

# The **ROUNDDEL**



Vol. 9, No. 7  
SEPTEMBER 1957



**ROYAL CANADIAN AIR FORCE**

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This Month's Cover



Bruce the Moose, mascot of No. 419 Squadron ever since Wing Commander J. (Moose) Fulton led it on its first bombing sorties in the Second World War, last month flew with his squadron to join Canada's Air Division in Europe. His expression, as he receives a last-minute briefing from his C.O., Wing Cdr. R. E. MacBride, DFC, clearly indicates that a trans-Atlantic hop in a CF-100 is, to an old hand like himself, a piece of cake.

(Photo by Corporal B. Heron.)

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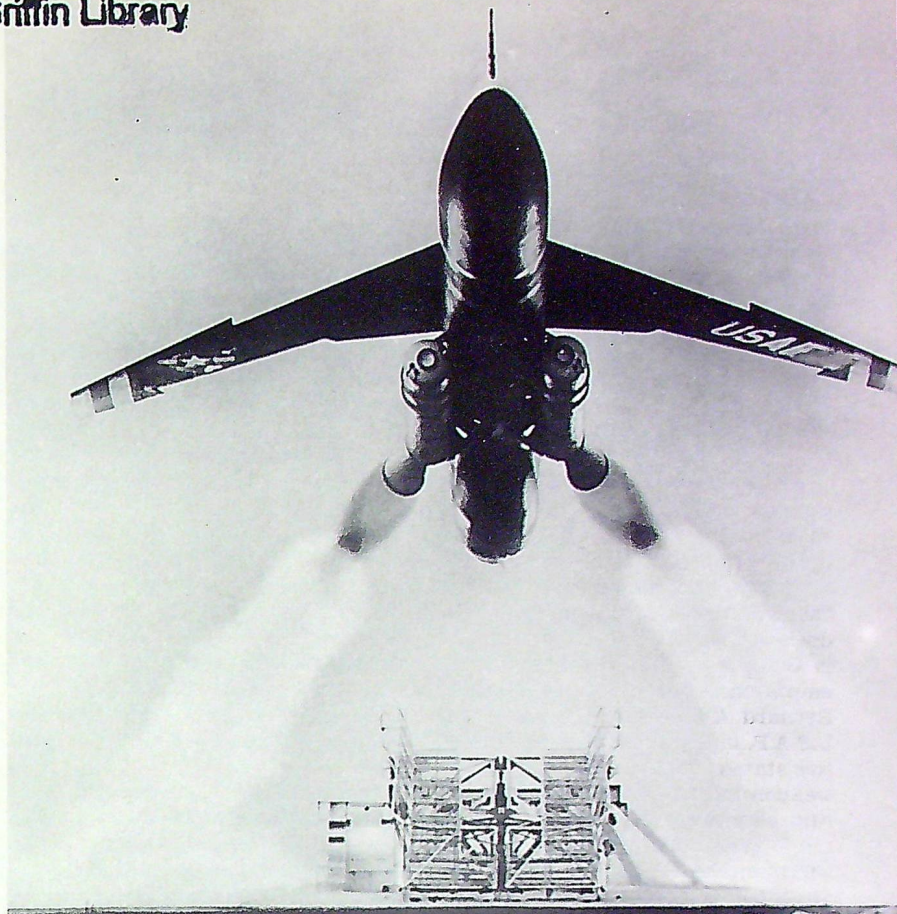
EDITORIAL OFFICES:  
 R.C.A.F., Victoria Island,  
 Ottawa, Ont.

# "S" IS FOR SUICIDE

BY

SQUADRON LEADER

G. B. WATERMAN



"Snark" leaving its launching-cradle on a long-range test-flight over the Atlantic. "Snark", which can carry a nuclear war-head, is an air-breathing missile driven at altitude by a Pratt & Whitney J-57 jet engine.

*(This is the third of Sqn. Ldr. Waterman's series of articles on ballistic missiles. The first two appeared in our issues for December 1956 and March 1957, respectively.—Editor.)*

*"He took his vorpal sword in hand,  
Long time the manxome foe he sought."*

*(Lewis Carroll: "Alice Through the Looking Glass".)*

## INTRODUCTION

WRITING in the R.A.F.'s quarterly magazine, "Air Power", Air Marshal Sir Victor R. Goddard said: "Of all the doctrines for ending the monstrosity of war by means of weapons, that of Nietzsche must surely be the most humane. He advocated maximum terror." If this dogma is true, then never in the world has there been such an opportunity to end war for all time,

for never was there such an out-and-out terror-raiser as the Inter-continental Ballistic Missile. War is not, and never has been, as the Air Marshal goes on to point out, something which can be discussed with such words as "humane", since wars are fought by humans, which is quite a different thing. The only sure way to stop a war, or to ensure that it never starts, is to possess and be prepared to use a destructive force which is so terrible

and so inhuman that the opposition can do nothing but give in before it. Such a weapon was the mustard gas of the Great War, which indeed was too dangerous even for those who used it; such a weapon was the atomic bomb which wrote finis to the Second World War; such a weapon is I.C.B.M.

In the first two articles of this series, our readers were introduced formally to the 20th Century's super-weapon, the combination of super-rocket and super-bomb, which, for the first time since Noah, has made mankind truly conscious of the "end of the world". In a few short years from now, this adolescent monster will come of age. Technical journals and military leaders predict that I.C.B.M. will be successful as a design project by

late 1960, and that it will exist in quantity by 1965. If we assume this prediction to be true, it behoves us to find out how it will shape the strategy of the free nations, and whether or not we will have a good chance of surviving its impact.

### "S" IS FOR STRATEGY

We can accept the fact that any weapon which is designed is meant to be used. War is, by definition, nothing more than a continuation of policy, and weapons of war are therefore tools of diplomacy. This does not mean that, when I.C.B.M. is ready for use, it is likely to be employed; indeed, Major General Bernard A. Schriever, head of the U.S.A.F. ballistic missile programme, has stated: "We are developing the weapon most likely not to be used." And why not? The answer is simple. With the intercontinental thermonuclear missile, as with the atom bomb, there can be no half-way measures. This is a weapon for total war, not for tactical manoeuvres. All strategy, be it that of East or West, must be based on the assumption that the first firing of an I.C.B.M. in anger will automatically unleash a holocaust such as man can hardly envisage.

Consider for a moment the cost of this horror-weapon; a conservative estimate would put it at approximately ten million dollars per round. With a weapon as expensive as this no nation could afford to use anything less than a maximum-power war-head, say a ten megaton hydrogen bomb or the equivalent in bacteriological contamination. In either case, the area of potential destruction would be measured in hundreds of square miles, and the immediate slaughter in terms of millions. This, then, is a weapon for a BIG war.

Like many weapons, the intercontinental missile may be used in two spheres — defence and offence. It is tacitly understood in the non-

communist countries that the use of I.C.B.M. in the first rôle has been assigned to the N.A.T.O. alliance, the second to the U.S.S.R. and its myrmidons. While the West is still, as always, pursuing its objective of freedom to live in peace and under capitalism among its fellow men, there has been no proof that the Russians have given up their long promulgated aim to destroy the evil of free enterprise, and to bring the whole world under the sway of modern Marxism. Those who tend to disbelieve the last statement might be well advised to read the teachings of the Lenin School of Political Warfare, wherein a smashing attack on the peaceful, unsuspecting, somnolent *bourgeoisie* has been predicted for about the year 1960.

In any battle, the attacking general would gladly give away a great deal of his striking-power if he could replace it with that most effective of all stratagems, surprise. The third, or missile, war would for this reason undoubtedly be introduced by the enemy in a manner similar to that used by the Japanese at Pearl Harbour in 1941. For Russian purposes, I.C.B.M. is the perfect strike-weapon. In the air only thirty minutes altogether, it will allow the defending forces almost no time at all to prepare an adequate defence or to launch retaliatory forces.

The object of the initial attack would be twofold. The first objective would be to destroy the defenders' ability to hit back, for if I.C.B.M. or its equivalent were to be allowed to take off in reprisal against the attacker's country, the whole purpose of the war might well be defeated. Even the most enthusiastic capitalist-hater would hesitate to launch an attack if he felt that his own country would possibly be destroyed in the process. His first aim accomplished, and safety more or less assured, the aggressor would then turn to the

destruction of the enemy's will to fight. With this end in view, missiles would be aimed at the major population centres and government strongholds of the capitalist countries. For example, a relatively small number of I.C.B.M.s would be capable of destroying about half the population of Canada and the United States; and, with government and major communications links destroyed, it is doubtful if the surviving North Americans would be willing to, or capable of, carrying on the struggle.

Could the Russians really be capable of waging such a fantastic war? Fig. 1 is a map which shows (the dotted area) the countries of the world which would be within the range of Russian 5000-mile missiles. It takes only a cursory glance at the covered area to make one feel faint-hearted and wish to move immediately to South America. Assuming that the Communists can develop the intercontinental missile, a gradual build-up of striking-forces could take place in the U.S.S.R. and its satellites over a period of years, in such a way that every important reprisal base in the free world, as well as every major population centre, could be the intended target of a nuclear explosion. And, since I.C.B.M. could easily be disguised to look like a grain-elevator, chimney-stack or other such harmless construction, the chances of discovery by U.N. aerial surveillance would be negligible.

So much for offence. The West has clearly indicated that its policy is anti-aggression, and, to quote John Foster Dulles, "the way to deter aggression is for the free community to be willing and able to respond vigorously at places and times of its own choosing. The basic decision is to depend primarily upon a great capacity to retaliate instantly." Or, as our last defence minister said, "no nation ever wants to risk defeat . . . in a thermo-

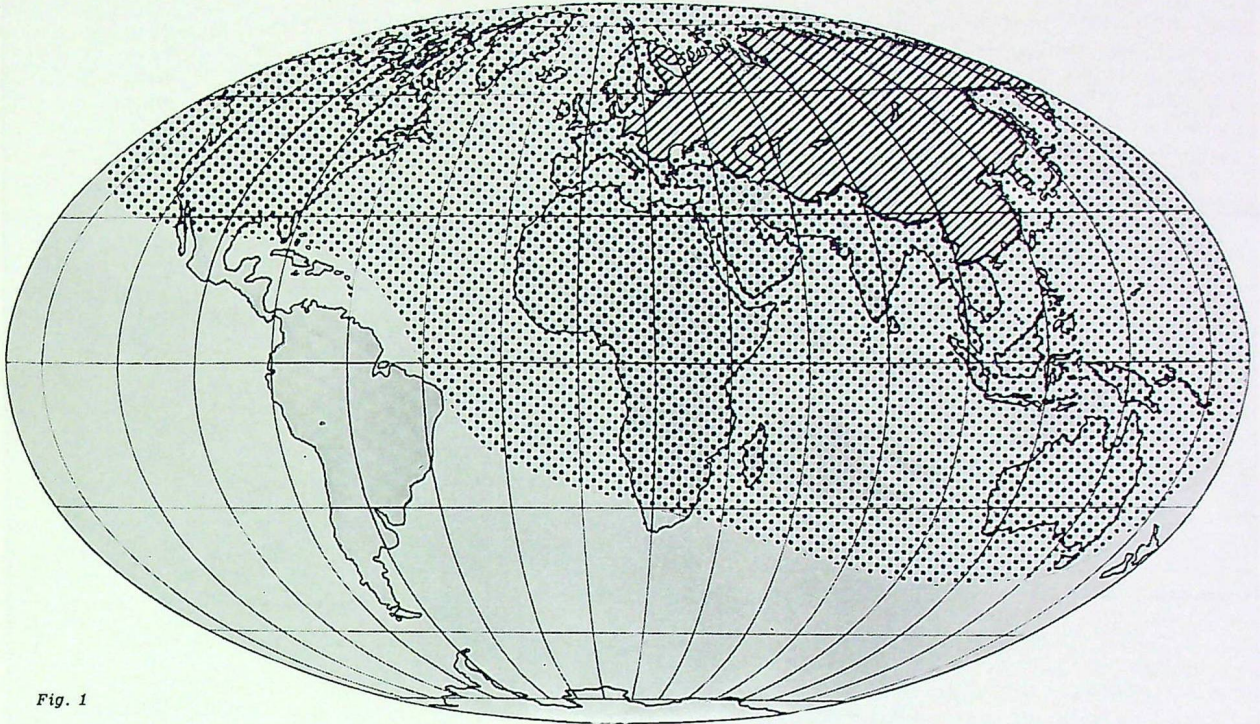


Fig. 1

nuclear war. As long as this is true, our best hope is, undoubtedly, in the maintenance of a strong and compelling deterrent." So we have adopted the theory of "massive retaliation", a theory which can only work if the N.A.T.O. countries are able to maintain the lead which they have so far maintained over the communist bloc. Assuming now that the Christian nations obtain intercontinental missile capability, the U.S.S.R. and its allies (shown in the hatched area of Fig. 1) can be ringed by a group of missile stations in such a way that the major enemy bases and cities will be potential targets of our reprisal weapons.

There is a basic weakness to this theory, of course. Air Marshal Sir Robert Saundby has stated: "Retaliation is mainly a political concept which has little to do with military strategy or the actual con-

duct of warlike operations. It is a device which can have a useful, and sometimes even a decisive, deterrent effect." In other words, it is an excellent means of preventing a war, but it is not necessarily the correct way to win it once it has started. This policy is something like a gigantic bluff in a poker game; it may carry a player unscathed through many rounds of betting, but it may not produce a good enough hand to lay down on the table when the play is called. As Dulles pointed out some months ago, the threat of retaliation as a deterrent is a policy which might carry us up to the very brink of war, but to win with such a policy requires a firmness and a determination to use the available terror-weapons which the West has not yet too successfully displayed.

In our discussion so far we have mentioned the use of I.C.B.M. as an

offensive or defensive weapon, without making any attempt to predict the effect of its consummation on Canada and the rest of the freedom-loving nations. What will happen, for example, if we should win the race for the super-weapon? — if we should lose it? — if our missile capability is approximately the same as the U.S.S.R.'s? We cannot be certain which will be the first country to fire a successful intercontinental ballistics missile, but the results of such a feat can perhaps be guessed.

#### "S" IS FOR SALVATION

If the U.S.A. wins the race for I.C.B.M., the West will regain the vast advantage which she had over Russia at the end of the Second War, when the possession of the atom bomb made us invulnerable. The communist countries will then

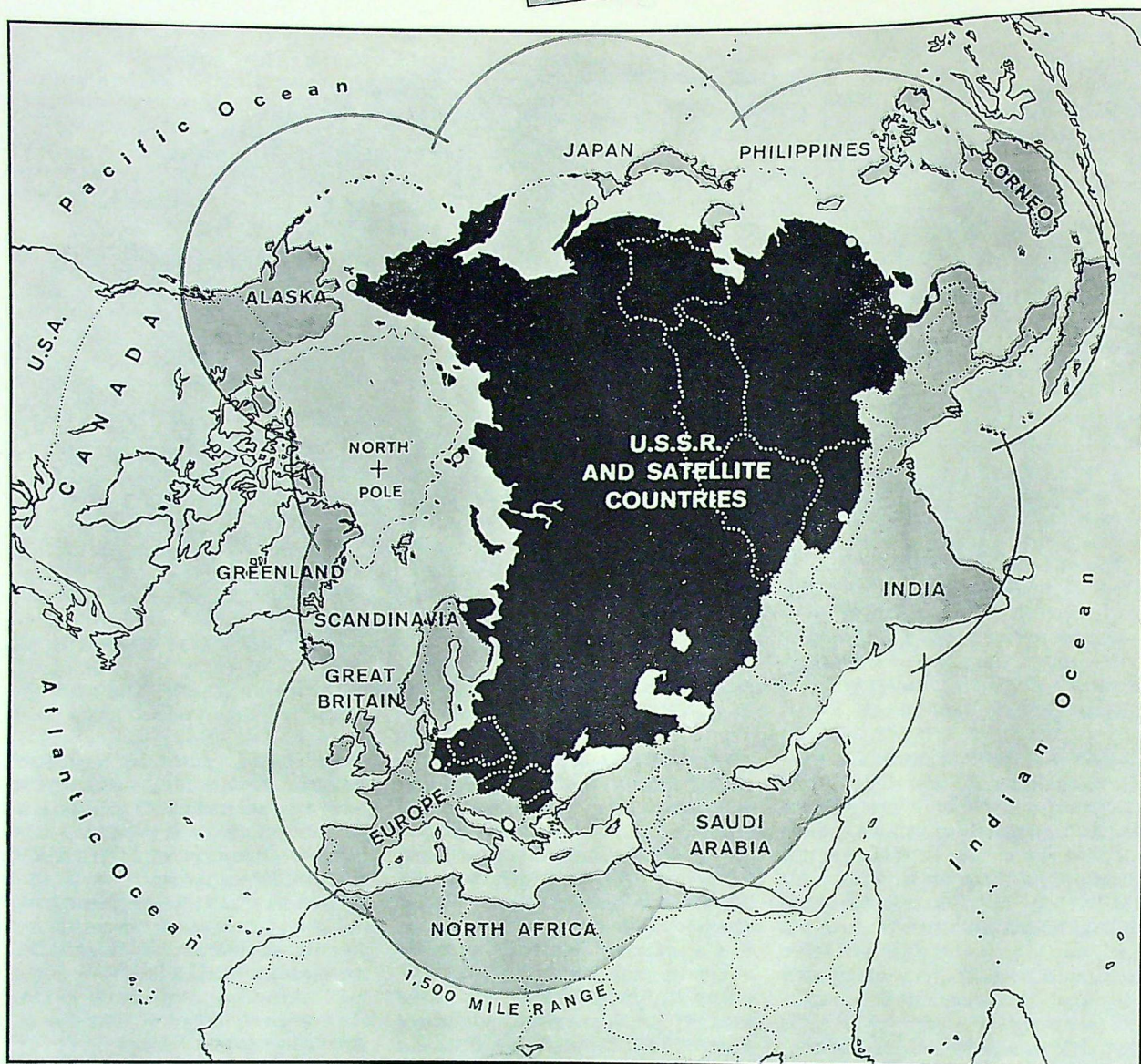


Fig. 2.

be unable to start their war against "imperialism", since it would spell virtual suicide to do so. The West might be able to use the advantage so gained to negotiate a lasting peace through world disarmament and efficient U.N. surveillance of all countries' expenditure on armament. The fear of the missile might provide a stabilizing effect

on the world, and all nations might come to realize that any future war would be utter folly. Such an outcome is certainly very much to be desired, but the hard-headed realist would have a great deal of difficulty in believing it. The weight of the West's armament might well deter the smaller nations from waging the communist-prodded

wars which the U.S.S.R. uses as a means of reducing the overall sphere of influence of the western countries, but this is extremely doubtful. It is almost certain that the N.A.T.O. group would shrink from using the mighty weapons except in case of direct attack on one of its member nations, with the inevitable result that the local con-

flagrations would continue more or less as usual while the Soviet Union would do all in its power to catch up again.

### "S" IS FOR STALEMATE

A possible, maybe probable, result of the race for the super-missiles is that both the East and the West will attain intercontinental capability at about the same time. This would of course create a stalemate very much like that which exists today, and it is quite likely that life in Canada in 1965 would not be much different that it is in 1957. The Soviet would continue its present policy of dividing to conquer, as well as gnawing away at the peripheries of the West's political alliances. The chances of a hydrogen war would be slight, since neither of the opposing teams would have the slightest desire to start it. Krushchev, however, would be quite a bit nearer to his televised prediction of June 2nd, when he said that our "grandchildren in America will live under socialism", since the Soviet system is far better geared for this type of warfare by attrition than is the over-trusting, lethargic West.

### "S" IS FOR SUICIDE

From the preceding paragraphs, the picture of our future after losing the missile race should be obvious. Practically the whole world would be within range of the Russian launching-ramps, and the fear of total war would walk throughout the land. Although the N.A.T.O. countries could still hardly be called defenceless, the U.S.S.R. would have a great political advantage, one that she would know full well how to use. One only has to remember the Russian threat to use ballistic missiles against Britain and France during the height of the Suez crisis, to realize how unscrupulous the Communists could be

expected to be if no adequate opposition existed. To those nations now sitting on the political fence, and to many of the smaller nations who are now closely tied to the western powers, alliance with Russia would certainly appeal as being the most attractive bet; the power of the U.S.A. in the Middle East would rapidly deteriorate; defence agreements made with the West would be broken. If the disparity in armament were to continue for long, the communist bloc might be able to isolate the North American continent without striking a blow. The most horrible alternative would be, of course, that the Russians might well decide that the time had come for the destruction of the American menace once and for all.

### "S" IS FOR SUMMING-UP

Whether or not the I.C.B.M. eventually causes a world-consuming holocaust, there can be no doubt that it will greatly change the armed forces and the military strategy of all of the larger countries. The changes will not, in most cases, be either sudden or startling, but they will certainly come. They were foreshadowed some months ago when Russia announced that she was going to cut her armed forces by one and a quarter million men. They were again confirmed by British Defence Minister Sandy's announcement a few weeks ago that the country would reduce its army and navy, and concentrate on a missile defence aimed at stopping nuclear weapons. It has been forecast many times in policy statements made by top American government and military men, who have arranged for the spending of more than two billion dollars on missiles in 1957/58. It will happen in Canada as it is already happening in other countries; there isn't any other possible choice.

Sir John Slessor prophesied some years ago: "The kernel of air power

is the bomber — today the long-range, jet-propelled high-altitude bomber with its skilled crew, tomorrow perhaps the long-range controlled missile." With the advent of the intercontinental ballistic missile will come the gradual withdrawal of the long-range bomber, except possibly for tactical purposes not concerned with total war. The famous *Lancasters* and *Flying Fortresses* of the Second World War gave way to the multi-engined B-36s, whose place was soon taken by the much faster B-47s. These in their turn were made obsolescent by the B-52s, the Strategic Air Command bombers which just a short time ago demonstrated their ability to fly around the world. Already the prototype of the successor to these mighty bombers has flown — the supersonic Convair B-58, nicknamed *Hustler*. At the same time, the first I.C.B.M., the *Atlas*, is entering the flight-test stage, with the possibility that it may become operational a year or two after the B-58. It is expected that the manned bombers will, for strategical purpose, gradually disappear during the years 1961-65.

As the defensive and offensive armament of each nation becomes more and more dependent on missile weapons, the size and composition of military forces is bound to change quite drastically. More and more emphasis will be placed on the utilization of the air, both as a means of frustrating an attacking enemy or to prevent him from launching his offensive measures. At the same time the defence environment will be taken over more and more by the scientists and the electronic brain. For example, the firing of the retaliatory I.C.B.M. will probably be determined by automatic warning radars feeding information into computers whose purpose is to determine that an enemy attack has actually been launched and, in effect, to press the defensive firing-buttons. It has

been said that the western countries are designing their last manned fighters at the present time, and that air defence will shortly be taken over by ground-to-air missiles. The replacement of the manned bomber may take many years longer, but it is practically certain that it, too, will become obsolete, at least as a strategic weapon.

Meanwhile, 1965 is the target date in the U.S.A. for the completion of I.C.B.M. development. When that time comes, and if the programme is successful, the West will have the capability of directing untold destruction into the Soviet camp inside a thirty- to forty-minute period. The prayer of all the free nations is that nothing will happen before that date. The West has to consider the possibility that the communists may not have to wait for I.C.B.M. development to be completed. It has been reliably reported that Russia has for some

time past been firing ballistics missiles over ranges of 900 and 1000 miles. A glance at Fig. 2 will show what advantages the possession of an intermediate range (1500 miles) missile would give to the U.S.S.R. The whole of Europe would be within its striking-range, as well as the rest of non-communist Asia. This fact would give the Russians an important political advantage which might well be used to remove Europe and Asia from the American sphere of influence, thus again assuring the virtual isolation of this continent from the rest of the world. Of course, the relatively short range of the missiles and the long arm of the U.S.A.F.'s Strategic Air Command would probably keep North America safe from actual attack during this unhappy period.

Whatever the future may bring, there can be no doubt in the year 1957 that the near presence of the

ocean-crossing missile is going to affect the existence of people in every nation in the world. No matter what propaganda the Russian foreign office dispenses, the West will be forced to maintain its tremendous efforts to be first to obtain the intercontinental missile. At the same time we must bend every effort in the world council-chambers to find a workable disarmament scheme, one which will enable us to be sure that the communist nations are not planning our sudden demise. In a recent book, "The Bomb, Challenge and Answer", Lord Bertrand Russell writes: "Mankind is faced with an alternative which has never before risen in human history: either war must be renounced or we must expect the annihilation of the human race." This is a time for all sensible men to be frightened, and maybe, if we get frightened enough, we can work out our own salvation.

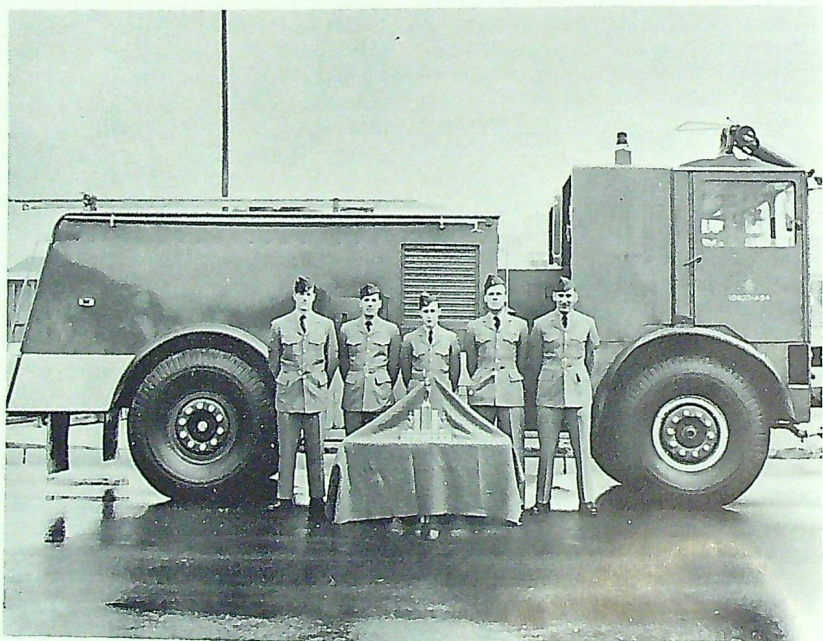
## Namao

### Fire Fighters'

### Record

The fire-fighting team from R.C.A.F. Station Namao set a new provincial record when it won the trophy for the annual hose-laying competition held at Redwater, Alta., on 26 June. Its time (22 3/5 seconds) beat the former record by 3/5 of a second.

Shown in our photograph are (left to right): Leading Aircraftmen M. J. Meikle, M. J. LaBranche, H. Biddiscombe, R. J. Neron, L. E. McKay.



# BADGES OF THE R.C.A.F.: 7

This is the seventh in our series of illustrations of the badges of the R.C.A.F. The dates shown in brackets beneath the names of the units are the dates on which the badges were officially authorized. Black-and-white reproductions of the badges shown may be obtained by writing to: Director of Public Relations, Air Force Headquarters, Ottawa, Ont. Glossy or mat prints are available in two sizes: 8" x 10" (50c.) and 11" x 14" (\$1.00). Cheques or money orders (not cash) must be made payable to the Receiver General of Canada.

## OVERSEAS HEADQUARTERS

(June 1944)

In front of a hurt an eagle volant, carrying in the claw a sprig of maple.

*Omni caelo  
(In every sky)*

The hurt, or blue disc, represents the sky in which the Air Force eagle is carrying the maple emblem of Canada.

On 1 January 1940, the R.C.A.F. Liaison Office which had been maintained in London, England, since the end of the Great War, was redesignated R.C.A.F. Overseas Headquarters. Group Captain G. V.

Walsh, who had just arrived from Canada with a party of officers and airmen, took command on 7 March 1940 and organized the headquarters in Canada House close to Trafalgar Square. When accommodation there was outgrown as the R.C.A.F. expanded, Overseas Headquarters was moved, early in 1942, to Lincoln's Inn Fields, where "Canada Walk" today commemorates the war-time association. Other commanders of Overseas Headquarters during the war years were Air Commodore L. F. Stevenson, Air Marshal H. Edwards, Air Marshal L. S. Breadner, and Air Marshal G. O. Johnson. After the war the title of the Air Officer Commanding-in-Chief was changed to Senior Canadian Air Force Liaison Officer and subsequently to Air Member, Canadian Joint Staff. The offices are now located in Ennismore Gardens, London.

## NO. 442 SQUADRON

(March 1957)

Haietlik, the lightning-snake, proper.

*Un Dieu, une reine, un coeur  
(One God, one queen, one heart)*

In the legends of the Nootka Indians of British Columbia, the Thunderbird sent Haietlik, the lightning-snake, to kill whales by means of its knife-sharp head and fire-spitting tongue.

No. 442 Squadron is descended from No. 14 (Fighter) Squadron which was formed at Rockcliffe,

Ont., on 2 January 1942. Transferred to the west coast three months later to strengthen our Pacific defences, it was based at Sea Island until February 1943, when it flew north to Umnak Island for a six-month tour of operations in the Aleutians. In January 1944 the squadron went overseas, was re-numbered 442, and joined an R.C.A.F. Spitfire wing. It flew with 2nd Tactical Air Force, from airfields in Britain and on the continent, until March 1945, when it returned to England and was re-equipped with Mustangs for long-range bomber escort. Its battle honours are: Aleutians 1943, Fortress Europe 1944, France and Germany 1944-1945, Normandy 1944, Arnhem, and Rhine. Disbanded at Molesworth, England, on 7 August 1945, No. 442 was re-formed as an Auxiliary fighter squadron at Sea Island on 15 April 1946. Equipped first with Harvards and Vampires, the squadron now has Sabres.





## NO. 7 SUPPLY DEPOT

(June 1944)

Two arms couped below the elbows and holding in the hands a three-bladed propeller.

*Copiae aeriae*  
(Supplies for the air)

The three-bladed propeller typifies the equipment supplied by the Depot.

The badge was originally granted to No. 7 Equipment Depot, which was formed at Winnipeg on 11 March 1940 to handle the supply requirements of all British Com-

monwealth Air Training Plan units in No. 2 Training Command. The Depot performed this important function for No. 2 T.C. and later for No. 2 Air Command, until 31 January 1946, when it was disbanded, its services no longer being required in the post-war R.C.A.F. When the Service began to expand again, a new No. 7 Supply Depot was formed at Namao, Alta. An advance party was on the site from June 1953, and the Depot officially came into being on 1 November of that year. The badge of No. 7 E. D. was then modified to incorporate the new title of the depot.

## "Pretium Salutis"

MANY of the sixty thousand members of the general public who visited R.C.A.F. Station Rockcliffe on Air Force day, June 8th, were somewhat baffled by the sight of four airmen standing guard over a

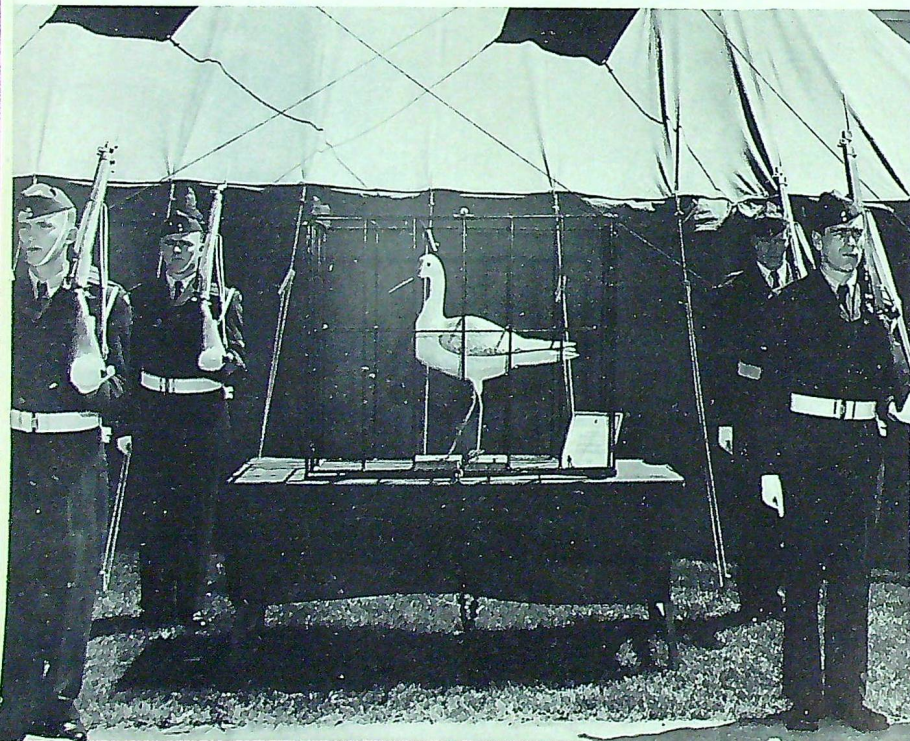
stately Bird chained in a wrought-iron cage outside the marquee of No. 2416 Aircraft Control and Warning Squadron (Auxiliary).

Enquiries directed at the grim-faced guards elicited no reply, and

only a very few of the boldest among the spectators ventured close enough to read the framed type-written sheet in the cage's corner. The formal changing of the guard which, on account of the fierce sun, took place at humane intervals, helped to strengthen a rumour that the Occupant of the cage was, in reality, a nuclear device of unimaginable potentiality.

"We are", said the squadron's C.O., Squadron Leader W. B. Walker, in a statement to the press, "taking no chances. One never knows but what some kindly old gentleman or attractive blonde may not in reality be an agent of one of those lesser squadrons who are forever awaiting a relaxation of our vigilance. In the words of our squadron motto: 'aeterno vigilare pretium salutis.'"

For further information about the part played by the Honoured Twillick in the defence of Canada, we refer the reader to our issue for last March.





An H-21 helicopter of No. 108 Communications Flight picking up Flying Officer D. Adkins, of No. 411 Squadron, during rescue demonstration.

# Annual Reserve Forces Week

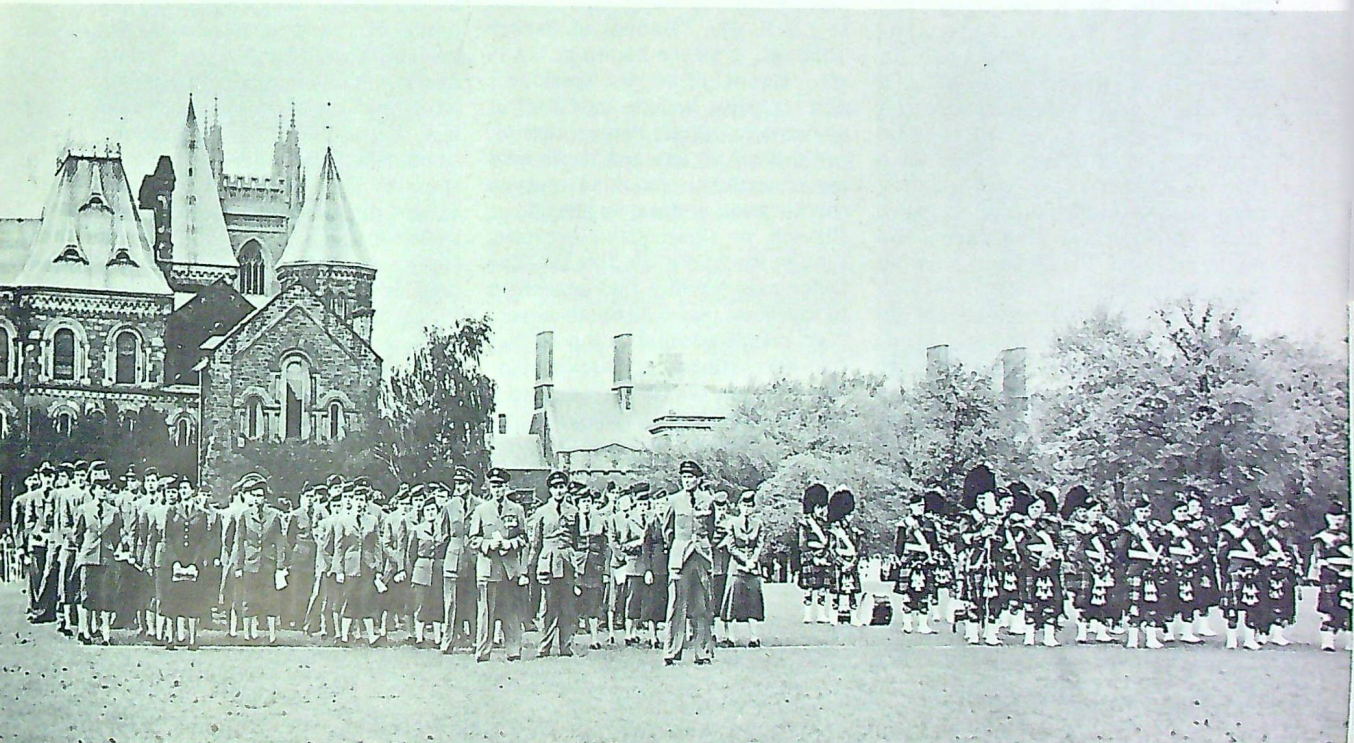
The accompanying photographs, which we were not able to include in our midsummer issue, were taken during Toronto's 2nd Annual Reserve Forces Week, 25 May to 1 June. The main event of the week was the tri-Service military tattoo, held at the Canadian National Exhibition. The 48th Highlanders trooped the Colour, the R.C.A.F. staged a mock rescue (the scheduled fly-past having been cancelled on account of bad weather), and the Navy performed the Sunset Ceremony. Some 20,000 spectators watched the tattoo, and some 50,000 witnessed the tri-Service garrison church parade.



R.C.A.F. contingent and pipe band of No. 400 Squadron await beginning of drumhead service on Toronto University campus.



Left to right: Sergeant Phyllis Jones, R.C.A.S.C.; Airwoman 1st Class Marlene Coker, No. 2400 A.C. & W.; Wren Eleanor Hargrave, H.M.C.S. "York".



# Voicing our Parting Sorrow



BY FLIGHT LIEUTENANT J. MOFFAT

ONE of the biggest obstacles that a man must handle in the Air Force is the impromptu, spur-of-the-moment, off-the-cuff speech which he is called upon to give on the occasion of his posting or transfer. Immediately after the presentation of his pewter drinking-mug, he must stumble through some sort of acknowledgment.

In actual fact, of course, he has usually received fair warning of the impending move. He has had plenty of time to dwell on the preparation of a beautiful valedictory, sparkling with wit, overflowing with tributes to those who have given him the mug — and particularly to those who have filled it so generously. But, when the big moment at last arrives, what happens?

Our man is mustered into the mess, and all wish him well. He is presented with his mug and he downs the specially concocted high-octane potion in a single breath. Then, while he is coughing and wheezing his way back to consciousness, he is called upon to speak. No matter how diligently he may have laboured over what he proposed to say, or how carefully he may have memorized it, he finds that all has been in vain. His mind, normally so agile, has become a pivot about which the room, the audience, and the pewter mug all seem to revolve.

In such circumstances he has no time for the more traditional forms of oratory. For him there can be no niceties of introduction, no skillful progress from punch-line to punch-line. He feels that he must plunge while the plunging is good; and, with a glassy smile, he proceeds to do so:

"Well, fellows, I - er - don't - I can't tell you, I mean, how happy

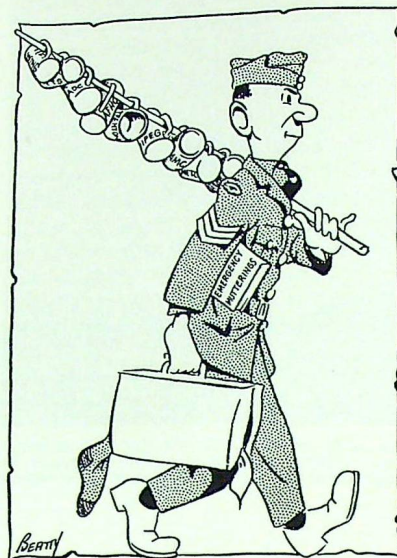
I am - er - to see the last of this place - ah, how sorry I am, that is - h'm - but I'm sure that if - or when perhaps - you will give my replacement the same - er - cooperation you have, shall I say - er - extended to my - that is, your - or rather his - predecessor, then all I can say is that I wish him - wish all of you, in fact - the best of luck. It has been a privilege - ah, a privilege - to be here tonight, and - what with packing and all that, I wish I could stay to - er - but my wife feels that - h'm - in view of - and so - to coin a phrase - adios, mon amnies . . ."

Our man then disappears from the scene and the party continues long after both he and his polished allocution are well and truly forgotten.

\* \* \*

It is in order to prevent such pitiful displays that I am proposing the preparation of a new Air Force publication. A companion volume to C.A.P. 460, "Manual of Service Writing", it will be known as C.A.P. 461, "Manual of Service Speaking"; and it will include samples of speeches for all Air Force occasions.

We have all listened to farewell speech-makers who can put to shame such orators as Gladstone, Disraeli, or Churchill — provided, that is, we ignore the fact that the latter men usually had something to say. That minor distinction, however, means nothing to the average free-beer-drinker at farewell parties. To his discerning mind it is all one whether the speaker quotes at length from Aristotle or Sever-sky, whether he gives a spirited outline of the love-life of the Colorado Beetle, or whether he actually says a few appropriate words. No matter what the utterance, he will



greet it with resounding applause. I would therefore strongly urge that the first chapter of C.A.P. 461 be entitled "Emergency Mutterings".

Almost equally necessary is a chapter on "How to Say You're Sorry When Everyone Knows Darn-ed Well You're Not". This chapter must be written by someone with a deep insight into the mental capacity of the listener who stands holding a half-empty beer glass and who is calculating the possibility of not having enough beer to last the duration of the speech. Another man we must consider is the chap who has no beer at all and cannot get to the bar because the speech-maker is sitting on it. Which just goes to prove that the most unpopular man at a going-away party is the man who is leaving.

"How to Look Modest When Whatever Good is Said about You is Untrue" is the title of another chapter in the manual. It must be emphasized in this chapter that the urge towards "Aw shucks, 'twas nothing!" is to be curbed. The praise heaped upon you must be accepted without reservation. I remember one departing fellow who

stood through a long and weighty testimonial to his worth and, when the time came for him to speak, calmly cleared his throat and said: "I think I'll quit while I'm ahead. Thanks anyway." There were no cheers. Those who had stocked up with two or more glasses against the possibility of a long and windy oration, felt cheated. "And who", they asked, "said he was ahead?"

A man who says good-bye with a smile on his lips is not to be trusted. The cheers will be hollow ones. He will be ignored and quickly forgotten. Therefore a few words on "How to Make Your Happy Parting a Sad One" will certainly not be amiss in our manual. The following technique is recommended.

After the clamour of "Speech! Speech!" has died down, the de-

partee steps forward, head lowered, clasping his now empty mug in hot moist hands. He pauses, chokes back an imaginary lump in his throat, and stumbingly says: "Little did I know, when I arrived here ten years ago last Tuesday, that parting would be such sorrow as this. If I had known, I would not have asked for a transfer every year for the past nine years. Gentlemen —" and here he wipes a wet eye — "it is a hollow victory." The subsequent party takes on a different meaning after a speech like that.

Of course, things *can* become oversimplified . . . like this: "Gentlemen," says the hero of the occasion, "I would like to offer you speech number sixteen, to be found on page 221 of C.A.P. 461. I thank

you." Every one would cheer and the party continue as usual. Next day the odd curious soul might refer to the page quoted. He would find:

"Gentlemen (and/or ladies) I am here this morning/afternoon/evening to say good-bye to you. I must say that I am more than glad/sorry to leave this ship/regiment/unit and all the outstanding personalities/dull clots with whom I have had the good fortune/bad luck to serve . . ."

By this time, however, the speech-maker is beyond reach.

Finally, there must be an appendix on how to store, pack, clean, and fill all the pewter mugs collected during the average Service career.

## The Suggestion Box

Sgt. L. S. Mitchell.



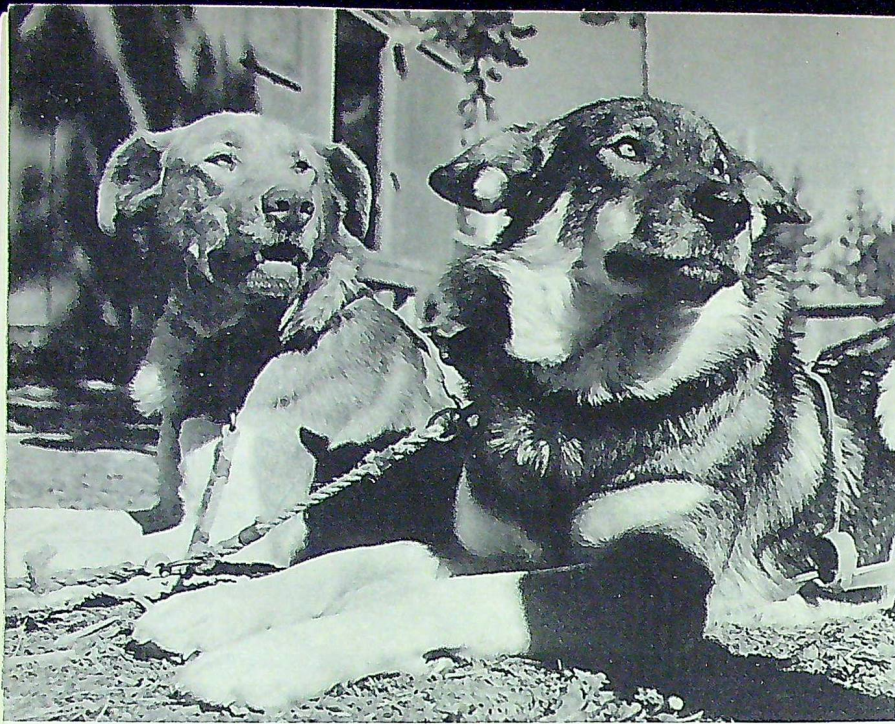
The Chief of the Air Staff has written letters of thanks to the under-mentioned N.C.O.s for original suggestions that have been officially adopted by the R.C.A.F.

Sergeant L. S. Mitchell, of Station Cold Lake, developed a cocking-tool for use with the guns of CF-100 aircraft. In addition to saving several minutes' inspection-time for each aircraft and facilitating the positioning of the initial round, its use sharply reduces the number of gun stoppages.

Sgt. R. J. Shrimpton, of Station Portage la Prairie, devised a modified gas-tank cap for the T-33. It is easier to install, obviates leakage from wearing of parts, prevents damage to filler-neck, and eliminates the possibility of contamination of fuel by metal particles.

Sgt. R. J. Shrimpton.





# THE NORTH-WEST STAGING ROUTE

## PART SEVEN

BY FLYING OFFICER S. G. FRENCH

*(Part Seven brings the author from Fort St. John, in British Columbia, back to Ottawa and the end of his journey.—Editor.)*

HAVING bidden good-bye to Mrs. Murray, the Powells, and our Department of Transport friends, we set out on the fifty-mile drive to Dawson Creek, where a Staging Route detachment existed in years gone by. Soon we were crossing the Peace River Bridge, which I have been given to understand is the seventh largest suspension bridge in the world.

At Dawson Creek I visited the old barracks put up by the R.C.A.F. during the war. There it was my good fortune to run into Sergeant Robert Whyte, who was formerly Supply Sergeant at the station and now operates a farm in the vicinity and drives the school bus. My talks with him, together with the information made available to me by ex-Squadron Leader Bob Maze dur-

ing my stay in Edmonton, enabled me to piece together the following story.

One of the most distressing difficulties facing the R.C.A.F.'s detachments on the North-West Staging Route was the problem of supply. Neither the Alaska Highway nor the Staging Route was much use without motor vehicles and aircraft, and in 1942 these were not available in the quantity required. Some degree of hardship had, of course, been anticipated, but, by December of the year just mentioned, conditions were becoming intolerable.

Here are a few entries from the daily diaries kept by various units during this period.

*"December 19th:* Lockheed 7634 encountered severe icing conditions, and, on the south-bound trip, icing endangered the aircraft to such an extent that only superb piloting and a great deal of good luck prevented a crash and probably fatalities. It's criminal that we should be asked to carry on northern flying without having aircraft properly equipped with de-icing and other winter equipment . . . Severe temperatures being experienced in the North and still no winter clothing for personnel. Someone has bungled badly."

*"December 21st:* Contrary to all rules and regulations, we are issuing flying-boots to all personnel, with the sincere hope that this will alleviate to some extent suffering from the cold."

*"December 23rd:* Sqn. Ldr. Guest arrived. He reported intense cold at Whitehorse, average temperature 40 below zero. Personnel in desperate need of clothing and money. Both of these items on way, but weather delaying. Living-conditions at Whitehorse deplorable. Our personnel are living in our barracks without plumbing or adequate heat, and to get their meals they must walk 1½ miles to the Contractor's. Only one panel wagon available and it is kept run-

ning 24 hours a day — otherwise it would freeze solid."

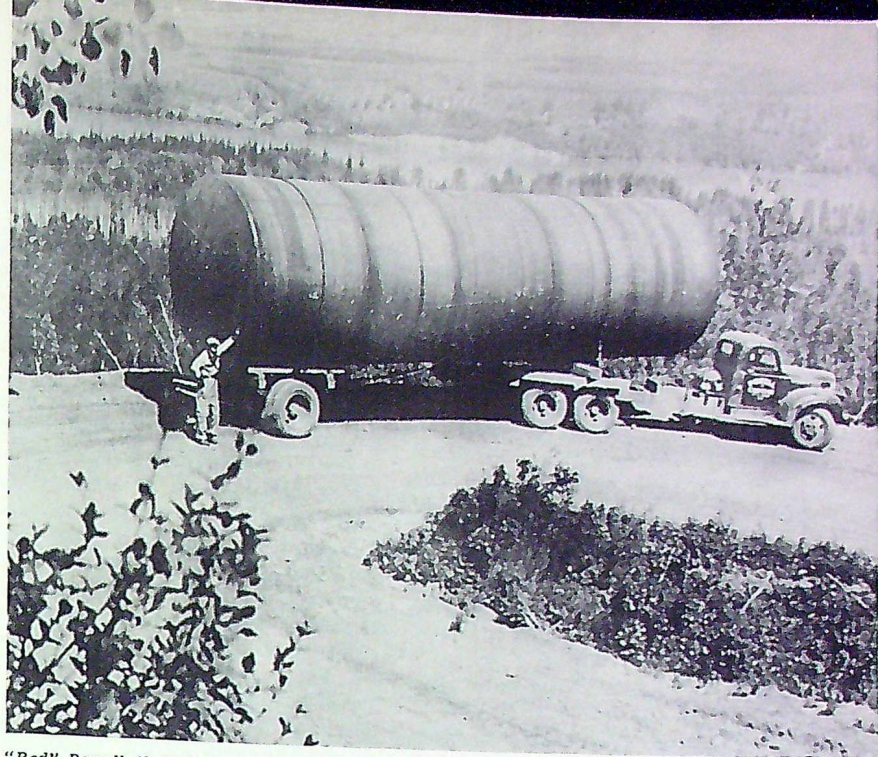
"December 25th: We opened the cartons supposedly containing some of our winter clothing, only to find it was just battledress. What a disappointment."

\* \* \*

It was at this time that Sqd. Ldr. R. M. Maze was brought to the Staging Route as Air-Rail Transportation Officer. He immediately set out with Sgt. Whyte on an experimental drive up the Highway. On this 2,500-mile seventeen-day trip they had twenty-two flat tires and they had to buy or scrounge a half-dozen new ones. "The drive", Bob Maze told me, "was very interesting and, at times, quite exciting. I remember pulling into the Blueberry Mountain Maintenance Camp very late one night. We had had several flats and a few other such tribulations. We were very tired, very hungry, and covered from head to toe with dust. When we walked into the tiny kitchen, the short and stubby bull-cook looked us up and down, and said: 'Just put the vegetables in the back door.'

"Almost all of the bridges at this time were of wood, hurriedly assembled and with only one lane. Just north of Watson we shot down the mountain-side towards one of them. As we drove on to it, our lights probing through the night fog, we suddenly spotted an Army truck speeding at us from the other direction. I don't know how we made it, but we did. Both sides of our car were scraped, the left by the truck, the right by the wooden rail of the bridge."

When Maze and Whyte returned to Edmonton after their trip, they set to work immediately to organize a Freight Transit Unit. By the autumn of 1943 a fleet of trucks was operating from the newly-built refrigerated warehouse at the end of steel to all the R.C.A.F. detachments on the Route. Each detach-



"Red" Powell (left) bringing fuel-tank to Fort St. John over the old road from Dawson Creek. The Peace River is in the background.

ment had the necessary facilities for repairing the trucks, as well as competent Service mechanics to look after them. Major repairs were made in the large garage at Dawson Creek.

In 1944, several people in positions of authority complained that an Air Force debased itself by moving freight on the ground. To quiet these charges, someone figured out that an airman's daily food supply, packed for shipment, weighed roughly six pounds. To have flown this package from Edmonton to Whitehorse would have cost \$2.40 per man per day, but by rail and truck the cost of shipping the same package amounted to thirty-seven cents. The total poundage of freight carried during this year amounted to about five and one quarter million pounds.

The fleet of R.C.A.F. trucks delivered freight consisting of rations, construction material, heavy machinery, technical equipment, petroleum products, and many other commodities. A convoy carrying non-perishables normally took between seven and nine days to make the round trip from Dawson Creek to Whitehorse and back

again. Perishable rations presented another problem. With these they made a non-stop trip to Whitehorse in about thirty-six to forty hours. This was done by flying relief drivers ahead from Dawson Creek to Fort Nelson and Watson Lake, locations which are respectively about one-third and two-thirds of the way along the road to Whitehorse.

Two examples will serve to demonstrate the ingenuity of the airmen who worked in the Freight Unit. Some sort of refrigeration for the trucks was necessary in the summer time, but it was soon discovered that the machinery of an ordinary mechanical refrigerator plant was too delicate for the bumpy Alaska Highway. The problem was solved by installing shelves inside the body of the truck and packing them with dry ice. During the winter months, with their extremely low temperatures, the problem was reversed: how to prevent the food from freezing. It was solved by connecting standard three-section radiators (such as might be used to heat an ordinary room) to the exhaust pipe.

I know from my own experiences

that the driving must have been hazardous, especially in those early days when the Alaska Highway was far from completed. In the summer, rain can make the road as slippery as ice, and the spring brings flash-floods from the melting snows on the mountain tops. It is quite possible to be driving comfortably along the Highway at one moment, and the next to see a deluge of icy water come rushing around a bend between the mountains to wash away the road, one's car, and oneself. Deaths from such causes are not too uncommon.

The winter months meant that the R.C.A.F. drivers were unable to gear down on the mountain sides lest they skid over the cliffs—and anyway, as Mr. Whyte explained, they needed as much speed as possible to get up the ice-covered hill which inevitably awaited them as soon as they had successfully reached the bottom of the previous one. The drivers always had one thing to look forward to, however. They used to stop for a swim at the hot springs near Smith River, even when the temperature was thirty-five below and the trees and the swimmers' hair were thick with hoar frost.

\* \* \*

Leaving Dawson Creek, a town now famous as a hub of transportation, and driving on towards Grande Prairie, we passed through Pouce Coupé.

It was near Pouce Coupé, so the time-honoured story goes, that an R.C.M.P. constable, after tracking a killer for a month through the winter cold, at last found him frozen to death in the snow. Wishing to have proof of the success of his search, the constable cut off the man's head and put it in gunny-sack. Then he boarded a 'plane for his return to Edmonton. A short time after take-off, a superstitious passenger remarked on the unhappy fact that there were only thirteen persons aboard. Our hero,

a fearful-looking giant of a man, gave him an encouraging grin. "Don't worry," he said; and, opening his gunny-sack, he let its contents roll down the aisle of the aircraft.

During the war, Pouce Coupé was a vital source of liquor for those "inside". Amongst the more prominent bootleggers of those days were (horrible to relate!) several R.C.A.F. personnel. Bob Maze told me about a tall and immense driver who one day walked into the garage at Dawson Creek to pick up his truck. The tunic of his battledress and his trouser pockets were bulging with what were obviously bottles. Unfortunately for many parched throats up the Route, he found himself confronted by Maze, who simply stared at him without uttering a word. Unabashed, the culprit returned his glance. "Just been to the hospital, Sir," he said.

My stay in Grande Prairie was a short one. The town itself lies on a broad, flat, and verdant plain. The skyline is broken only by grain elevators and the beacons at the airport. The Department of Transport took over the field from the R.C.A.F. in November 1950. Before the war regular flights had been established to and from Grande Prairie; bush pilots flew their aircraft off the level turf at the present site. During the thirties, the townspeople had proposed to build a school there, but the war put an end to such plans with the construction of the first Staging Route airport north of Edmonton.

On 1 January 1944, as I have stated earlier, the North-West Staging Route was placed under the control of Western Air Command, with its headquarters remaining in Edmonton. Group Captain V. H. Patriarche, A.F.C., was placed in charge of it, with Wing Commander W. J. Winny, O.B.E., as second in command. A month later the Route was redesignated as No. 2 Wing, and the problems of accommoda-

tion, personnel, and equipment received increased attention from A.F.H.Q. The U.S. forces were the principal users of the Route, and the volume of traffic passing over it was considerable. The R.C.A.F. was responsible for the control, maintenance, and defence of the Route.

In May 1944, Secret Organization Order No. 193 was issued, establishing North-West Air Command. Many of its senior officers were men with experience in northern flying. The A.O.C., Air Vice-Marshal T. A. Lawrence, C.B., had conducted surveys for the R.C.A.F. up in Hudson Strait in 1927-28. Both the Chief Staff Officer and the Senior Air Staff Officer were veteran bush pilots, as were also, of course, many of the pilots engaged in flying R.C.A.F. aircraft over the Staging Route.

No. 2 Air Observer School, at Edmonton, having been disbanded early in '44, N.W.A.C. was able to take over its buildings to accommodate the great increase in personnel which was necessary to administer the Route. The facilities which the Command and Station Edmonton occupied, and the large hangar space which they then had, were in marked contrast to the prefabricated huts and tents still in use at the beginning of 1944. The R.C.A.F. continued to make improvements until the end of the war. Notable among such improvements was the expansion of the airways traffic control centre to four times its original size.

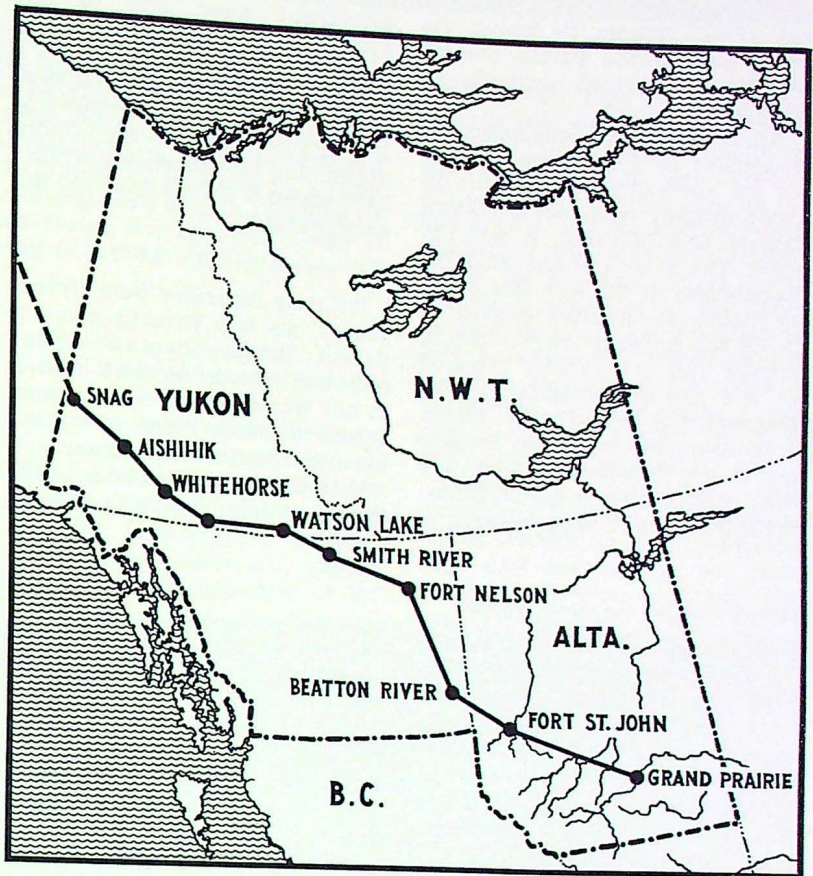
\* \* \*

The question of financial responsibility was settled in 1944. On 1 August, the Right Honourable W. L. Mackenzie King presented to the House of Commons an exchange of notes between Canada and the U.S.A. concerning the defence installations which the U.S. had either built or improved upon in Canada. This is what the Prime Minister had to say:

"The Minister of Munitions and Supply (Mr. C. D. Howe) informed the House in February of the Government's decision to reimburse the United States Government for permanent improvements which they had made to airfields on the North-West Staging Route and in the north-west generally. Then, in April, the Minister of Finance (Mr. Ilsley) stated that, as part of an understanding which he had reached with the Secretary of the Treasury of the United States in connection with the Hyde Park declaration, the Canadian Government would reimburse the United States Government for permanent improvements which they had made to other airfields in Canada and for the telephone line from Edmonton to the Alaska boundary, which was also built by the United States. . .

"It has been agreed that Canada will reimburse the United States to the extent of 76.8 million dollars. United States funds. This covers construction costs incurred by the United States Government of work of permanent value on the North-West Staging Route, the flight strips along the Alaska (Military) Highway, the flight strips along the Mackenzie River, the airfields in north-eastern Canada, the airfield at Mingan, Quebec, the airfield at Goose Bay, Labrador, and the telephone line from Edmonton to the Alaska boundary. An additional 13.8 million dollars spent by the United States on these projects is not being repaid by Canada, since, while necessary for the prosecution of the war, it represents war-time expenditure for United States purposes and provides nothing of permanent value; for example, temporary barracks and other housing facilities. However, all these works, whether of permanent or non-permanent value, are relinquished to the Canadian Government.

"I should also point out that, in addition to reimbursing the United States for the outlays under refer-



*North-West Air Command.*

ence, Canada has assumed substantial expenditures for the construction of war-time facilities which were originally made on the understanding that we would be reimbursed by the United States. Our expenditures under this head in Canadian funds will total 34.7 million dollars. Thus, including our reimbursements to the United States and the expenditures which we are making ourselves, the amount expressed in Canadian dollars which the Canadian Government is spending on the airfields and related projects mentioned in the exchange of notes is of the order of 120 million dollars.

"Honourable members will ob-

serve that all of the foregoing expenditures were incurred in connection with defence installations in north-western and north-eastern Canada. Both are vital areas in the joint defence plans of the United States and Canada. Through the Permanent Joint Board on Defence, far-reaching defence measures have been taken to close these back doors of the continent against attack by Germany and Japan. In concept and in execution the defence plans for these areas represent one of the most effective examples of co-operation among the United Nations. At the same time these facilities have become links in the offensive plans of

THE  
Roundel

the Allies. Planes fly across the north-west to the Pacific theatre of war and across the north-east to Europe.

"In reaching this agreement for repayment for expenditures incurred for these defence facilities in north-western and north-eastern Canada and Labrador, it was believed that, as part of the Canadian contribution to the war, this country should take general responsibility for the provision of facilities in Canada and in Labrador required for the use of Canadian, United Kingdom, and United States forces. In the second place, it was thought that it was undesirable that any other country should have a financial investment in improvements of

permanent value, such as civil aviation facilities, for peace-time use in this country.

"I am happy to say that our views on this subject were understood by the government of the United States, and the agreement which I have tabled is the result of this understanding."

\* \* \*

With my departure from Grande Prairie, my trip virtually came to its end. Between there and Ottawa only one episode occurred that is in any way deserving of mention—a haircut which I had in a small town just north of Edmonton.

Entering a seedy-looking building whose false front was adorned

with the traditional blood-letter's candy-cane, I found myself in a squalid snooker-room with one barber's chair evidently thrown in as an afterthought. I sat in this chair somewhat nervously, while the proprietor and part-time barber took his seat on a little stool beside me. He was so low that he could hardly reach my neck; but, since he seemed to be completely disinterested in the whole proceeding, it didn't matter anyway. When, eventually, I stumbled forth into the open air, my scalp resembled nothing so much as a mosaic of the Staging Route.

End

Muncho Lake, on the Alaska Highway.



# THE GOOD AIRMAN

*(The phrase, "a good airman", was formerly often used in colloquial commendation of any member of the Air Force, regardless of his rank. It is in that sense that it is used here. The article itself is extracted from a report prepared, at the request of Group Captain J. G. Archambault, A.F.C., Commanding Officer of R.C.A.F. Station St. Johns, in an attempt to define the moral outlook desirable in a first-class airman. Heading the committee, and responsible for the final report, was Squadron Leader G. Lacombe, who has since been transferred to R.C.A.F. Station Macdonald. —Editor.)*

## MORAL QUALITIES

THE tremendous advances of our modern civilization in the realm of material things have led many to believe in the exclusive power of the machine and to forget the capacities of the human being. In these uncertain times such thinking can only create a false sense of security which may have very dangerous repercussions.

If we want to survive, we must depend not only on the capability of the machine, but, probably more than ever before in history, upon our ability to draw on the inherent potentialities of man. Our armed forces have equipped themselves with the most advanced weapons and devices, but even the most magnificent machine, such as a modern jet aircraft, can, in a few moments, be turned into a pile of worthless junk by the failure of even one of the thousands who contribute to keeping it airborne. And, if the one who failed did so because he shunned his responsibilities, it matters nothing how perfect his physical condition may be, or how great his proficiency in his trade. Thus, even when the immediate objective may seem completely material, we must still rely on man's deeper resources. To deny this would imply our belief that a person joining an organization such as the Air Force does so with only a fraction of himself, that he can bring into the Service his muscles

and his brain and leave the rest at home.

A less apparent but no less important reason for the cultivation of man at the moral level lies in the possibility that, as the cold war continues uninterrupted, the challenge of communism may have to be met on the battlefield of ideologies rather than of actual war. If we are unprepared to meet it there, if we let ourselves be undermined by the power of propaganda, what will be the worth of all our superb aircraft, our devastating weapons, our technical knowledge, and our physical strength? Our preparations for defence should therefore be based not only on a strong military machine, but also upon the bed-rock of our strong and deep-rooted moral values.

\* \* \*

An airman does not differ *essentially* from a member of any other professional group. The farmer, the doctor, the priest, the airman — are all human beings, and, as such, they have the same fundamental purpose in life. Generally speaking, what differentiates one from the other is the profession in which he engages and the immediate obligations attached to it. But, no matter what a man's profession, it cannot relieve him of his obligations as a man, nor can it take precedence over them. On the contrary, those obligations must take precedence over all other considera-

tions. If, therefore, a man chooses to make the Service his profession, he will only be a good airman as long as, first of all, he blossoms out as a man. To do this, he requires, first, a properly enlightened intellect to dictate the responsibilities of his life, and second, a will capable of ensuring his obedience to these dictates. He will then be able to fulfill his responsibilities both as a man and as a member of his Service. In other words, a concept of duty and honour will lie at the root of all his actions.

What do we mean by those words "duty" and "honour"? It would be idle to attempt an exact definition. Both duty and honour are compounded of several elements; neither is independent of the other. A person who fails in his sense of duty cannot be honourable, nor can a dishonourable person be counted upon for the proper fulfilment of his obligations. On the other hand, in a man who combines within himself a profound devotion to duty and a deep sense of honour, we shall always find innumerable other qualities no less desirable.

## DUTY

It is generally accepted that rights and privileges are balanced by duties and responsibilities. For everything received, something must be given. Referred to by Bishop Sheen as "the other side of a right", duty is that which moral or legal obligation binds one to do. An airman has many privileges, for each of which he has an equal responsibility. He has the privilege of life, of citizenship, of living in society with others, of possessing certain talents, and also of belonging to the Service. What corresponding duties do these privileges place upon him?

For the privilege of citizenship, an airman has a responsibility to his country. Not only must he obey

its laws and respect its institutions, but also he must be willing to protect its heritage and the principles upon which it is founded. By joining the Air Force he has translated this willingness into actual service. However, the willingness should not only be apparent or superficial. It should be real, and it should be lived. It must be a dominant motive; otherwise his actions will only have a selfish meaning.

For the privilege of living in society with others, an airman has a social responsibility to his fellow men. In a society like the Air Force, where so much depends on co-operation and team-work, this responsibility is a very vital one. An airman must extend to others the same respect and consideration that he expects for himself, and he must not become warped by religious or racial prejudice. The same considerations are true with regard to his relations with the public at large.

For the privilege of his own talents, an airman has a personal responsibility to himself. Inherent in the human being are positive potentialities waiting to be realized, talents eager to be developed. A man owes it to himself — if only to satisfy his primitive urges for self-assertion and self-enhancement — to develop his skills and to become of ever greater value to the world.

Finally, for the privilege of belonging to the Service, an airman has a contractual and moral responsibility to the Air Force. An attestation document is not a unilateral contract by which an airman is engaged for the benefits he can get for himself. Rather it is a solemn promise to serve his country through the Air Force. On joining the Service, an airman endorses the cause of the Air Force as his own and undertakes to give the best of himself to its furtherance.

### HONOUR

Honour has well been conceived

as “a fine sense of, and a strict conformity to, what is morally right or due.”

Used thus, the word connotes the ability to distinguish between right and wrong, good and evil, and to do what is right and good and to avoid what is wrong and evil. It presupposes the existence of a moral law and the possibility of a moral code. Every airman in his daily life is faced with decisions involving his honour, whether as a man or a Serviceman. The matter for decision may be as trivial as the cleaning of his uniform or as vital as the risking of his life for the good of the Air Force. If he follows the dictates of his conscience and takes the right decision, he is an honourable airman; if he does not, he is dishonourable.

Man's knowledge of the moral law, of what is right and wrong, good and evil, is “more or less imperfect — increasing in perfection in direct proportion to the elevation of his spiritual nature and the development of his conscience”. But, assuming that a man has a complete awareness of the moral law, what is it that influences him to conform to it? The moralist's answer is that “morally valuable actions can emanate only from a corresponding disposition”, or, in other words, that a man is led to do good from an habitual predisposition of his innate being — i.e. by the influence of the virtues he possesses. Therefore, when we think of honour we have also to think of virtue.

Prudence, fortitude, justice, and temperance: these four virtues have been called “the pivots of all other qualities”.

Prudence may be defined as the moral disposition which enables us to discern the most suitable or valuable course of action. For the good airman it means doing his best on the job in hand, and at the same time sizing up the jobs ahead and preparing himself to fill them. It

is his inner “Stop, Look, and Listen” sign. The prudent airman will always be both foresighted and circumspect, he will be vigilant and responsive to the given order, and neglect and recklessness will play no part in his actions.

Fortitude is the moral strength and endurance which enables a man to surmount obstacles in order to perform his duty. It also means the courage to make any personal sacrifice, the patience to support difficulties and set-backs, and the perseverance necessary for the completion of his duty.

Justice is, broadly speaking, conformity with the moral principles of rectitude in dealings between man and man. It is the foundation of integrity, respect, and loyalty. An airman with no sense of justice cannot be trusted and must not be tolerated: the nature of his profession allows for no deviation from the highest standards. How can we accept a Serviceman who is usually honest, truthful, loyal, and obedient — except when to be so does not suit his own purposes?

Temperance is that quality which enables us to use moderation in everything we do. It is self-control, self-discipline. No titanic exuberance is necessary to carry an airman through his normal routine. If he conserves his energy and avoids excesses, the reserve strength he builds up will stand him in good stead when he needs it most. Cobden, the British statesman, once said: “With a delicate frame, I have been able, by temperance, to do the work of a strong man.”

### SUMMATION

It has been implied that an airman will have to contribute the whole of himself if his rôle in the Air Force is to be significant and complete. Correspondingly (to quote from Ordway Tead's “Art of Leadership”) “the whole man has to be



# What's the Score?

In this month's questionnaire, prepared by Flying Officer L. R. N. Ashley of the Air Historical Branch, the reader is asked to decide which of the four alternatives, (a), (b), (c), or (d), can be accurately associated with the word which precedes them. Answers appear on page 32.

## 1. OVERLORD:

- (a) English translation of the German word "Fuehrer".
- (b) The last recorded utterance of Archbishop Cranmer.
- (c) The Allied re-entry into north-west Europe, June 1944.
- (d) Code-name for the prototype of the Spitfire.

## 2. AVALANCHE:

- (a) A sudden descent of rocks, trees, and earth from a mountain.
- (b) The scattering of tin-foil from aircraft in order to confuse the enemy's radar detection.
- (c) A tactic developed by the prominent pachyderm, Man-Mountain Dean.
- (d) The Allied re-entry into north-west Europe, June 1944.

## 3. OBOE:

- (a) A brass instrument used by orchestras.
- (b) A ground-controlled radar system of blind bombing.
- (c) A nickname given by the Northern troops to female camp-followers during the American Civil War.
- (d) A French machine-gun designed for desert warfare.

## 4. TORCH:

- (a) The German incendiary-bomb attacks on London, 1940.
- (b) Countermeasures taken by the British against such attacks.
- (c) Epithet applied to female singers of sentimental ditties.
- (d) A vegetable soup popular in parts of the U.S.S.R.

## 5. HUSKY:

- (a) The Allied invasion of Sicily, July 1943.
- (b) A cross between the borzoi (Russian wolf-hound) and the chihuahua, highly esteemed as a sled-dog by the Eskimos of eastern Canada.
- (c) A follower of John Huss, the Bohemian reformer.
- (d) Anglo-American landing in French North Africa, November 1942.

## 6. NOBALL:

- (a) Commander Clifton Webb's plan for baffling the Germans with "the man who never was," April and May 1943.
- (b) The destruction of the sites, storage- and manufacturing-centres of German rockets and flying bombs.

- (c) Drake's exclamation when momentarily put off his aim by the messenger's excited announcement of the Armada's appearance.
- (d) A cry frequently heard at American football-matches.

## 7. MARKET:

- (a) "Guns or butter."
- (b) A type of blunderbuss which became obsolete after the Battle of Naseby.
- (c) A building in which stocks are bought and sold.
- (d) Airborne operations at Arnhem, Sept. 1944.

## 8. DYNAMO:

- (a) Called a "battery" in the U.K.
- (b) British development of atomic power for civilian use.
- (c) The Allied evacuation from Dunkirk, May and June 1940.
- (d) An intermediate-range ballistic missile project in the U.S.A.

## 9. SEA LION:

- (a) An experienced seafaring man.
- (b) The German plan for the invasion of Britain in the Second World War.
- (c) A species of walrus.
- (d) The Allied invasion of Sicily, July 1943.

## 10. BARBAROSSA:

- (a) A distinguished Holy Roman Emperor.
- (b) A well-known calypso singer, brother of Attila the Hun.
- (c) A radar navigational aid.
- (d) The German airborne conquest of Crete.

## 11. GEE:

- (a) One way of telling a horse to turn left.
- (b) A radar navigational aid.
- (c) A radar anti-aircraft sighting device.
- (d) The accepted abbreviation, in flight-physiology circles, for the word "gravity".

## 12. NEPTUNE:

- (a) Amphibious operations of the Normandy invasion, June 1944.
- (b) A Roman sea-god from whose head Venus sprang fully developed.
- (c) The first American atomic submarine.
- (d) Name proposed by Russia for her first artificial satellite.

## 13. H<sub>2</sub>S:

- (a) Airborne radar navigational and target-location aid.
- (b) Commonly known as a "translator".
- (c) Type of degaussing equipment used to explode magnetic mines during early stages of the Battle of the Atlantic.
- (d) Floating aerodromes used in "D"-Day operations, June 1944.

## 14. MULBERRY:

- (a) A tree whose leaves are much relished by silk-worms.
- (b) Floating capital used for "D"-Day operations, June 1944.
- (c) Name of a hill widely celebrated by Tin-Pan Alley a few years ago.
- (d) Anglo-American landing in French N. Africa, November 1942.

## 15. MINCEMEAT:

- (a) The offensive by the Canadian First Army on the Rhineland, February 1945.
- (b) Cdr. Ewan Montague's plan for baffling the Germans with "the man who never was", April and May 1943.
- (c) Floating harbours used in "D"-Day operations.
- (d) A variety of sub-machine gun that formerly enjoyed some popularity in Chicago's underworld.

## 16. CROSSBOW:

- (a) A Commando operation involving the use (for the sake of silence) of bows and arrows.
- (b) Name given to the launching-ramp of the "Snark".
- (c) Offensive and defensive measures against the V-weapon.
- (d) Cdr. Schweppes-Whitehead's plan for baffling the Germans with "the man who never was," April and May 1943.

## 17. POINT-BLANK:

- (a) Offensive and defensive measures against the V-weapon.
- (b) Literal meaning of the word "Kamikaze", which was applied by the Japanese to their suicide pilots.
- (c) Attack on the German fighter force and its supporting industries, 1943-44.
- (d) Term properly used only in connection with the discharge of a firearm whose muzzle is in actual contact with the target.

## 18. VARSITY:

- (a) Attack on the German fighter force and its supporting industries, 1943-44.
- (b) Airborne operations in support of the northern crossing of the Rhine, March 1945.
- (c) A corruption of the word "university" which had its origin in Toronto.
- (d) Name of Canada's first D.S.O.-winner in the Second World War.

19. VERITABLE:

- (a) The dropping of leaflets over North Korea during the Korean War.
- (b) Airborne operations in support of the northern crossing of the Rhine, March 1945.
- (c) Rightly so called.
- (d) A full-scale rehearsal by combined forces for the "D"-Day invasion, May 1944.

20. FABIUS:

- (a) A full-scale rehearsal of combined forces for the "D"-Day invasion, May 1944.
- (b) Nicknamed "Hortator" by the Romans on account of his encouraging remarks after the destruction of the Roman army at Cannae.
- (c) A deterrent.
- (d) The German invasion of Russia in the Second World War.



## R.A.F. COASTAL COMMAND MEMORIAL PUBLICATIONS

On July 13th, 1957, a 700-piece stained-glass window was unveiled at Coastal Command Headquarters by Air Chief Marshal Sir Frederick W. Bowhill, G.B.E., K.C.B., C.M.G., D.S.O. (retired). The ceremony marked Coastal Command's 21st anniversary.

In further commemoration of the occasion, a War Record of the Command has been prepared. This 32-page publication, measuring 15¾" × 12½" and printed on glossy paper, is enclosed in a very attractive art cover. It contains a foreword by Air Marshal Sir Bryan V. Reynolds,

K.C.B., C.B.E., A.O.C. Coastal Command, and includes a full-page colour reproduction of the Commemorative Window. Copies may be obtained by writing to:

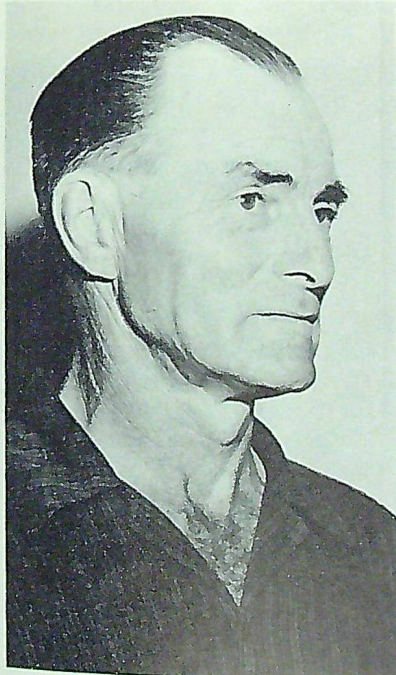
**Squadron Officer B. E. Lumb,  
H.Q. Coastal Command,  
Royal Air Force,  
Northwood, Middlesex,  
England.**

The price is 5s. (67c.) per copy to members of the Coastal Command Reunion Association and 10s. (\$1.33) to non-members. Postage and packing charges amount to about 45c.

## Commended by the C. A. S.



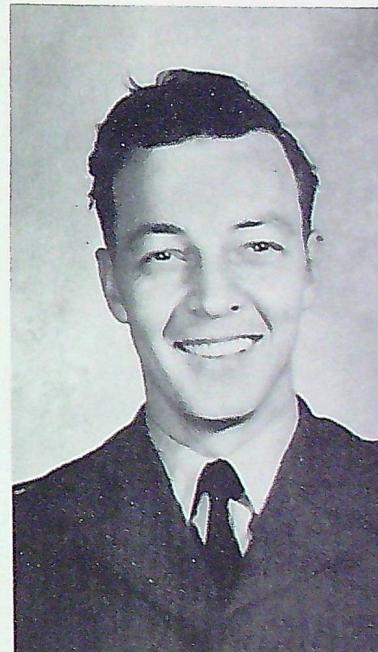
Mr. O. M. Heron.



Commended by the Chief of the Air Staff for their outstanding courage in the face of personal danger are Mr. O. M. Heron and ex-Leading Aircraftman P. Beaucage, both of the Canadian Joint Air Training Centre, Rivers, Man.

After the refuelling of three aircraft, an explosion occurred in the refuelling tender when Mr. Heron started the vehicle in order to move on to other aircraft. He drove the burning tender approximately 40 feet away from the aircraft before stopping to obtain a fire extinguisher from the rear. He extinguished the fire in the hose-reel compartment, then tried to put out the flames under the vehicle. L.A.C. Beaucage, who had by now joined him, crawled underneath with a hand extinguisher, and between them they succeeded in controlling the fire to such an extent that the fire-fighters were able to smother the flames within seconds of their arrival.

L.A.C. P. Beaucage.



# R.C.A.F. Association



## ANNUAL MEMBERSHIP CAMPAIGN

THE annual membership drive is to get an early start this year. George Penfold, the membership chairman, has arranged to have all the campaign material delivered by September 2nd. In addition to the directive to Wing executives, the National President has directed an appeal to each individual member in the form of a personal letter.

The campaign will begin on 1 October and end on 31 December, and our objective is 5000 new members. To those who bring in the number of *new* members shown in the left-hand column below, prizes will be awarded as stated:

- 2—Tie-clasp (with Association badge).
- 3—Cuff-links (with Association badge).
- 4—Clasp and links.
- 5—Stein (suitably engraved).
- 6—Stein and clasp.
- 7—Stein and links.
- 8—Stein, clasp, and links.
- 9—Stein, clasp, tie, and links.
- 10—(To be decided.)

It is hoped that members-at-large as well as Wing members will take an active part in this campaign. Accompanying the President's letter there will be an application form with each member's name and address on the back. The member need merely get his "prospect" (who must, needless to say, have served in one of the Commonwealth air forces) to fill in the form and forward it to the secretary of the member's Wing — or, in the case of members-at-large, to the Secretary, R.C.A.F. Association, 424 Metcalfe St., Ottawa, Ont.

## WING NEWS

### No. 702 (Lethbridge) Wing

Group Captain Douglas Bader, C.B.E., D.S.O., D.F.C., the double-amputee who won fame in the skies during the Battle of Britain, was made an Honorary Chief of the Blood Indian Tribe — Chief Morn-

ing Bird. After the initiation ceremony, he was accepted into the select Kainai Chieftainship of the Bloods, a unique tribal club in which membership is limited to 35 living persons. Bader becomes its 32nd member. Other prominent members of the Kainai include Lord Alexander of Tunis and the present Governor-General.

No. 702 Wing sponsored the banquet in Bader's honour that followed the ceremony.

In speaking to the guests, Bader said: "If you asked any youngster of 12 or 13 what he would like to be — an Indian chief or the King of England — he would probably reply that he would rather be an Indian chief. I felt that way when I was that age — and I still do, and now that I am, I am proud to be one."

The banquet sponsored by No. 702 was largely attended. Many amputees and prisoners-of-war were

No. 603 (Yorkton) Wing executives. Left to right: T. Kozachenko, 2nd vice-pres.; Mrs. Kozachenko; Mrs. Flook; H. V. Flook, 1st vice-pres.; Mrs. Spilak; P. Spilak, pres.; H. K. Ward, sec'y-treas.; Miss A. Smith; J. Matheson, recording sec'y.

## ER-KOORIE CLUB



present, among them Col. C. C. Merritt, V.C.; Wing Commander Ian Arthur, D.F.C., and Flight Lieutenant R. H. Dibnah, both of them former members of Bader's squadron; and several others who had either served with Bader or been P.O.W.s at the same camp.

### No. 252 (Fredericton) Wing

Members of No. 252 are planning a \$20,000 extension to their present quarters, construction to start immediately. The new wing to the building is to be a memorial to the Fredericton and district airmen who died in the Second World War.

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

The members of No. 306 Wing took time off from their summer holidays to arrange an informal get-together to honour Group Captain Bader. Chairman Walter Nobes, on behalf of the Wing, presented Bader with a regular life-membership card and a suitably engraved tankard. Group Captain Bader, in his reply, praised the Canadians who served with him during the Battle of Britain, giving them much credit for his own success during the early days of the war. Mrs. Thelma Bader, who ac-



No. 306 (Maple Leaf) Wing. Left to right: W. Nobes, Group Capt. Bader, J. Ritchie, Mrs. Bader, G. Sellers.

companied her husband, was presented with a maple-leaf rhinestone pin by the members of the Ladies' Auxiliary.

Many regular Air Force officers attended the informal gathering. Also on hand were a number of R.C.A.F. personnel who served on his squadron during the Battle of Britain.

### U.S.A.F. ASSOCIATION CONVENTION

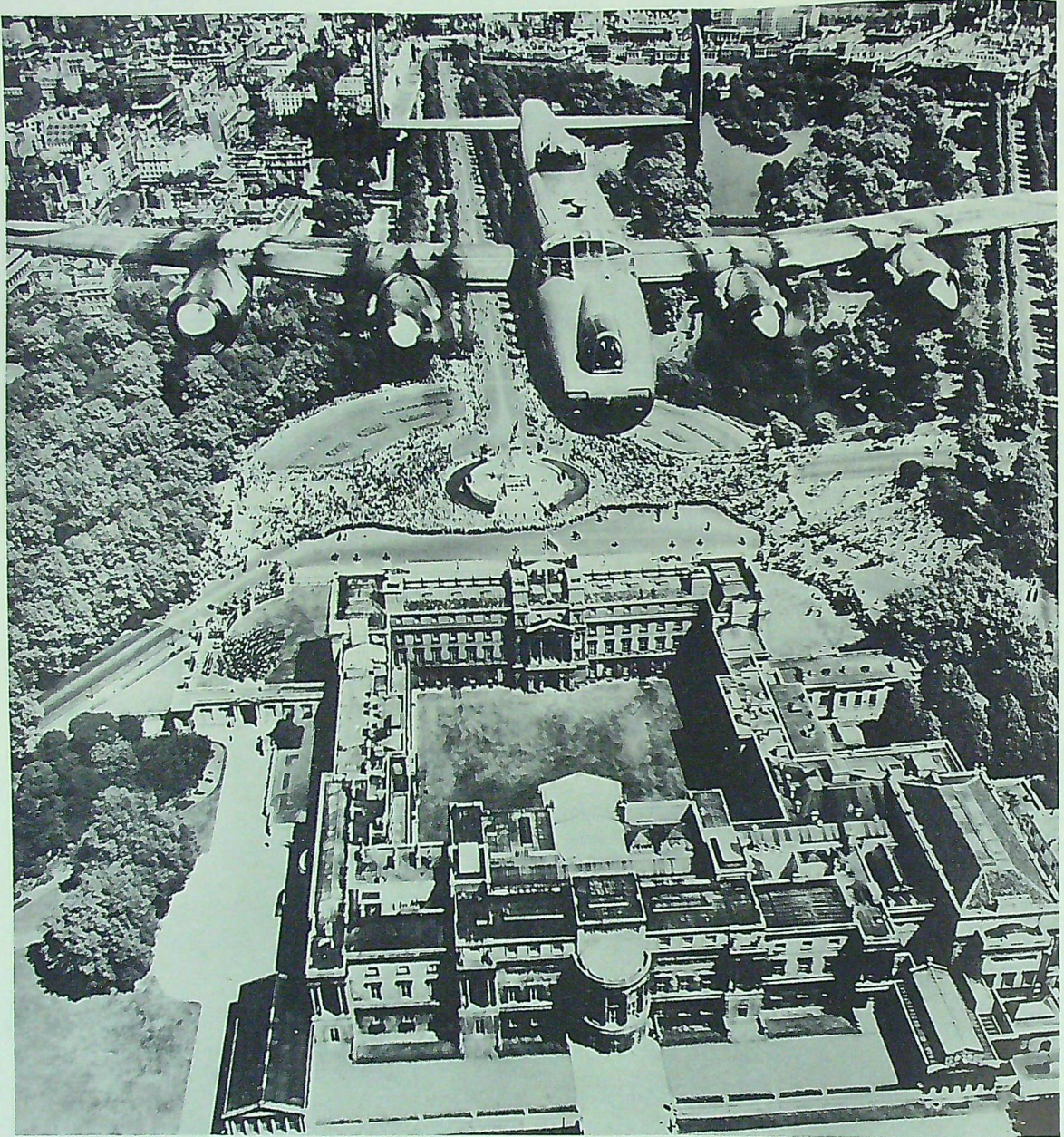
At the time of writing, our National President, Air Vice-Marshal F. G. Wait, C.B.E., is in Washington attending the Annual Convention of the American Air Force Association.

No. 310 (Wilno) Wing executive. Standing (l. to r.): J. Lukaszewicz, exec. member; L. Chelminski, sec'y; J. Jakubowski, treas.; L. Slomczewski, exec. member. Seated (l. to r.): J. Makarewicz, vice-pres., F. G. Michalak, pres.; M. W. V. Fangor, vice-pres.; E. Pustowka, vice-president. (Wrobel photo.)

Air Force Day display in window of Ritchie's Sport Shop, Ottawa. The owner, Mr. F. Ritchie, is a member of No. 410 (Ottawa) Wing.



# Royal Fly-Past



TAKEN last year on the Queen's Birthday, this remarkable photograph shows a Shackleton of No. 228 Squadron, Royal Air Force Coastal Command, flying over

Buckingham Palace. St. James' Park nestles beneath the aircraft's port wing, beneath its starboard is the Green Park. Parallel to its fuselage runs the Mall, terminated

at one end by the Admiralty Arch and at the other by the Victoria Memorial.



# THE ROYAL UNITED SERVICE INSTITUTION

*(The following brief statement of the purpose and history of the R.U.S.I. was published in "The Roundel" three and a half years ago. It has been pointed out to us, however, that it is high time that we again drew our readers' attention to an organization which for more than a hundred years has exerted its influence upon the thinking of many of the world's military leaders — and to a Journal which "is recognized as the leading publication of its kind."—Editor.)*

## ITS PURPOSES

THE Royal United Service Institution, in Whitehall, was founded on 26 June 1831, under the patronage of King William IV, and was originally designated "The Naval and Military Library and Museum." In 1839, this was changed to the "United Service Institution," and so it remained until the Royal Charter of Incorporation was granted in 1860, when the present title was bestowed.

The Royal Charter lays down that the purposes of the Institution are "The Promotion and Advancement of Naval and Military Science and Literature," but more recently, with the approval of the Sovereign, the authority of the Privy Council was sought and obtained to interpret these purposes as applying definitely to all three Services.

## THE LIBRARY

The Institution's Library contains the finest collection of military literature, in the broadest sense, in Britain or probably any other country. Books range from the latest publications to many rare old editions long since out of print.

A large percentage of these books constitute a lending library from which members can borrow four volumes at a time. This is conducted on the principle that any works of value to officers for the study of their profession shall be obtained and that sufficient copies shall be available to ensure that there shall not be an unduly long waiting-list.

The use of the lending library is one of the advantages of membership which especially appeals to officers who want to study professional subjects but who are disinclined to buy expensive books and then have the inconvenience of storing and moving them.

There is a comfortable reading and writing-room opposite the library.

## THE LECTURE THEATRE

The Lecture Theatre is the recognized forum where subjects of the highest interest to the Services are expounded by the best professional authorities, and where officers can take part in open discussions, irrespective of rank. This they are officially encouraged to do by the Admiralty, War Office, and Air Ministry. The only restrictions are those necessarily imposed by the requirements of security. Members may introduce friends, including ladies, to Lecture Meetings.

## THE JOURNAL

The *Journal* is published quarterly and sent free to all Members. It is recognized as the leading publication of its kind in this or any other country.

It is the medium whereby lectures and discussions reach Members and Messes all over the world. It also contains articles by officers and others with special knowledge of professional and scientific matters, and of those aspects of international affairs or other subjects which are of particular interest to the Services. There are sections devoted to Correspondence, Service

Notes, and Reviews of Books, as well as a list of the latest additions to the Library.

The *Journal* is specially designed to give officers of each Service a better understanding of the other two, and to enable those who are not in close touch with new developments or who have been unable to get reliable accounts of important operations and events from any other source, to keep themselves up to date. For the student of war or for the historian it is indispensable.

## THE MUSEUM

The Royal United Service Museum is an integral part of the Institution. It is housed in the historic old Banqueting House of the former Whitehall Palace, the use of which was granted as a mark of her royal pleasure by Queen Victoria.

In the beautiful Hall are to be found personal relics of famous commanders, trophies of great victories, models, uniforms, medals, and mementoes, all combining to make it a veritable temple of irreplaceable treasures.

The Crypt below is devoted mostly to modern exhibits, including a fine collection (which is constantly being added to) of models of warships, armoured fighting-vehicles, aircraft, and weapons. These, in effect, are a demonstration of the material and scientific developments of the Services.

Finally, the centre aisle of the Crypt is lined with a unique series of very fine dioramas, depicting famous episodes of military history, beginning with the landing of Julius Caesar and including many epic battles.

Members can obtain free vouchers for their friends to visit the Museum.

## MEMBERSHIP

Commissioned officers on the ac-

tive and retired lists of all the armed services of the British Commonwealth, also midshipmen of the Commonwealth's Navies, the R.N.R., R.N.V.R., and R.N.V.S.R., are eligible for membership without formality.

Retired officers of the Regular and Auxiliary Forces, including the Home Guard, whose names no longer appear in the official lists, are eligible for membership by ballot.

Ladies whose names appear or have appeared in the official lists as serving or having served as officers in any of the three Services are eligible as above.

Naval, military, and air force cadets are eligible on the recommendations of their commanding officers.

#### ANNUAL MEMBERSHIP

The full benefits of Membership, including the four quarterly *Journals* and use of the lending library, are secured by the annual subscription of £1 10s. (\$3.99), payable on January 1st.

#### LIFE MEMBERSHIP

- £24 (\$63.84), payable in one sum, or
- £25 4s (\$67.04), payable in four instalments of six guineas (\$16.75) on January 1st of each succeeding year, or
- £25 4s., paid £3 12s. (\$9.58) per annum for seven years under a Deed of Covenant. This enables

the Institution to recover Income Tax.

#### MESS SUBSCRIPTIONS

Messes, as such, are not eligible for membership; but *the Journal can be supplied to Messes* for an annual subscription of £2 (\$5.32)

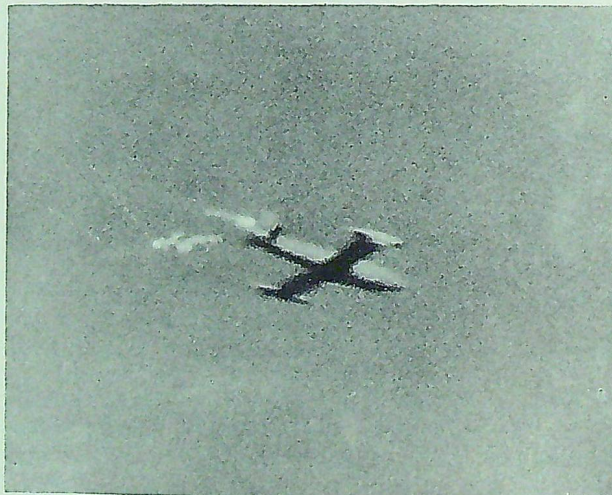
Applications for membership from individuals and for subscriptions to the *Journal* from Messes, accompanied by the necessary amounts payable at par in London, should be sent to:

The Secretary,  
Royal United Service Institution,  
Whitehall,  
London, S.W.1,  
England.

## firestreak in action

The photograph on the left shows a deHavilland *Firestreak* immediately after release from a *Sabre* at 40,000 feet over the Woomera range in S. Australia. A few seconds later,

homing under control of its infrared guidance system, it scored a direct hit on a radio-controlled pilotless *Jindivik*, as shown in the photograph on the right.



# THREE REVIEWS

## "GIVE US THIS DAY"

Reviewed by

GROUP CAPTAIN L. J. BIRCHALL, O.B.E., D.F.C.

*(Group Captain Birchall is pre-eminently qualified to review this book. A day or so after he had flown his Catalina flying-boat from Scotland to join the R.C.A.F.'s No. 413 Squadron in Ceylon, in the spring of 1942, he went out on reconnaissance of enemy shipping. Having sighted an approaching Japanese fleet, he had time only to send out a hasty wireless report before he was shot down. His report, however, enabled preparations to be made, and the Japanese were repulsed with heavy losses. Group Captain Birchall's subsequent conduct as a prisoner in Japan was a story of "consistent gallantry and glowing devotion to his fellow prisoners of war." In November 1947 he returned to Japan to testify in the war-criminal trials.—Editor.)*

THIS is the story\* of an American G. I. captured in the Philippines by the Japanese in the Second World War, and his experiences as a prisoner of war for more than three years. The physical experiences and happenings are factual, while the psychological reactions and mental searchings which they caused weave themselves into the fabric of a story.

The opening scenes are in Manila, December 1941; and, while the first impression one receives is that of "frothiness", this is soon identified as the attitude of the people and the situations being described. The lack of background, training, experience, and self-assurance of the individuals is, in fact, a portrayal of the mass state of mind as typified by them. In the final collapse, they feel that they have been abandoned by their countrymen — which, in a way, is true, since they were never properly fitted, as individuals, to face the cold, cruel facts of life or, collectively, to defend themselves adequately.

The awakening as to what the future holds in store is abrupt and rude. The description of the "Death March" and P.O.W. life in the Philippines is, to my mind, the most accurate that has yet been published. There is a reticence on the part of ex-P.O.W.s from the Far East to publish their true experiences, as they feel they would be accused of exaggerating, for the sake of sensationalism, far beyond the point of veracity. Further, they believe that unless one has undergone severe physical suffering and privations, it is impossible to understand the sensations and motivations of a P.O.W. How, for example, would one portray, to a person who has never really been hungry for more than a few hours, the feelings of a P.O.W. who has had to endure gnawing hunger day and night for three years? Sidney Stewart evidently disregards completely the possibilities of any such reactions from his readers and puts down the facts as they happened, without embellishment.

From a personal point of view, I would suggest that, as he did not

keep detailed records, the passage of the years has detracted from the vividness of the atrocities at the time they actually took place. The first mental shock of witnessing the cold-blooded killing of the defenceless sick and wounded is lost when such events become an everyday occurrence. It is evident, from his descriptions of early P.O.W. days, that this has happened to Stewart, and hence it is impossible to accuse him of exaggeration.

As the P.O.W. days go by, so the fight for survival grinds off bit by bit the veneer of civilization until, in the hell-hole of the ships to Japan, men are as close to the animal stage as they can get. To my personal knowledge, a few of the survivors of these ships reached the Tokyo area and were placed in the P.O.W. hospital in Shinagawa and the detention camp at Omouri. All of these died, but not before their stories had been recorded for future use. Once again, I feel that, if anything, time has smoothed off some of the very rough corners.

The book has two valuable contributions to make to the knowledge of its readers, the first of which is a vivid description of P.O.W. life in the hands of an enemy with different concepts of life and living. This alone is worth-while food for thought, for it helps to explain other more recent incidents in the Far East and, in addition, to give us fair warning for the future.

The second contribution is the detailed psychological study of men, stripped of every outside help, having to grope around blindly within themselves to find that minute something to which they must cling if they are to survive. There is probably no better way of expressing this inner searching and pleading cry of man in such circumstances than the dying

\* "Give Us This Day", by Sidney Stewart. Burns and MacEachern, 12 Grenville St., Toronto 2, Ont. \$3.50.



words of Father Cummings, "Give us this day".

## "THE DARK HAVEN"

Reviewed by

WING COMMANDER F. H. HITCHINS

WHEN the Second World War began in September 1939, Flying Control in the Royal Air Force was still in its infancy. What organization and equipment then existed were designed to work with aircraft that were in wireless communication with the ground and were flying under more or less normal conditions. The Flying Control organization was not prepared to cope with aircraft which for one reason or another were in distress—crews surprised by an unexpected change in the weather, bombers returning from operations with damaged equipment, fuel running low, casualties on board and the crew uncertain of their position, or training aircraft that had lost their bearings and were wandering aimlessly over the blacked-out countryside.

In this little book\* Wing Commander Bullmore tells how, under the pressing stress of circumstances, an organization of Flying Control Liaison Officers was gradually developed to handle such emergencies and guide to safety lost or damaged aircraft. It was no easy task that faced him in his pioneer work: not only were equipment and trained personnel lacking, but there were also inertia, apathy, and outright opposition to be overcome in certain quarters:

\* F. T. K. Bullmore: "The Dark Haven". Foreword by Marshal of the Royal Air Force Sir John Salmond, G.C.B., C.M.G., C.V.O., D.S.O. Jonathan Cape, London, England; 1956. Pp. 192.

"... how wrong it was that on the attitude of mind of one man should rest the fate of so many." By patience, tact, determination, and above all a deep conviction of the value and need of his work, Wing Commander Bullmore wormed his way into the various Operations Rooms, and Group by Group built up his liaison system. Within a few months the results, in aircraft and personnel saved, repaid many times over the expenditure involved.

The organization that rose upon his foundations was a composite of many elements — radar operators, Royal Observer Corps posts, Flying Control officers, W.A.A.F. clerks, Anti-Aircraft Command searchlight crews, "Darkie", "Sandra", Air-Sea-Rescue Units, and Mountain Rescue squads. The story, hitherto untold, of how this Flying Control Liaison organization, which played such a vital part in the war, first came into being is presented by Wing Commander Bullmore in an unconventional but entertaining manner, moving from anecdote to anecdote, sometimes tragic, often amusing, always interesting.

## "LORRAINE SQUADRON"

Reviewed by

SQUADRON LEADER

C. L. HEIDE, D.F.C.

GATHERING at Fort Lamy in Equatorial Africa late in 1940, a handful of French airmen with a few *Blenheim* aircraft, determined to fight on for the liberation of their country, formed the Free French Flight. Augmented later by more of their escaped countrymen, and by many from the overseas French Empire who had never seen France, they formed the Lorraine Squadron. Un-

til the end of the war they carried the Cross of Lorraine against the enemy in many theatres. This book,\* in a somewhat documentary fashion, follows the path of the squadron from its inception until its last operational sortie.

Commencing with operations against the Italians in the Sahara Desert, the Free French Flight later moved to Khartoum to support the campaign in Abyssinia. After this the Flight, reduced to two *Blenheims* by losses and lack of aircraft replacements, retired to Damascus. Here, bolstered by new crews and aircraft, the Lorraine Squadron was formed in early 1941 under the command of M. de Marmier, a pilot with a brilliant flying record who had been sentenced to death *in absentia* by the Vichy Government. Unfortunately, he was subsequently killed on operations in 1945.

Revitalized and ready for combat, the squadron took part in the fight for the Western Desert, flying on ground support operations from Sidi Barrani and Gambut. The author gives a faithful description of the difficulties of operating aircraft in the desert, and recounts several anecdotes concerning the French crews. However, even the anecdotes have a somewhat factual character, and one suspects that their quality has suffered in the translation from the French. In January of 1942 the Lorraine Squadron, having lost about one-third of its crews, was withdrawn to Lebanon for a rest and then sent by ship to England.

On its arrival, the squadron converted to *Boston* aircraft and resumed low-level bombing operations from Sculthorpe and, later, Hartford Bridge, this time against German formations on the Continent. Forming the squadron now

\*"Lorraine Squadron", by Paul Lambert. Pub. by Cassell and Co. Ltd., London: 1956. 196 pages. Distributed in Canada by British Book Service (Canada) Ltd., 1068 Broadview Ave., Toronto 6, Ont. \$3.00.



were Frenchmen from many parts of the world — South America, North Africa, Tahiti, Port Said — many of whom had risked their lives several times to reach England. One very successful bombing raid, against an electrical sub-station at Chevilly Larue, near Paris, is described well and in detail. M. Mendès-France, who was a member of the Lorraine Squadron, participated in this sortie.

After a period of attacking flying-bomb sites, the squadron was placed in 2nd T.A.F. and given marshalling-yards, rail-stations, and bridges as targets in preparation for D-Day, when its task was to cover the landing parties with smoke screens. Subsequent day and night low-level operations inflicted heavy casualties; in one sortie, losses were five out of the ten aircraft sent out.

In October 1945, the Lorraine Squadron was moved to Corbehem-Vitry, in France. The author's description of their homecoming after four years of absence, which was undoubtedly exciting and exhilarating, is disappointing. In writing of the squadron's continuing tactical operations until the end of the war, the author deviates to make a few disparaging and perhaps not too well-advised remarks about Allied strategy on the Continent as controlled by General Eisenhower.

The rather dry documentary style of the book could have been relieved by some of the author's own thoughts and impressions of his life on the squadron. Although he flew with the squadron for some time — one gathers, in the capacity of a rear gunner — he makes no mention of himself. Nevertheless, "Lorraine Squadron" is well worth reading for anyone interested in the part played by these gallant Frenchmen in their fight for freedom.

## THE COMMONWEALTH

"THE Commonwealth connection and all it stands for, both practically and traditionally, is one of the glories of our Canadian heritage. It is the outstanding example in all world history of amity among free and independent peoples. Our Commonwealth has no written constitution. It has neither laws nor by-laws to define the mutual responsibilities of its membership. The only obligations it imposes are those of good sense, good faith, and goodwill. The ties that bind the Commonwealth together are family ties — and what a remarkable family it is! The members of our family range in age from hundreds of years to a few months. They are of many races, religions, and languages. Its members are scattered all over the world. They live in every climate.

They differ vastly in their histories, their viewpoints, and their ways of life. And, like any family, they have their disagreements, their misunderstandings, their ups-and-downs. Yet behind it all, there is that intangible "something" which they have in common, that indefinable yet blessed tie that binds us together . . . We want to continue to stand together as a family, for richer or for poorer, for better or for worse, in good times or in bad times, in success or in adversity — against all others if necessary but, by God's Grace, in friendship and harmony with all the world, and especially the United States of America."

(The Rt. Hon. John Diefenbaker,  
Prime Minister of Canada.)

## OPPORTUNITIES FOR PILOTS

Short Service or Regular Force pilots whose time in the Air Force is nearing its end may be interested to know that opportunities exist for them to continue their flying careers in the Department of Transport.

At present this Department is looking for qualified men to become Civil Aviation Inspectors, classes 1 and 2. Although it is not the policy of "The Roundel" to supplement the normal advertising media of the Civil Service, it is believed that the rather unusual nature of the following advertisement warrants our repeating it in these pages.

*Applications* are invited by the Civil Service Commission to fill present and future vacancies of Inspector 1 and 2, Civil Aviation, Dept. of Transport. Inspectors are employed by the Civil Aviation Branch at major centres in Canada.

*Salary* of an Inspector 1 is \$5130-\$5730; and of an Inspector 2, \$5640-\$6360.

*General Qualifications.* Possession of a valid Senior Commercial or Airline Transport Pilot licence, a number of years of recent pilot experience, and personal suitability.

*Particular Qualifications.* For appointment as Inspector 1, 1,000 hours as pilot-in-command, of which at least 500 hours must have been on multi-engined aircraft. For appointment as Inspector 2, 2,000 hours as a pilot-in-command including 1,500 hours on multi-engined aircraft and a valid Class 1 Instrument Rating.

*Note.* Applications will be welcomed

from military personnel with the required flying-time. If rated successful, however, they will not be offered employment unless they have one of the above civilian licences before the expiration of the eligible list.

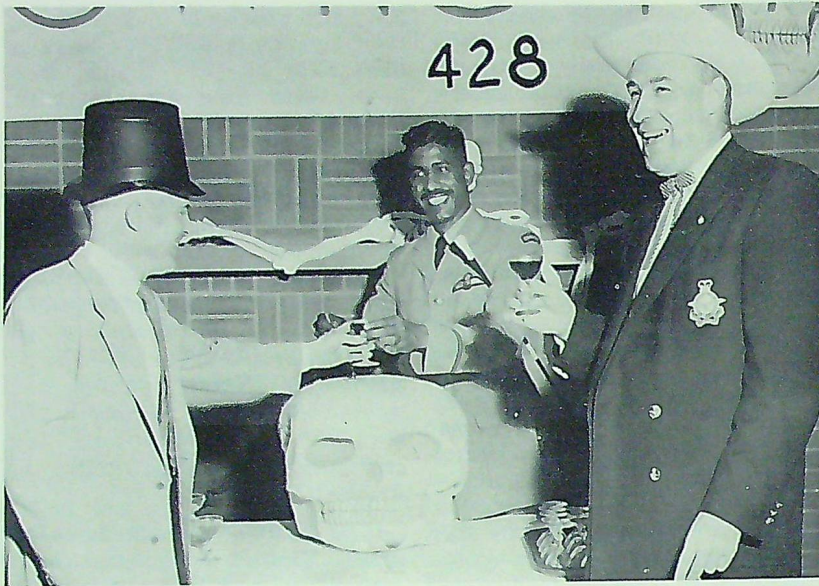
For further information write to:

Civil Service Commission,  
Ottawa, Ont.

—and refer, in your letter of application, to Competition No. 57-551.

The closing date for receipt of applications is September 30th, 1957. However, applications received after that date will be held over until the next competition.

## GRAVE-OPENING AT UPLANDS



Chief Ghost (left) and Head Witch open the proceedings with a potion of skull-cracker.

ONE of the liveliest séances since MacBeth met the three witches over a steaming cauldron of skull-cracker, was held at R.C.A.F. Station Uplands on the week-end of June 8. Members, past and present, of No. 428 (Ghost) Squadron gathered in ghoulish gaiety for a week-end of spirit-raising on the occasion

of the squadron's Annual Grave-Opening.

The purpose of the rite is to resurrect ex-members of the squadron. On this occasion many of the witches from the CF-100 Operational Training Unit at Cold Lake were present. Wing Commander E. W. (Head Witch) Smith, D.S.O., led

three Mitchell-type broomsticks on an eastward sweep to Ottawa, where, in an old Friday-night haunt at Uplands, a quorum was established. Many well-known spirits were raised, and many grave matters were discussed, until the coming of the dawn sent witches and ghosts back to their coffins to await Saturday night's official grave-opening.

The ceremony, which took place in the Officers' Mausoleum, began when Wing Cdr. D. P. (Chief Ghost) Hall joined the Head Witch over a glass of embalming fluid served steaming from "poor Yorick's skull". The subsequent resurrection was a howling success, with more than sixty ex-members responding to the incantations and haunting the mess far into the night. Included in the ghoulish array were all the present ghosts of No. 428, plus the old ghosts from No. 410 led by Squadron Leader H. E. Bodien, D.S.O., D.F.C., A.F.H.Q.-type old ghosts led by Sqn. Ldr. J. P. Baxter, and Cold Lake witches led by Wing Cdr. Smith.

So successful were the spells woven that it was Tuesday morning before the last old ghost was spirited away to his resting-place to await next year's annual grave-opening.

(Flying Officer N. H. Anderson,  
R.C.A.F. Station Uplands.)

The following extract from the Daily Routine Orders of one of our largest western stations would seem to indicate that Squadron Leader Sutherland, in her Letter to the Editor on page 32, underestimates the impact of A.F.P.51;

**ANNUAL LEAVE — Procedure (Cont'd)**

(c) One day prior to commencement of leave, or, if this falls on a week-end or holiday, the day prior to that, personnel are to report as follows:

- (i) Officers to their sections to pick up and sing for the leave form.

## "Don't Apologize..."

"DON'T apologize for what you are about to say. Just say it." Thus we overheard an executive admonish an associate the other day.

In the exchange which followed, the exhorter developed his theme—chiefly in response to apologies for apologizing! Put together, he argued about like this:

"Long apologetic wind-ups before letting listeners know the subject wastes listeners' time. It bores them to death, too. Neither a funny story nor a business statement profits from an I-probably-shouldn't-say-this introduction. Same thing goes for 'You probably know this, but I'm going to tell you anyhow'; 'You probably won't agree with this, but . . .'; and all the train of apology they drag behind them.

"Take the authorities on how to write, who urge us to begin our writing with a specific statement of the main idea we want to leave with the reader. Why, I know at least one of these fellows who consistently does just the opposite almost every time he talks. He's meticulous about avoiding apologetic gambits in his smallest bit of writing. But, he sometimes talks for a whole minute before he lets me in on what he's talking about.

"If apologies are really needed for what you are about to say, you had probably best leave it unsaid. . . . Otherwise, no apology is needed."

As the executive finished speaking, we ceased our note-taking and quietly slunk away . . . a wiser, if not a better, man.

(Norman G. Shidle in "SAE Journal": U.S.A.)



## 76657 Sgt. William Marktime

ONE of the very few N.C.O.s in the Commonwealth Air Forces who wear beards, and the only N.C.O. who sports a silk uniform, Sergeant W. Marktime, of No. 1 Service Supervisors' Training School at R.C.A.F. Station Camp Borden, was enlisted by the students of Course No. 76 in June 1957. Hence the regimental number on his unit file: 76657.

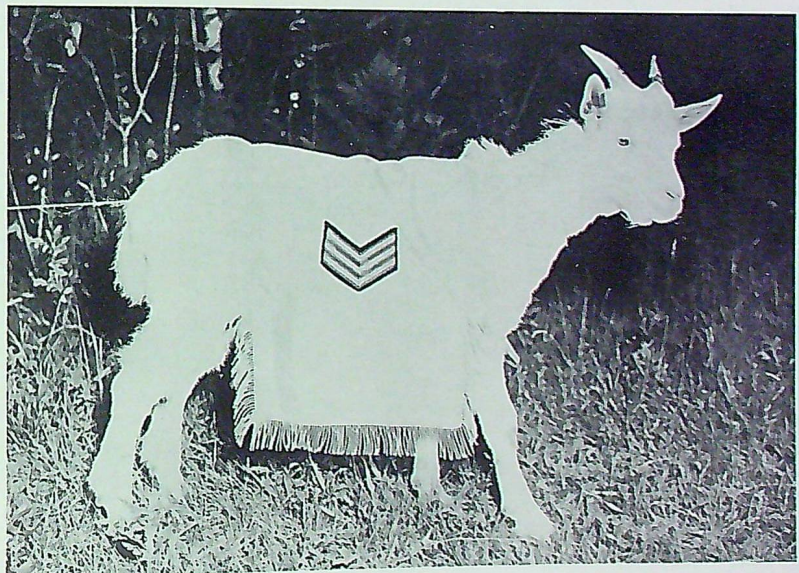
Being something of a specialist, his duties are not onerous. He attends all S.S.T.S. parades, but he may usually be found during the school's working hours chewing away nonchalantly on the lawn in front of the building, and acknowledging all respects paid to him by a baleful glance from whichever eye happens to be looking in the right direction.

The students of each senior course are his constant friends and companions. They walk with him when he is inclined towards exercise, they accompany him to and

from parades, they see to it that he is always well groomed, and they ensure that he is comfortably ensconced on the lawn during working hours. Sgt. Marktime scorns the senior N.C.O.s' quarters, preferring to spend all his leisure and leaves at the Riding Academy.

The Regulations governing his care and career-plan were laid down by Course 76:

1. He shall be the responsibility of the Senior Course.
2. He shall attend all course "handing-over" parades.
3. He shall lead the school float on all Air Force Day parades.
4. He shall be groomed, at least once a week, by a Senior Course member who will be detailed by the squadron warrant officer.
5. He shall be escorted to parade areas by the N.C.O. detailed in Regulation 4.
6. When courses are postponed for holiday periods, the welfare of Sgt. Marktime shall be the sole responsibility of the S.S.T.S. staff.
7. As a Mascot, he is to be paid compliments. A parade is to be called to attention when he comes into the immediate area.
8. It will be the full responsibility of the Officer Commanding No. 1 S.S.T.S. to see that these regulations are carried out.



# Letters to the Editor



ALL SHOOK UP

NO. 420 SQUADRON

Dear Sir:

I have just had an opportunity to read the "Handbook of Music Appreciation for the Royal Canadian Air Force". No doubt I'm musically illiterate, but the programmes as outlined would bore me to death.

If the purpose of such a handbook is to plan programmes that will interest people, without musical backgrounds, in good music, I'm sure it will fail. The purpose is a fine one, but the selection of music, particularly in the earlier programmes, is much too esoteric to lure "Rock and Roll" fans into serious listening. Who, as a "beginner", would want to listen to two Masses and Susan Block with virginals and lute (Programme 2) or an early harpsichord suite (Programme 4)?

I feel that a course in music appreciation should be started on a much simpler level, even with Strauss waltzes and tuneful light operas. Then more serious music, with a melody which can be whistled or at least recognized again, would gradually lure the uninitiated into listening. I remember an unmusical friend who is now a symphony addict because she was persuaded to listen to Tchaikovsky as written instead of a popular song taken from his 5th Symphony.

The earlier programmes are definitely designed for musicians and could well be part of a course in musicology instead of something to give enjoyment to the average person. It seems to me to be rather like starting a person who is learning to read English on Chaucer in the original.

Sqn. Ldr. Helen M. Sutherland,  
Head, Social Welfare Branch.

(A.F.P. 51, the publication which Sqn. Ldr. Sutherland here castigates, was prepared by Flt. Lt. G. Merton, of the Community Programmes Branch of the Ontario Dept. of Education, who is also a member of the R.C.A.F. Supplementary Reserve. It is available to music-appreciation groups within the Service on request to the Directorate of Personnel Administration, A.F. H.Q. We quite agree with Sqn. Ldr. Sutherland about virginals, by the way. They are square, have no legs, and are all very old.—Editor.)

Charles F. Kettering, the creative giant of American industry, best summed it up when he said he saw the research man as "the fellow you keep in the crow's nest to see beyond your horizon to tell you where there is another prize ship to be taken or a man-o'-war to be avoided."

(Michael Jacot in "Imperial Oil Review.")

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.

Dear Sir:

I have recently emigrated from England with my wife and children. During the 1939-45 struggle I served in the R.A.F. as a member of aircrew. In the first months of 1943 I was posted with some 20 or so Englishmen to No. 420 Squadron of the R.C.A.F., and, after completing numerous European missions, we left for North Africa, where the squadron was kept busy for many months.

During my stay with the squadron I made many friends, and I am anxious to renew old acquaintances.

E. E. Ert,  
10903—73rd Ave.,  
Edmonton, Alta.

## VOLUNTEER AIR PATROL

Dear Sir:

Some of your readers may be interested to learn of the formation in Manitoba, on 27 February 1957, of the Volunteer Air Patrol, which operates along the same lines as the U.S. Civil Air Patrol, with the object of providing light and economical aircraft to assist Civil Defence, the R.C.A.F., the Red Cross, and other organizations, in any of the emergencies with which they may be concerned.

The V.A.P. has a present membership of 80, with about 25 aircraft at its disposal (the American C.A.P. has some 90,000 members and 5,000 aircraft.) We have received a considerable amount of publicity on TV, radio, and in the press; and we have carried out several highly satisfactory practice searches. A number of our members have taken Civil Defence Courses.

The formation of the V.A.P. sparked a meeting which was held on 1 May at the Civil Defence College, Arnprior, Ont. Twenty-five or so representatives of other civilian air groups attended, and the possibilities were examined of forming a National Air Patrol. No final plans for it have yet been made, but I have every confidence that we shall see it in being before very long.

As the name of our organization implies, all its members are volunteers. I myself, who have been elected as provincial head, am a motorcycle policeman in the Winnipeg City Police Force. I served with the R.C.A.F. during the war, and obtained my private pilot's licence at the Winnipeg Flying Club.

Any of your readers who are interested in what we are doing — and in what we hope to do — are invited to write to me for further information.

L. McPhillips,  
820 Strathcona St.,  
Winnipeg, Man.

## EX-ALOUETTE

Dear Sir:

I have enjoyed immensely the history of No. 425 Squadron, now appearing in "The Roundel". Our crew — Raitblat, Burke, Burchell, Tasse, and myself — were, I believe, the fifth crew, including those of the two flight commanders, Savard and Roy, to sign on strength in August 1942. We missed the first operation on Aachen due to last-moment engine trouble, but participated in the other raids up to the night of 9/10 November, when we were shot down on the first raid on Hamburg, to become the first crew lost on ops. (I am the only survivor.)

Although I later learned something of the squadron's history from fellow F.O.W.s and from two ex-squadron members in the early postwar years, this is the first consecutive account of it that I have ever read.

I have frequently wondered what became of Wing Cdr. J. M. St. Pierre, the first C.O. of the Alouettes. Would appreciate hearing from squadron people, particularly "forty two-ers".

Flt. Lt. Heathcote is to be congratulated on this very informative series.

N. J. Welwood,  
Box 44,  
Wingham, Ont.

(Wing Cdr. St. Pierre later became a group captain. He is a member of the R.C.A.F. Association and can be contacted through the Secretary, R.C.A.F. Association, 424 Metcalfe St., Ottawa, Ont.—Editor.)

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

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

## THE R.C.A.F. BENEVOLENT FUND

The Royal Canadian Air Force Benevolent Fund was established in order to assist serving and former members of the R.C.A.F. and their dependents in time of financial distress.

SERVING PERSONNEL can obtain full information from their units' Orderly Rooms.  
FORMER MEMBERS can obtain it from:

- The local Benevolent Fund Committee.\*
- Any Wing of the R.C.A.F. Association.
- Any District Office of D.V.A.
- Royal Canadian Air Force Benevolent Fund (Inc.), 424 Metcalfe St., Ottawa, Ont.

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\*This address is obtainable from any of the other three sources.

