Convention decided that Life Membership dues should be increased to \$50.00 and that, henceforth, an applicant must have had at least ten years' continuous service as a member of the Association.

The Fifth Annual Dinner was held at the Officers' Mess on May 26th. Air Marshal C. R. Lemon, C.B., C.B.E., Chief of the Air Staff, was



*Sqn. Ldr. E. S. Light presenting cheques totalling to \$1,000 to Air Vice-Marshal G. E. Brookes for the York Minster Memorial Fund.*

the guest speaker. After reminiscing with considerable humour on the early days of the R.C.A.F. and on his experiences as a student pilot under Air Vice-Marshal Brookes, he gave the delegates an interesting and thought-provoking account of the R.C.A.F. as it is today.

#### **Resolutions**

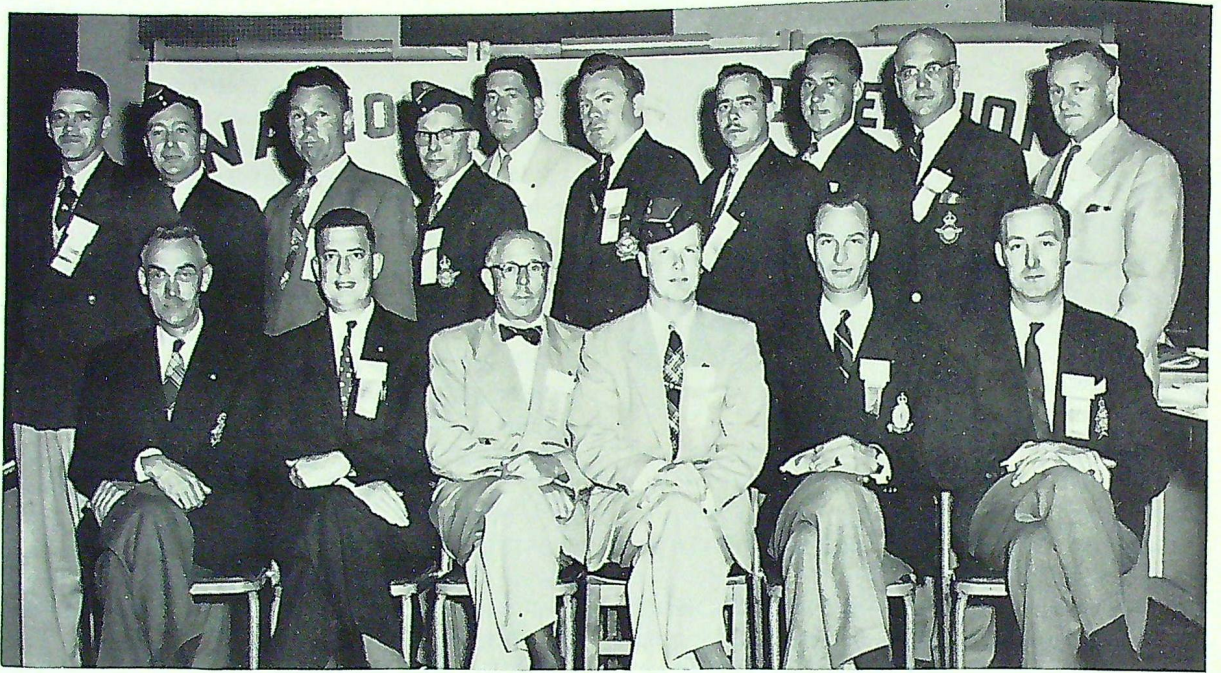
The following resolutions were approved by the Convention:—

1. That the Government of Canada be petitioned to eliminate the "Service in a Theatre of War" restriction in dealing with requests for assistance from former members of the R.C.A.F.

2. That the R.C.A.F. Association call upon the Government of Canada to bring to public attention in the immediate future, within security limitations, the requirements necessary for this nation to resist an all-out nuclear attack against North America, and the urgent need for public interest and participation in a civil preparedness organization as an element of the continental defence system.

3. That the R.C.A.F. Association bring to the attention of the Minister of National Defence the need for:

- (i) early designation of those stations, bases and establishments which will be permanent R.C.A.F. installations in future years, and
- (ii) early institution of a long-term married



*Eastern Ontario.*

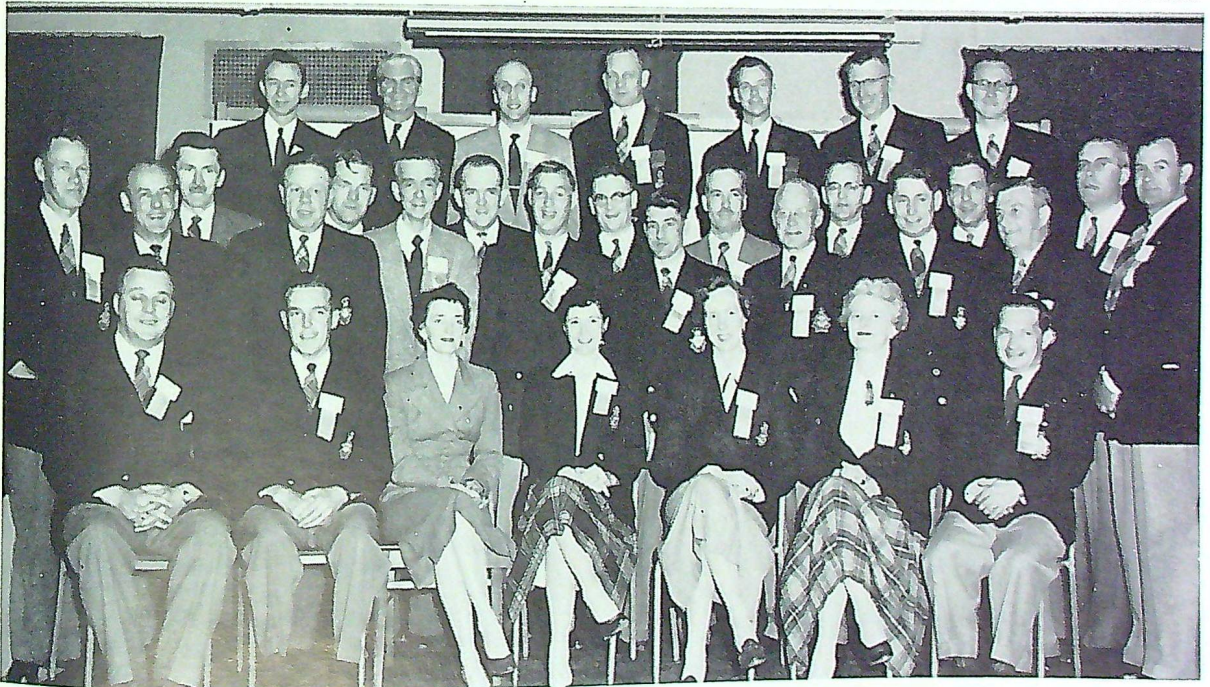
*Manitoba-Northwestern-Ontario.*





Quebec.

Maritime Provinces.





Saskatchewan.

Alberta.

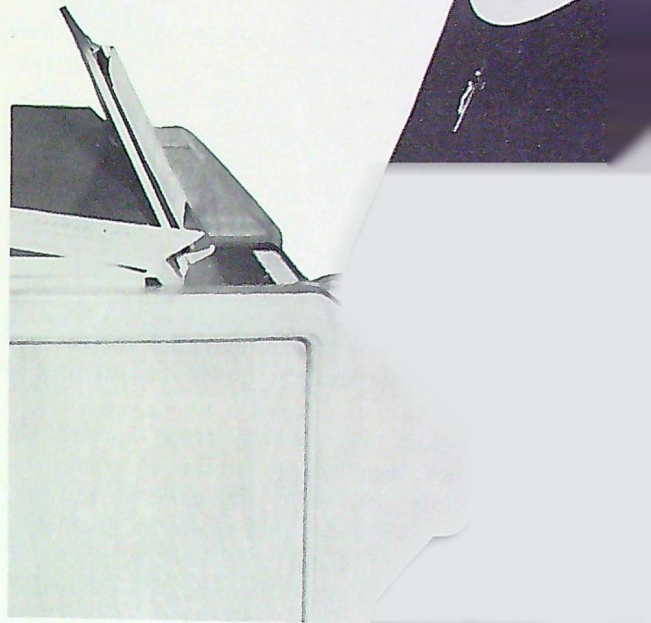


# AN ORGAN FOR SCHWARZACH

ORGAN music now rises over the farming community of Schwarzach, Germany, home of St. Francis Children's Orphanage. The organ is a gift from the congregation of No. 4(F.) Wing's Roman Catholic Chapel.

During the early days of the formation of the Wing at Baden-Soellingen, a choir made up of children from the nearby orphanage sang regularly at chapel services on the invitation of Sqn. Ldr. N. J. Gallagher, then Roman Catholic chaplain at No. 4 Wing. It was during one of these visits that the Mother Superior of St. Francis was overheard to remark on the beauty and quality of the chapel's organ.

Sqn. Ldr. G. O'Kelly, Wing Maintenance Officer, passed the Mother Superior's remark along to Sqn. Ldr. Gallagher, with the suggestion that members of the congregation might subscribe to the purchase of a similar organ for the orphanage. The idea met with the whole-hearted approval of the church members, and the necessary amount was raised by voluntary contributions in less than two years. The Mother Superior remained unaware of the fund-raising campaign, and the gift came as a complete and overwhelming surprise.



*The Mother Superior tries out the new instrument.*

*The Orphanage choir sings its first hymn to the accompaniment of the new organ. In gallery (l. to r.) are: Father Tropf (Rector of the Orphanage), Sqn. Ldr. J. F. McIsaac, Flt. Lt. P. Charbonneau, Flt. Sgt. L. P. Padberg, Sqn. Ldr. H. G. O'Kelly, Flt. Lt. J. A. Curtin, and Cpl. Anne Marshall.*



## MAISONS-LAFITTE MEMORIAL

In the town of Maisons-Lafitte, 15 miles from Paris, the citizens recently held a unique memorial ceremony. An annual event since Nazi occupation forces were driven out of France, the ceremony commemorates five Canadian airmen who lost their lives in the Second World War.

On April 29, 1942, an R.C.A.F. squadron was assigned the difficult task of destroying two large, heavily defended bridges near Maisons-Lafitte. The Canadian bomber force was successful in blowing out the bridges, but three aircraft were hit by intense anti-aircraft fire and exploded in mid-air.

The local French inhabitants searched the wreckage, then hid the remains of it and later held burial services for five unknown R.C.A.F. airmen whose bodies they recovered. Each night following the burial services, the people of Maisons-Lafitte placed flowers on the five Canadian graves. Each morning the floral tributes were removed by German occupation troops, with warnings to the town populace of heavy penalties for any repetition of such acts. Despite the strong warnings and resulting penalties, flowers continued to appear daily on the graves.

In 1946, with Nazi occupation troops driven out of France, a memorial was erected to commemorate the five unknown Canadian airmen. Funds were raised by voluntary contributions from the citizens of this small French town.

Directly in front of the memorial stand two machine guns and the hub of an aircraft wheel,



the only remaining wreckage from the three R.C.A.F. planes shot down on that April night in 1942. It is the same wreckage that the kind inhabitants of Maisons-Lafitte concealed from the enemy for four long years.

Our photograph shows Group Capt. E. D. Armour standing before a wreath which he laid, on April 24th, at the annual ceremony.

Views expressed in "The Roundel" upon controversial subjects are the views of the writers expressing them. They do not necessarily reflect the official opinions of the Royal Canadian Air Force.

# Feminine Gen

From Flying Officer Jean Roberts, of R.C.A.F. Station St. Hubert, we have received the following account of —

## COCKTAILS AT THE SABRE CLUB

THE whole idea started when the St. Hubert airwomen's canteen, known as the Sabre Club, moved to larger quarters and took over the building which had once been the officers' mess. First, the C.E. section moved in and did a thorough job of redecorating and repairing; then the airwomen started — sewing, window-cleaning, scrubbing, polishing, and even repairing an old piano (which, even though it doesn't carry a tune, looks most presentable).

Whereas in the old building there had been only three rooms to furnish, the problem of outfitting the new club looked as though it would

*Left to right: L.A.W.s Diane Wilde, "Scotty" Arthur, Jean Durette, and Air Vice-Marshal L. E. Wray.*



*Left to right: Cpl. Doris Methot, Mrs. Hook, L.A.W. "Mickey" McCormack, Group Capt. H. M. Kennedy, and Flying Officer Barbara Grunlund.*

present difficulties. But friends in the Supply Section proved their worth and actioned the E42s with amazing speed. Tables, chairs, chesterfields, rugs, lamps, card-tables, etc., started to flow into the Club at a fair rate of knots.

The brick fireplace in the main lounge required something to make it the focal point, and the C.O., Group Captain H. M. Kennedy, A.F.C., suggested that an unemployed fire-screen on his inventory be donated to the Club. St. Hubert, like many other stations, has its share of artists; and one of the airmen, L.A.C. Don MacMillan, produced a Sabre Club badge which looked most appropriate over the mantle.

The Club was ready for its first cocktail party.

A last-minute glance showed everything in readiness. The plants looked just right on the mantle, and the flowers which adorned the refreshment tables provided the touch of colour needed to set off the cocktail glasses, silver punch bowl, and the sandwich-laden silver trays. The doors were opened wide and the guests began to arrive.

Shortly after eight o'clock the last guest had departed and things were tidied up and made ready for the dance which was to follow. A band had been hired for the occasion and at nine o'clock the Club was reopened for dancing. When — much later — airmen and airwomen alike headed home-

wards, everyone felt tired but very happy that this first attempt at something different had been so successful.

The occasion for the second, and equally successful, cocktail party was the arrival of the new A.O.C., Air Vice-Marshal L. E. Wray, O.B.E., A.F.C. Apart from the important fact that such parties give the girls an opportunity to dress in their prettiest things, they also serve to acquaint them better with their officers and the other half of the latter's families.

\* \* \*

Sgt. Shatterproof has expressed his whole-hearted approval of the St. Hubert airwomen's parties. Gallant chevalier that he is, he did not change colour even when he learned that the cocktails were made of fruit-juices laced with only a *souppçon* of wine.

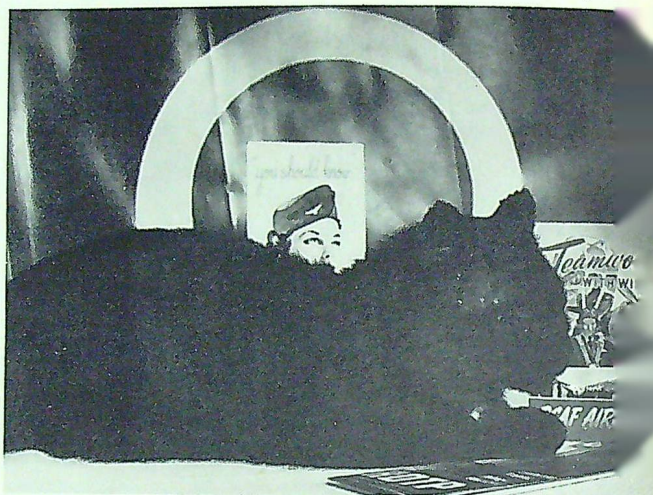
## PURR ARDUA . . .

SOME of our readers may recall ex-A.C.2 Jones, whose photograph has already appeared in "The Roundel" on one or two occasions during the past years. Born under the airmen's mess at No. 5 Service Flying Training School, Brantford, towards the end of the war, he was thrust into civilian life in 1946. He now resides at Woodstock, Ont. From Miss Mary Mark, former W.D. officer who has been his constant companion since a few days after his birth, we learn that Mr. Jones is seriously considering the pros and cons of joining up again. Slightly browned off with these cold wars of the alleys (which are actually rather hot stuff), Jones has been counting the honourable notches in his ears, and he figures that maybe the dear old Service would offer a bit more peace and quiet to a man of his mature years.

Still, old grievances rankle and he has the Serviceman's proper distrust of the Brass. For one thing, he claims he was misemployed during most of his Service career. His legitimate trade was chef's assistant, which suited him down to a T-bone steak; but when the W.D.s began screaming about



The veteran Jones scrutinizes leaflets left with him by the Mobile Recruiting Unit, and —



— decides not to do anything too hastily.

mice in their quarters, the young Jones was ruthlessly remustered and transferred from the mess to the humiliating job of mouse-catcher. There was only one scrawny mouse to be caught, anyway, and he got it the first night, so that he spent his remaining Service days in abject boredom.

This should explain the old boy's caution about rejoining. Has the Brass become any more dependable? he asks himself. Are mice still browsing about barracks in defiance of Q.R. (Air)? Well, he has to be very sure of these things before committing himself. He would, of course, demand his original trade back — and also his rank of A.C.2. He will not, he states emphatically, accept a commission.

# Letters to the Editor ★ ★ ★

## MR. JONES PROTESTS

Dear Sir:

I have been brooding over your last *communiqué* addressed to my factotum, Miss Mark. I gather that you intend to include certain portraits of myself in the "Feminine Gen" section of your magazine.

Please, Mr. Editor, not there! My operation wasn't *that* drastic.

Yours, in haste and high dudgeon,



*("The Roundel", we fear, is not the forum for such discussions.—EDITOR.)*

## ERRATUM

Dear Sir:

In Part Three of my reminiscences, which appeared in the April issue of "The Roundel", I referred to "the Sopwith Spad".

In anticipation of derisive laughter from the old old-timers, I hasten to agree with them: there was no such animal! What I had in mind was of course, the Sopwith *Camel*, first flown on 22 Dec. 1916.

Wing Cdr. A. L. Bocking, D.F.C.

## NO. 433 SQUADRON

Dear Sir:

On page 11 of the April issue, Flt. Lt. Heathcote makes the statement, in brackets, that No. 433 "was actually the only squadron to operate in the whole of Bomber Command". He is referring to the gardening operation in Oslo, Christmas Eve, 1944.

If Flt. Lt. Heathcote will check back, he will find that No. 429 (Bison) Squadron was also on that operation and subsequently diverted to Peterhead. I well recall taking off in heavy fog, which was so thick that you could only see one runway light ahead. I forgot now who the other crews were from our squadron, but I believe there were four of them.

In addition, our crew flew on New Year's Eve, which I believe may set some kind of record. Our C.O. mentioned that we were the only ones to fly on both Eves. Incidentally, the crew was made up of Flt. Lt. A. M. MacDonald, Flying Officers Pegg, R. Urghardt, Flt. Sgts. T. Wood, B. MacDougall, Keith Mason, and Flying Officer P. Codd.

P. Codd (R.C.A.F.A.)

Dear Sir:

In the April issue, on page 11, Flt. Lt. Heathcote states that No. 433 Squadron "was actually the only squadron to operate in the whole of Bomber Command." I believe that at least two aircraft of No. 427 (Lion) Squadron operated on the 24th December 1944. This also was mining in the Oslo area and the aircraft were diverted to Peterhead, Scotland. This base was then being used by a Polish fighter squadron.

Sqn. Ldr. E. C. Mayo, D.F.C.  
R.C.A.F. Station Vancouver.

*(Flt. Lt. Heathcote writes: "The error to which Mr. Codd and Sqn. Ldr. Mayo draw attention was due to a misinterpretation of the word 'unit' in a statement in the operations record book of No. 433 Squadron. 'Unit' was taken to mean 'squadron', whereas it actually meant 'group'. In point of fact, four squadrons of No. 6 Group (Nos. 424, 427 and 429, as well as 433) were out laying mines in the Oslo area on Christmas Eve. They dropped their vegetables between 2024 and 2049 hours, returning to land at Peterhead, Scotland, shortly before midnight. Early that evening (between 1826 and 1844 hours), Nos. 1, 3, and 8 Groups of Bomber Command, supported by No. 100 Group, made bombing attacks on Cologne, Bonn, and Münster."—EDITOR.)*

## SQUADRON HISTORIES

Dear Sir:

I have been instructed to make representations on behalf of all the former members of No. 425 (Alouette) Squadron, with a view to requesting publication of the history of this squadron in "The Roundel". Requests have been received from our branches across the country.

We have all read with interest the histories of many wartime squadrons, but nothing apparently, has ever been published about the "Alouette" Squadron — which, I might add, was not one of the less glorious. We would be much obliged if this matter could receive your early attention.

Aurèle I. Chenier,  
National Secretary,  
Club des Alouettes.

Dear Sir:

I was much interested to learn from your April issue that No. 433 Squadron was still bombing France in 1954. No wonder international relationships in the world are a bit strained!

How about a history of No. 424 Squadron, which was based at Shipton-on-Swale with No. 433 Squadron?

Sgt. J. H. Hamnett,  
R.C.A.F. Station Portage la Prairie.

*(We frequently receive letters, similar to Mr. Chenier's and Sgt. Hamnett's, asking that histories of particular squadrons be published in the near future. While we would very much like to publish a squadron history in each issue, it is not possible to do so. The preparation of each squadron's history is a task involving a great deal of research, and there are, in all, about 90 R.C.A.F. home and overseas squadrons to be dealt with, in addition to many other units which also have stories worth telling. Preparation of squadron histories — by the Air Historical Branch — is proceeding as rapidly as*

possible, but we regret that it is not possible to forecast when the story of any particular unit will be published. — EDITOR.)

#### NO. 6 S.F.T.S. REUNION

Dear Sir:

This year's No. 6 Service Flying Training School Reunion will be held at the Golf Club in Dunnville, on Saturday, September 24th.

The two main features of last year's reunion (other than those of renewing old acquaintances and nostalgically re-fighting the battles of No. 6) were the excursion to the old Station and the showing of the movies by Jim Buchanan

of the 1953-1954 get-together. A similar programme will be planned for this year — golf, a trip to the Station, galloping dominos, cards, a bang-up banquet to which the wives are cordially invited, films, and finally a dance. Arrangements will be made for a get-together the evening before for those who come in on Friday afternoon, and for the entertainment of wives on Saturday prior to the banquet.

Everyone who ever served at No. 6 S.F.T.S. is welcome. Full particulars can be obtained by dropping a card to the undersigned.

Frank Scholfield,  
Box 814,  
Dunnville, Ont.



## They WON'T FORGET!

Wing Cdr. F. H. Hitchins, the R.C.A.F.'s Air Historian, explains the origin of the squadron's badge to members of No. 413 (Tusker) Squadron. Left to right: L.A.C. D. Gould, Wing Cdr. Hitchins, Flying Officer G. M. Cliff, and Flying Officer W. T. Floyd. The Air Historian recently made a tour of No. 1 Air Division, giving talks on their respective histories to the squadrons of all four Wings.



### THE EXECUTIVE

Aristotle devised a way to solve problems that is both logical and effective. Its value has not diminished in 2300 years. Here it is:

1. Determine the aim.
2. Study the resources.
3. Consider all possible lines of action.
4. Select the best line of action.
5. Determine the procedure for putting the best line of action into effect.

(No. 1 S.S.T.S. précis: R.C.A.F.)

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

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

*When you meet a great man, emulate him. When you meet a bad man, search your own soul. (Chinese Proverb.)*

# BACK ISSUES OF "THE ROUNDDEL"

for  
R.C.A.F. STATION GIMLI

The Station Library of R.C.A.F. Station Gimli is in need of the following back issues of "The Roundel" in order to complete its files for binding:

<u>1948</u>	<u>1950</u>	<u>1951</u>
Nov.	Jan.	Apr.
Dec.	Feb.	May
	Mar.	July-Aug.
	Apr.	Sept.
	May	Nov.
<u>1949</u>	June	
Jan.	July-Aug.	<u>1952</u>
Feb.	Sept.	Jan.
Mar.	Oct.	June
Apr.	Nov.	July-Aug.
May	Dec.	
June		<u>1953</u>
July	<u>1951</u>	Mar.
Aug.	Jan.	July-Aug.
Sept.	Feb.	
Oct.	Mar.	
Nov.		
Dec.		

If any of our readers are able to help in the above matter, will they please address a postcard to the Commanding Officer, R.C.A.F. Station Gimli, Gimli, Man., and let him know what copies they have available.

APPLY

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