

The **CROWNDDEL**



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ROYAL CANADIAN AIR FORCE

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THIS MONTH'S COVER



Gus, a Maltese terrier pup who attended summer camp at Comox last year with Flying Officer J. E. Smith, of No. 19 Wing (Auxiliary), is said to have lost all interest even in Sabre tail-pipes during the last few months.

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SGT. SHATTERPROOF

FOLDS HIS TENT

Sir:

I write these lines in an empty room. Looking about me, I see merely those fundamental furnishings allotted by the scale of issue to a single N.C.O.'s quarters. Gone from my wall is the claymore with which Sporrán Dhu McShatterproof reduced more than two hundred Sassenachs to produce; gone too are the horse-blinkers worn by my Puritan ancestor, Shun-Dalliance, to keep his attention focused on only one of the Sex at a time. Instead of Ingres' harem with its well-stocked swimming-pool, my eye encounters a rectangle of unfaded paint; and, of the brackets from which the busts of Caesar and Napoleon have so often mutely guided me in the formulation of my policies, no trace remains but four screw-holes. It is no matter, however; within the hour I shall have handed over the Air Force to the C.A.S., and doubtless he has his own advisers.

In your letter of last week, Sir, you ask me what are my intentions. They are vague. Of this only I am sure: that, in the words of Ecclesiastes, "there is a time to keep silence, and a time to speak". Although the pension cheque has not infrequently served as a key to open the flood-gates of its recipient's loquacity, the day of retirement can elicit from a Shatterproof nothing but a soldier's farewell. The coat armour of my House, Sir, has been blazoned on the sails of some of the proudest galleons that have furrowed the seas of history: it has yet to be seen stencilled on the bow of an outboard dinghy sputtering around on a pond of pique or politics.

This evening I dine for the last time at the house of my old friend

Farmer Fetlock, and tomorrow morning I set out on my travels. Whither they will eventually lead me, I cannot say; but there is too much of importance still to be done in the world to permit of my accepting any of the directorships or presidencies with which it has been suggested that I fritter away my remaining years of vigour. Von Trunkenbold's work on the main streams of the South American cultures as evidenced by their use of fermented liquors—a work so disastrously cut short by the great scholar's death from cirrhosis of the liver—cries out for completion. Nor, until the Easter Island inscriptions have been deciphered, can I relax with a clear conscience on the inflated bosom of our North American economy. Who knows what lessons of older civilizations they may hold, what crystalline messages beside which the pronouncements of the United Nations are but the babbling of disputatious teen-agers?

A series of familiar explosions has just announced the arrival of Farmer Fetlock's truck at the front door of the barrack-block. My few possessions are already there, crated for transfer to the attic in which my old friend has offered to store them until I again drop anchor. Therefore, Sir, like Omar ben Shatterproof, of the Arabian branch of my family, I must fold my tent and steal silently away—not, I am glad to say, to a loaf of bread and a jug of wine in the wilderness, but to a fireside pre-prandial followed by a turkey specially fattened and cooked for the occasion by Farmer Fetlock's sister-in-law, Miss Clasper. Miss Clasper's talents, though otherwise



exercised than those of the sloe-eyed houris who beguiled Omar's leisure hours, are no less seductive to the masculine heart.

And so, Sir, I bid you good-bye and leave you to your tea and to the future. Our nine-year association has been a pleasant one, and "The Roundel", despite the rheumatic creaking of her seams, is at least still afloat. Long may she wallow on across the Service seas.

As for the boys in the field—well, I trust that they will, in their swift soaring from rank to rank, not wholly forget me. Upon my own feelings towards them, I will not enlarge. They cannot, I think, be better expressed than in those great lines of Lord Tennyson:

*Sabre and Silver Star
No more shall call to me;
But may there be old faces at
the bar
When I come back to see.*

Shatterproof



HISTORY

ONCE every day a train leaves Edmonton and chugs its way through the rolling hills and cattle-country that lie to the north-east. It is a short train and a slow one, and it stops at innumerable tiny stations before, 176 miles later, it reaches the end of the line at Grand Centre. From here northward there is nothing but wilderness.

Despite its name, Grand Centre was until quite recently no more than a hamlet of 150 people. Now it is an active prairie village. The explanation of its growth is provided by the Air Force bus that meets each train; for a short drive brings the traveller to the unique world of Canada's newest air base, R.C.A.F. Station Cold Lake, Alta.—the first R.C.A.F. station to make use of an "electronic brain", and the first to be equipped with an air-to-air rocket range.

* * *

In a comparatively short time, Station Cold Lake has become the "show-place" of the R.C.A.F. Only seven years ago, it was just an idea to a few men—men who visualized that the R.C.A.F. would need a weapon range, larger than any in existence, to test its rockets and guided missiles of the future.

Since it was not feasible to expand existing ranges, a study was undertaken to find a suitable site for a new and larger one. Final selection settled on a 4,400 square-mile strip of muskeg and timberland straddling the Alberta-Saskatchewan border on the 55th parallel. The adjacent terrain offered an ideal location for the necessary airfield, and rail facilities existed to transport equipment for the airfield's construction.

In the spring of 1952, therefore, building of the Cold Lake airport began just west of Grand Centre. The railway, which then terminated at Le Goff, was extended an additional six miles to Grand Centre, and a spur line was run to the airfield site. By the spring of 1954, two giant runways, each over a mile long in the shape of a "V", were almost completed. Inside the "V" were massive hangars and buildings—some completed, but more in the skeleton stage—being erected by hundreds of construction workers. It was at this time that an advance party of Air Force personnel, headed by Wing Commander J. H. Watts, arrived at Cold Lake.

Meanwhile, in Ottawa, discussions were going on at A.F.H.Q. concerning the evaluation of the CF-100. In June 1954, the Air Armament Evaluation Detachment

of the Central Experimental and Proving Establishment was formed and based at Cold Lake. To carry out the task of evaluation it was necessary that C.E.P.E. should have an evaluation range. Primrose Lake, which lay within the general range area already being established, satisfied all requirements. Although the country around the lake consists almost entirely of muskeg, Primrose Lake itself has a rim of hard glacial deposits which provides firm footing for buildings and optical stations. In addition, a 300-foot hill at one end of the lake provides an excellent site for a control tower.

Before the range could be used for firing, the trappers, mink-ranchers, and commercial fishermen living in the area had to be moved elsewhere and given suitable compensation. For the benefit of those who lived near the range, the boundary was clearly marked by a timber-cut which is easily seen from the air and cannot be mistaken from the ground. Since the range is located in an area which furnishes little more than a bare livelihood, the intrusion of the air age into frontier territory was a Godsend to many of the local population, Indian and white, for whom it provided unprecedented employment.

The problem of getting equipment and supplies into the area was a difficult one. There was only a bush trail leading to Primrose Lake, and this could not be used except when the muskeg was frozen. The problem was solved by airlifting all necessary material to the site. During the long summer days the *Otters* shuttled back and forth between the dock at Cold Lake and the base camp at Primrose, carrying anything and everything that would fit into the aircraft. The transportation problem will soon be solved by the provision of an all-weather road, now under construction.

In order to relieve the congestion

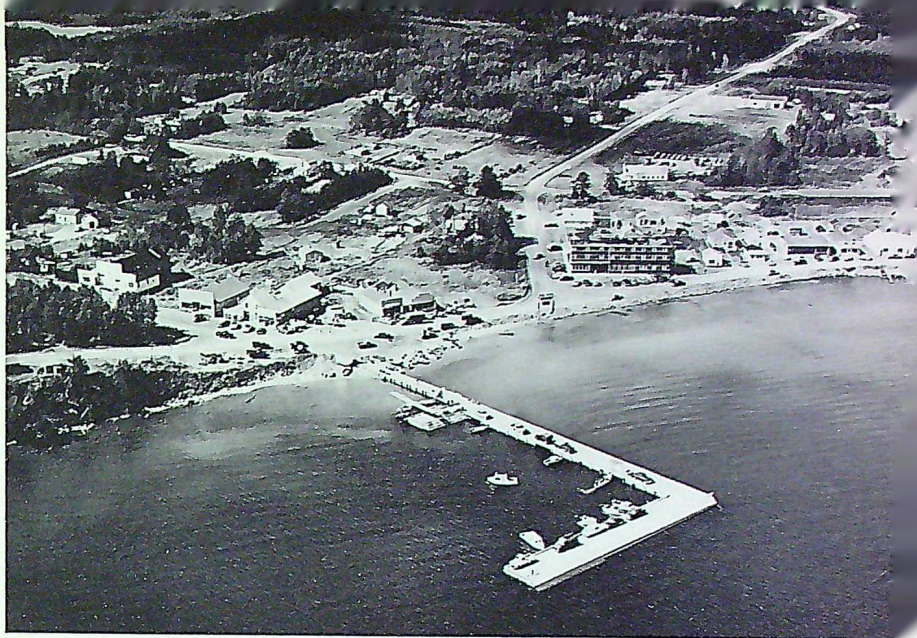
at North Bay, and also to take advantage of the excellent flying weather in western Canada, No. 3 (All-Weather) Operational Training Unit moved from North Bay to Cold Lake in June 1955. Weapons Practice Unit, the prime user of the rocket range, was formed in May 1956, and with the arrival of this unit the Station's flying establishment was completed.

Under its first Commanding Officer, Wing Commander J. H. Watts, the station grew steadily—a growth which has continued under the present Commanding Officer, Group Captain R. C. Stovel, A.F.C. The station at present encompasses an area of ten square miles and has an establishment of more than 2,000 personnel.

No. 3 O.T.U.

The Operational Training Unit, commanded by Wing Commander E. W. Smith, D.S.O., bears a particularly heavy responsibility. Its task is to bring crews up to operational standard on the CF-100 so that they may take their places in operational all-weather fighter squadrons of the R.C.A.F. across Canada and in Europe. Aircraft used by the O.T.U. are CF-100 dual-control trainers, *Mitchell* AI trainers, and the fully equipped CF-100 all-weather fighter.

Recently, two CF-100 simulators, installed by Canadian Aviation Electronics, have replaced the training originally done in the *Mitchell* trainers. These simulators are an exact replica of the cockpit and services of the Mk.VI CF-100 in all respects, except that they cannot leave the ground. Here the course members "fly" the simulators, thus gaining the necessary pre-flying experience in perfect safety. They can bank, climb, roll, flame-out the engines, practise airborne interception techniques, navigation and approach procedures. They also practise bail-outs and all the hundred and one emergencies



Cold Lake village.

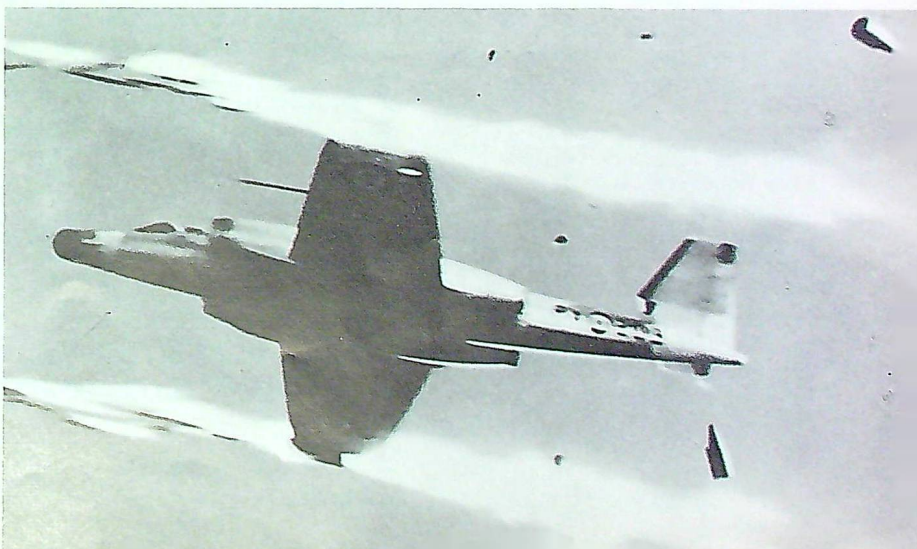
which could possibly arise in the air, all under the watchful eye of experienced instructors.

While flying the simulators, the embryo crews get their first chance to work together as a team. They learn something of each other's jobs; how their separate talents will be blended together to accomplish the task at hand. Teamwork develops as they practise the interception role in exactly the same manner as they will later in the air when flying the CF-100.

The O.T.U. consists of three flights—Basic, Conversion, and Advanced—and the complete

course lasts for 13 weeks. Students go to O.T.U. either fresh from the training "pipeline" or from other Commands. Pilots arrive at Cold Lake via the jet instrument course at Saskatoon, and observers from the air interception course at Winnipeg. The O.T.U., however, does not train pilots or observers; it trains crews, and the teaming-up is left to the students themselves. It might be added that this arrangement has proved to be highly satisfactory, and it is only through some unforeseen circumstance, such as illness, that a crew is ever split up.

A CF-100 over the range.





Group Captain R. C. Stovel, A.F.C.

At the O.T.U. two types of interception are taught, the Identification Pass and Lead Collision Attack. The Identification Pass is used to identify unknown aircraft and is accomplished by G.C.I. (Ground Controlled Interception) vectoring the interceptor into the general vicinity of the unknown aircraft. The observer then takes over and brings the pilot into a position from which he can look out and visually identify the target. The Lead Collision Attack is used when the interceptor does a firing-run, either actual or simulated. For this procedure the observer, taking over from G.C.I. control, picks up the target on his radar, "locks on" to it, and turns it over to the pilot's scope. The pilot, by centering a dot on his scope, flies his aircraft to a point in space where his rockets can be fired to hit the target.

During the simulator training period the crews are also converted on to the Mk.IVA CF-100. The pilots do everything from circuits to single-engine procedures, including Mach runs, stalls, and climbs to 40,000 feet. Although, at this stage of the training, it is not absolutely necessary for the observers to fly, it is seldom indeed that a pilot can get airborne without his partner.

Having acquired some familiarity with their machines, the crews proceed to Advanced Flight, where they turn to the more exacting part of the business in hand. A series of 33 exercises follows, each one more complicated than the last, until the crews can scramble in any kind of weather for an interception at any altitude. Getting strapped into a CF-100 with its multitude of belts, cords, and harness, which have to be clipped on, slipped into, and buckled down, is quite a feat; but speed comes with practice, and it is not long before aircraft can be seen pulling away from the line with their canopies closing as the crews do their checks on the run. Before and after each exercise, complete briefings are carried out. At pre-flight briefings, which may last up to an hour, an instructor explains in detail, with the aid of transparencies and blackboards, the method of attack to be followed on a particular exercise. Post-flight briefings analyse what has been done, in order to eliminate any future errors and further to clarify the aim of the exercise for the students.

For practice interceptions O.T.U. aircraft take off in pairs, and on clear days the prairie sky is laced with a web of contrails as the troposphere becomes an aerial classroom. While G.C.I. vectors the attacking CF-100 into position, pilot and observer peer into their glowing radar scopes as hunter and hunted close on a collision course at speeds of anything up to ten miles a minute. At night the target is lighted for Lead Collision Attacks, but not for Identification Passes. Assuming the attack to be successful, the pilot breaks off on his firing signal and the quarry can sometimes be seen as a silhouette against the Northern Lights or as a fleeting shadow slanting past in the night. While, to the layman, this might appear to be tempting fate, to the highly trained students at No. 3 O.T.U. it is just another

way of scoring a "kill".

Among other night exercises are triangular navigation trips (filed I.F.R., regardless of weather) at 30 or 40 thousand feet. During such flights pilot and observer collaborate in obtaining radar fixes, making track and groundspeed checks, position-reporting, and revising Estimated Times of Arrival. Since numerous procedures have to be carried out in approximately an hour's flight, teamwork must be smooth, swift, and accurate.

As may be imagined, the O.T.U. is a busy place. Records show that Conversion Flight alone flies as many hours as an average CF-100 squadron. In terms of fuel, the O.T.U. flying programme consumes ten railway tank-cars, or 80,000 gallons of kerosene, a day.

WEAPONS PRACTICE UNIT

W.P.U. provides facilities for squadron pilots to practise the art of rocket-firing. Here they actually "push the button" after months of "dry" runs with their squadrons. Squadron rotation is on a yearly

Wing Commander J. H. Watts.



basis, each squadron providing one half of its strength for a two-week period during its designated month. Since the only type of armament used is rockets,* the unit's facilities are confined to CF-100 squadrons. In addition to their aircraft and its crews, visiting squadrons bring with them the normal complement of maintenance and servicing personnel. W.P.U. provides staff pilots and briefing officers to assess the results of each shoot.

The period spent at W.P.U. is essentially practical; theory is kept to the minimum. The major part of the time is devoted to pressing home attacks on targets towed behind a T-33. The target, called a "Radop" and resembling a 1000-lb. bomb in shape and size, is constructed of soft porous material. Inside the hollow Radop are three metallic discs, set at right angles to each other, which make it possible for the target to be picked up by radar. The target gives an indication equivalent to that of a high-flying bomber. In interceptions, squadron aircrews are directed individually by the third member of the air defence team, a fighter controller.

In order that the fighter con-

*Squadron Leader W. H. Vincent, O/C W.P.U., and his staff are convinced that rockets are the only answer if the CF-100 is to intercept successfully today's high-speed bomber, at which it is likely to get only one pass. Rockets, of course, carry a far greater punch than bullets.



The flight line.

trollers be given the same operational "tune-up" and advanced training in precision controlling, a new unit was established at Cold Lake in January 1957. Designated the Controller Proficiency Unit (C.P.U.), and under the leadership of Sqn. Ldr. S. E. Collins, this unit provides all the control requirements for W.P.U.'s visiting squadron aircraft. The work of these two units is closely integrated and paralleled in their respective fields. Controllers temporarily assigned to the C.P.U. are evaluated simultaneously with W.P.U. aircrew who carry out live firing on the Primrose Range.

Each attack is carried out by formations of four aircraft vectored to the target by G.C.I. Reaching the vicinity of the Radop, they spread out and, individually, make a series of passes at the target. Several dry runs are generally made before the actual firing begins.

The exercises vary as the programme progresses and greater

skill is achieved. While a constant speed differential is maintained, unknown target heights and increased altitudes are introduced to provide exercise variations. Finally, the CF-100s come barrelling in on the target with scant seconds to fire, and at altitudes at which manoeuvrability is dropping off. Though security regulations forbid publishing the number of rockets carried, it can be mentioned that when a full pod is fired the reaction is of such magnitude that it is "painted" on ground radar scopes.

In the interest of safety, a couple of very necessary precautions are taken during firing exercises. First, firing exercises are authorized only when good weather prevails at the towline (i.e. the area over which the target is towed); and secondly, the observer must check the position of the target visually in order to ensure that the radar has not picked up the target-towing T-33 instead of the target! (The tow-pilot can also take comfort from the fact that the Radop, which is reeled out for 8,000 feet behind him, is about 100 feet below his own altitude.)

The object of the exercise is not, as might be supposed, to blast the target into oblivion. The Radop is merely a reference point. The marksmen's accuracy is determined after each exercise, when films, taken by three cameras, are projected on to a screen on which is superimposed an assessment-device. The films show the projectiles arching away, leaving a

T-33 letting out the radop.





The crash-boat on Primrose Lake.

trail of smoke as the target flashes past, and a bright glow from the rear of each rocket. When the rockets and target are seen to intercept, the mean point of impact is determined. Knowing the range used in firing, the hit-probability can then be estimated. The use of films produces permanent records and, at the end of every course, hundreds of feet of film bear mute testimony to the marksmanship of each squadron pilot.

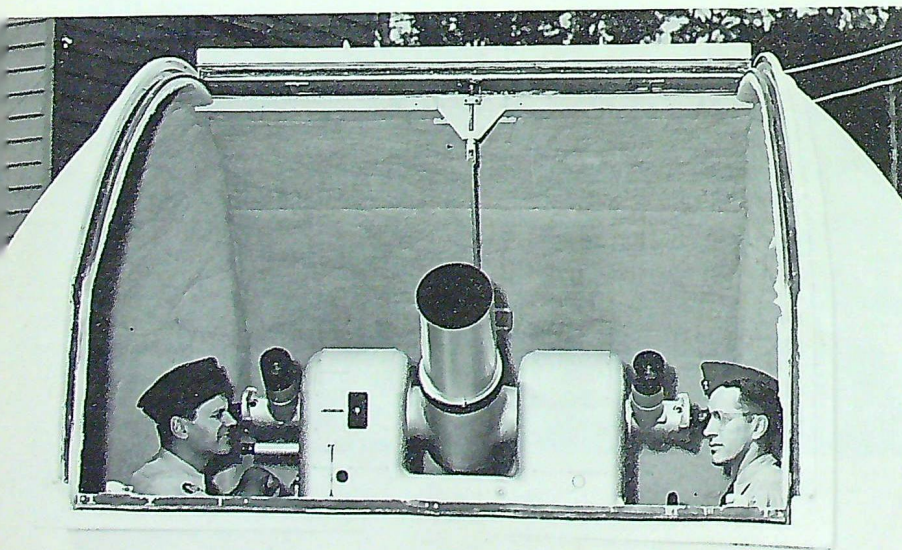
Each year squadrons send their best marksmen crews to a "rocket shoot" held at Cold Lake. Here the squadrons compete for efficiency in serviceability as well as ability to shoot accurately. Under the auspices of the W.P.U./C.P.U., a complicated system of scoring is

set up, using camera guns, radio-telephone, radar, and a host of umpires and referees. The radar-controlled interceptions also come under the scoring system, and each squadron has its own fighter controller who is a vital part of the air defence team. The first annual shoot was held in 1957 and was won by No. 410 Squadron from Uplands.

C.E.P.E./A.A.E.D.

As stated previously, the first unit to begin operations at Cold Lake was the Aircraft Armament Evaluation Detachment, a detachment of Central Experimental and Proving Establishment, Uplands. The detachment, commanded by

Photographers operating rocket-tracking theodolite.



Wing Commander R. D. H. Ellis, was established for the express purpose of conducting the armament phases of the proving and evaluation tests assigned to C.E.P.E. It was instrumental in bringing about modifications to the CF-100 fire-control system and rocket pods, and rendered valuable assistance in the *Velvet Glove* project sponsored by the Defence Research Board. C.E.P.E.'s responsibilities are carried out jointly by utilization of their facilities at the station and their installations within the confines of the Primrose rocket range.

At Primrose Lake modern and rustic buildings stand side by side in a clearing in the wilderness. Steelox buildings, with tiled floors, electricity, and showers, rub shoulders with log cabins and clapboard huts. The intrusion of civilization, however, seems to have had little effect on the wild life of the area. In addition to the countless gulls, loons, and ducks that haunt the lake, pelicans are a familiar sight on one of its islands, and moose and bear amble imperturbably along its shores. Before the lake became so heavily populated, bears used to break into the camp's refrigerators.

Near the base camp is a rough road leading to the summit of the hill mentioned earlier, known locally as "Mud Mountain". Here an 80-foot tower gives an unrestricted view of the test area and, incidentally, a panoramic view of the surrounding wilderness. At specific locations along the shores of the lake are a number of instrumentation stations. These stations, consisting of a tower and a theodolite, are the functional part of the evaluation system. The theodolites, used for optical tracking of rockets and guided missiles, are basically similar to surveyors' transits, but with such added improvements as an electrically-controlled swivelling device, a 24-power telescope, and a synchronized

movie camera. The power of the cameras is such that a picture taken of a CF-100 flying at 30,000 feet clearly shows the aircraft's pitot tube.

Tests conducted at Primrose Lake are remotely controlled by officers and civilian scientists located some 30 miles away in a hangar at Station Cold Lake. This room, known as the Control Centre, has a plotting-table in the centre, raised chairs and desks on two sides, and an amazing array of electronic devices and V.H.F. equipment. The room is equipped with certain instruments for recording the pitching, yawing, and rolling tendencies of a missile while it is in flight, and with rows of red and green lights to show the state of readiness of the theodolite stations which must be serviceable for the operation to be successful. When the officers in charge of a project are satisfied that the test should proceed, a tentative go-ahead signal is given to the pilot. As the high-flying firing aircraft begins its final run over Primrose Lake, a chase-aircraft trails smoke to indicate its position to the operators at the theodolite station, while back at the Control Centre an electric pen slowly etches a blue line across the plotting-table, automatically tracing the firing aircraft's path through space. Instruments are watched and readings taken—and at any time, up to 10 seconds before firing, the test can be called off if any of the many variables changes adversely.

Although an actual test takes only a few minutes, many hours are required to evaluate the results. The automatic digital computer, better known as the "electronic brain", is a valuable asset in reducing and analyzing accumulated data. On one occasion it was estimated that it would take one man, working a 40-hour week with a desk computer, 70 years to handle a particular problem. The

electronic brain did it in 210 hours.

Another area used by the C.E.P.E. detachment for testing purposes is known as the "T Range". The testing facility looks rather like a runway that is going nowhere. Consisting of a cement strip which terminates at the edge of a deep ravine, it is used as a preliminary proving ground for various new or modified firing systems. This is the only place in Canada where aircraft can ground-fire their rockets.

STATION LIFE

Cold Lake is situated in an area closely connected with Canada's early history. Just thirty miles away is Frog Lake, scene of the famous Cree uprising during the rebellion of 1885. Today, a considerable number of Indians, particularly of the Chippewyan tribe, live in the area, and there are two Indian reservations on the shores of Cold Lake itself.

In sharp contrast to the underdeveloped area in which it is located, Station Cold Lake is a show-place of modern technology. Where coyotes recently roamed, hangars now stand, and jack pine and spruce have given way to one of the largest and most modern communities in northern Alberta. Two thousand Service personnel and their dependents, plus the civilian employees, bring the total population to about 5,000; and the station's married quarters resemble a medium-sized town.

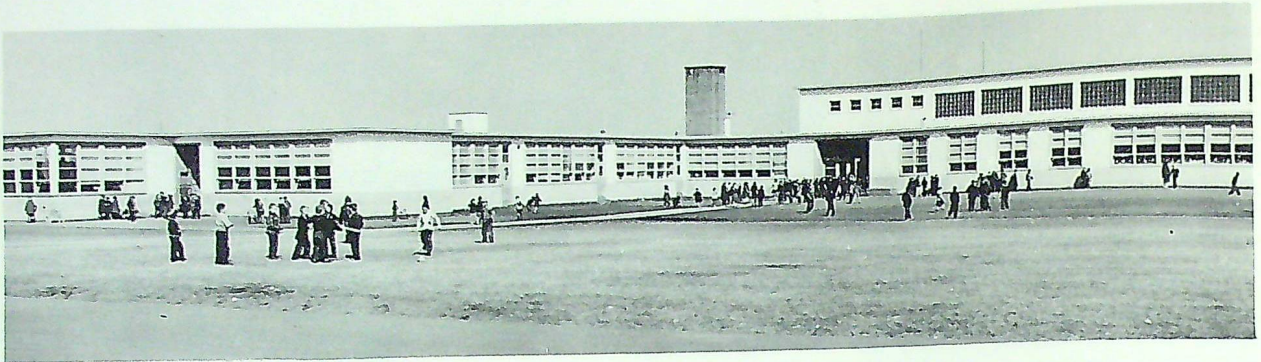


The station hospital, originally designed to accommodate 25 patients, has recently added two new wings. The two new wings provide an operating-room, plaster-room, delivery room, nursery, and 25 more beds. The hospital also has the proud distinction of having delivered more than 400 babies in less than three years. The staff at the hospital consists of the Senior Medical Officer, Wing Commander D. D. Munroe, five other doctors and about a dozen nurses.

R.C.A.F. Station Cold Lake caters to a wide variety of recreational activities. The recreation centre contains a large gymnasium with a basketball court or, alternatively, three badminton courts. It also has a large swimming-pool and, in the basement, there are

The station grocery store.





Athabasca School.

rooms for pool tables and for table tennis, six bowling alleys, and a rifle range. Other sports activities are curling, hockey, baseball, soccer, and skin-diving. There are also tennis courts, a driving-range, golf courses, a flying-club (which has graduated 48 pilots), and a ski club (which operates a ski-tow and chalet). There is a "do-it-yourself" garage, with supervisors and a full range of tools, and a hobby-shop for the handymen. Horseback-riding, boating, fishing and hunting, are, of course, always available near by.

In addition, clubs have been formed for those interested in stamp-collecting, drama, and photography. For more passive pursuits, there is a movie theatre complete with a cinemascope screen, which shows a different movie each evening, and a library. Attached to the recreation centre by a glass-covered breezeway is a lounge and snack bar, and, in keeping with the modern trend, Station Cold Lake has a shopping-centre with a supermarket, post office, mail-order office, community centre, drug store, barber's shop, ladies' hairdressers, and tailor's shop. A mayor and community council have been elected in this community, which, having more than 800 housing units, is the tenth largest in Alberta.

As an indication of the extent to which recreational planners place

stress on the need for good entertainment, the internationally famous quartet, The Four Knights, from Los Angeles, were persuaded to visit Cold Lake on New Year's Eve when they entertained all personnel at four separate shows at the airmen's club, the station social centre, the sergeants' mess, and the officers' mess. In addition, the Four Knights entertained all the living-in airmen for more than one and a half hours at the airmen's dinner on New Year's Day, 1958, where the commanding officer, officers, and members of the sergeants' mess served dinner in the traditional manner.

DEPENDENTS' SCHOOLS

Soon after the advance party arrived in early 1954, proceedings were begun with the Alberta Department of Education for the establishment of a school district for the unit. Wing Cdr. J. H. Watts then found himself in the position of Official Trustee, and set out to engage a staff and secure the equipment necessary to commence school in the fall. Seven teachers were engaged, and the temporary school, then located in the Ground Instructional School building, opened its doors on schedule for pupils in grades 1 to 8, inclusive.

On registration day, parents and 67 children trekked through the muck and mire from the married-

quarters area to the school. The average enrolment per room was approximately 10 pupils. This Utopia for teachers was short-lived, however, as about 20 children were arriving each week, and by the end of September it was necessary to engage another teacher. A kindergarten room was also opened in the Protestant Chapel Annex. On 3 January 1955, the staff and pupils moved into the first school building, where a sufficient number of rooms were ready for occupancy.

But the growing-pains had only begun. By the end of the school year, 277 children were registered from kindergarten to grade 9, and the number of teachers had risen to 12. The school year 1955-56 began with a population of 455 pupils and 16 teachers. By June of that same year pupils and staff were bursting the seams of the original 14-room building.

In September 1956, an additional school was in the initial stages of construction, and the overflow was again housed in a portion of the G.I.S. The population now numbered 27 teachers and 680 pupils. This arrangement sufficed until the completion of a 19-room school in September 1957.

The present school year opened under almost ideal conditions for all concerned. The staff now consists of 41 teachers, including a teacher of home economics, one of

manual arts, two principals, and a superintendent. The enrolment has reached 800, and includes kindergarten to Grade 12. The opening of a second 19-room school is in the offing.

Names for the three schools, which are included in the Biggin Hill school district, have been selected and are awaiting formal

approval. All with a local flavour, they are: Athabasca, Beaver River, and Mackenzie.

CONCLUSION

On receiving word of a transfer to Cold Lake, many personnel still fail to register immediate ecstasy,

but, after arrival at the station, they soon come to dread the day when they will have to leave it. There, on the edge of the wilderness, the men and women of the Air Force have made a world of their own—a world which even includes, of all things, a branch of the Canadian Aeronautical Institute.

O.B.E. CHAPEL FUND

An appeal has been launched for funds from all persons who have been awarded the G.B.E., K.B.E., C.B.E., O.B.E., M.B.E., B.E.M., for the establishment and maintenance of the Chapel of the Order of the British Empire in St. Paul's Cathedral, England. The purpose is to provide those who belong to the Order with a church or cathedral where periodical services may be held which could be attended by as many as possible of the large number belonging to the Order. With the consent of the Dean and Chapter of St. Paul's, periodical services of the Order will be held in the main body of the cathedral,

and, including the crypt, there will be room for some 3,500 persons at such services. The Dean and Chapter also propose to reserve some places for the Order at ordinary Sunday or week-day services in the cathedral.

The stated requirement is for an initial amount of £10,000 to equip and furnish the chapel for this purpose. There will also be a recurrent expenditure to meet the cost of periodical services of the Order, the upkeep of the chapel, any additions to the initial scheme for furnishing it, and other expenses arising out of the use of the cathedral as a church of the Order. Per-

sonnel who belong to the Order may subscribe any amount that they wish. Donations should be made to the Registrar of the Order of the British Empire, 8 Buckingham Gate, London S.W.1, England, and remittances made payable to The Order of the British Empire Chapel Fund. Those who wish may also make an annual donation to the fund. The names of those who contribute £10 or more will be recorded in a special book to be kept in the chapel.

When sending donations, please state title, or prefix Mr., Mrs., or Miss, etc., rank in the Order, or if B.E.M.

Roadeo

Champions

R.C.A.F. drivers made a clean sweep in the armed services division of the annual National Truck Roadeo held in Toronto late last year. Pictured (l. to r.) are: Leading Aircraftman R. G. Shackleton, who placed second; the new armed forces' champion, Corporal H. Norden, receiving the Ontario Safety League Trophy from Brigadier M. S. Dunn, Army Commander, Central Ontario Area; and L.A.C. T. Day, who finished third in the division.





The crew that saved a tanker. Flight Lieutenant C. W. Bradley is seated in centre.

No. 423 SQUADRON

PART TWO

BY FLIGHT LIEUTENANT A. P. HEATHCOTE,
Air Historical Branch.

the lack of sightings, it cannot with certainty be said; but on 19 March 1943, with a change in the weather pattern, there came a change in the pattern of events affecting the squadron.

The 16th of March had found convoy SC-122 feeling its way across the most dangerous area of the North Atlantic, closely followed by convoy HX-229. At dawn that morning a U-boat, belonging to the *Raubgraf* pack, discovered SC-122. Others of its kind were summoned to the scene, and by midnight most of the pack were in a position to make an all-out assault. By the early hours of the 19th they had torpedoed and sunk 8 ships of the leading convoy and 11 of the other.

Shortly after 0700 hours on the 19th, No. 423's *Sunderland* "E"-Easy, detailed for a parallel-track sweep to cover the harassed convoys, was eased off Lough Erne by its skipper, Flt. Lt. Clare Bradley. Two and a half hours later, course was set on the first leg of the patrol. After an hour or two of patrolling, "Easy" picked up a report of a U-boat attack not far away, and the *Sunderland* was headed full-out for the spot. Within thirty minutes its crew saw the telltale periscope and wake some ten miles off the port bow. But already the periscope was fast disappearing, and an attack was out of the question. Ten minutes later a tanker hove into view, to which visual signals were promptly sent advising it of the enemy's presence and last known position. "Easy" then left the tanker to continue on patrol, but returned to its aid an hour or so later when a U-boat was seen near it in the act of surfacing. (The enemy had probably been shadowing the tanker for some time.) An attack was made, and,

At Castle Archdale, the weather alone was enough to let No. 423 know that it was back at the old stand. Patrols were being flown in conditions that were at times the vilest imaginable. Served up on the meteorological menu were patches of sea fog mixed with cloud so low that it was difficult to tell where the cloud ended and the fog began; blizzards accompanied by 75-knot winds, in which the visibility fell off to a negligible value; and, occasionally, hail. In such conditions crews could only go

through the motions of searching; but that they did, over a period of more than a month.

Almost daily for more than three months the "fog-hogs" of No. 423 had been patrolling without as much as smelling a U-boat. Though loath to admit it, some of them probably despaired of ever seeing such a thing. Most of their airborne time during this stretch had been logged in weather that favoured their elusive enemy. Whether poor weather or poor luck was largely responsible for



The lifeboat as seen from Russell's Sunderland.

although four depth charges failed to release, two did drop, one exploding about 40 feet ahead of the swirl. The tanker, identified as the straggler "Roman", was then informed of the attack and given the position of its convoy. After dropping another four D.C.s to give the U-boat a final scare, "Easy" went off patrol. For Bradley and crew, that constituted the day's action. Though they might not have scored a kill, they possibly inflicted damage, and, more important, they did save a precious tanker from almost certain destruction.

Results even more tangible were achieved the next day. While covering the same convoys, the crew of "F"-Freddie, skippered by Flying Officer Howell, were greeted by the rare sight of a fully-surfaced U-boat approximately eight miles away. As the *Sunderland* was positioning itself for an attack, four of the submarine's crew were clearly seen scrambling along the deck toward the conning tower. Only partially submerged when depth-bombed, the raider was straddled with five D.C.s, and when "Freddie" again swept over the position where it had disappeared, an oil slick about 100 yards square marked the spot.

The first sighting had been made in mid-morning. A second was made in mid-afternoon. This enemy was also fully surfaced and remained at least partially visible long enough to make an attack possible. Two depth charges were trundled out, but only one dropped, the other having "hung-up". When the lone D.C. exploded, the tip of the U-boat's stern still protruded.

This U-boat had had something to say about being depth-bombed. Its gunners had begun a continuous fire on the flying-boat from the time it had come within effective range. They were still hammering away as little as 45 seconds before their craft submerged, and if they reached the conning tower in time, they got their feet wet doing it. Their fire was returned by the *Sunderland's* gunnery team of Sergeants D. J. ("Doc") Proudlock, G. Howard, and G. A. Buckenham. A post-bombing recce of the attack position, together with photographs, failed to reveal any evidence of damage. Nevertheless, Howell's leadership in these two actions, coupled with his high sense of responsibility and his eagerness to fly under all conditions, were mentioned in the citation that accompanied his award of the D.F.C. in July.

* * *

On 5 April, spirited action again spiced the escort mission of Clare Bradley's team. Exactly an hour after setting course on the track of convoy TA-39, Bradley himself saw, ten miles away, a fully-surfaced U-boat. He manoeuvred his *Sunderland* to attack "down sun" on roughly the reciprocal of the raider's course, and it was probably this strategy that prevented the enemy from spotting him until he was only two miles away and beginning to set himself for the attacking run. When the *Sunderland* tracked over the now-diving U-boat to drop its cargo, the entire outline of the vessel was



Group Captain L.G.G.J. Archambault, A.F.C. (No war-time photograph available.)

clearly visible just below the surface, its propellers churning the water in desperation. Four D.C.s, set to release 30 feet apart and to explode 25 feet below the surface, straddled the U-boat from bow to stern. The fourth charge detonated "immediately ahead of the propellers", and Bradley's gunners stated that at least a dozen chunks of solid, tubular-shaped debris were

Flying Officer A. A. Bishop, D.F.C.



thrown into the air and above the spray produced by the second and third explosions. Reconnaissance of the attack's aftermath revealed a variety of objects floating on the surface, some of which appeared to be bodies. Forty-five seconds after the attack an underwater explosion occurred, followed by a violent eruption and much boiling and frothing on the surface. A minute or so later, great quantities of oil began bubbling to the surface. In the light of such evidence the crew would appear to have been quite justified in believing that a kill had been scored. But despite the evidence and their opinion, their claim of a kill never became official. The pronouncement of the Admiralty Assessment Committee (which had the final say in such matters) was: "seriously damaged".

When Bradley and company alighted at base, after being airborne for 17 hours and 20 minutes, a scant hundred gallons were sloshing around in the fuel tanks. By virtue of his crew leadership in this action and on the previous occasion when his attack on a U-boat was considered instrumental in saving a tanker, Flt. Lt. Bradley earned the award of the D.F.C. As his award was effective on the same date as Flying Officer Howell's, the two captains shared the honour of being the first of No. 423 Squadron personnel to be decorated.

The squadron's next opportunity arrived three days later, and it had all the requirements for success except one very important item. It seems that in the stress of the moment the captain had omitted from his pre-bombing check the fusing of the bombs.

* * *

A little more than a month later, or five days before the squadron's first birthday, came its first kill. Airborne a few minutes before midnight on 12 May, Flt. Lt. Musgrave's crew, manning "G"-George,

required eight hours to reach their assigned convoy approximately 800 miles south-west of base. Once having found it, they needed less than thirty-minutes to spot a U-boat. There the thing was, about ten miles from the convoy, cruising on the surface. Taking advantage of cloud cover, Musgrave closed in and achieved virtually complete surprise. The U-boat made no attempt to submerge but instead opened fire when the range was scarcely a mile. When it became obvious that his opposite number had no intention of submerging, for the time being at least, skipper Musgrave postponed the attack but continued to shadow the enemy at a convenient distance. Abiding by the latest Command instructions, he immediately contacted the convoy, and presently a corvette was seen in the distance heading full out for the fray. Meanwhile the *Sunderland's* armament was being put to effective use. For twenty minutes the flying-boat traded slugs with the more heavily armed U-boat. A full 2000 rounds of .303 were thrown at the vessel, and hits were observed on and around the conning tower. "George" stopped a cannon shell, but its operation was not affected in any way. When within range, the corvette opened fire, and that was too much for the submarine, which was soon on its "down" elevator.

Musgrave, who had been waiting for precisely this, now closed to attack. When the gap had narrowed to a half-mile, the U-boat vanished, but not before it was seen to take violent evasive action to port. The *Sunderland* tracked over the pronounced wake and dropped two depth charges which exploded slightly ahead and to starboard of the swirl some thirty seconds after the submarine's disappearing act. The explosions produced nothing but the usual depth charge scum, into which bubbles were rising. A marine marker was dropped from

the *Sunderland*, followed by a smoke-float from a *Swordfish* newly arrived on the scene. Six minutes after the U-boat's disappearance the corvette, "Drumheller", assisted by H.M.S. "Lagan" began to drop a pattern of depth charges. "George" reconnoitered the area for fifteen minutes, then, apparently noting nothing of significance, returned to the convoy. Five minutes later it was recalled to base. The Senior Naval Officer was signalled accordingly, and a reply came back: "Many thanks. Good work."

The above action showed how disproportionate to results achieved, and therefore how misleading, the visual aftermath of an attack could be. Initially the results of this particular attack were considered disappointing. It was, however, later confirmed that the submarine, U456, had been destroyed. So, then, had No. 423 Squadron scored its first official kill—in co-operation with a ship of the Royal Canadian Navy.

An attack delivered later in the month was given an assessment of "no damage". But there was no doubt as to the productivity of a sortie flown on the 15th. A search for a lifeboat, which had been in progress for more than a week, fell that day to Flying Officer A. H. Russell and company, who were but one of many Coastal crews detailed to comb specified areas of the North Atlantic. Their search was nearly three hours old when lookouts discerned something tiny and white bobbing on the ocean. It proved to be the sail of a lifeboat carrying twelve men; the position was nearly 500 miles out at sea. First, two Thornaby bags were dropped, one containing an emergency transmitter. Then the captain gained altitude, a radio fix was obtained, and the position was transmitted to Command. Also, permission to land on the (calm) sea and pick up the survivors was asked and granted. Russell then



circled down to where he thought the boat was, but, in the reduced visibility caused by haze, he was unable to find it. (The crew were handicapped by the action of those in the lifeboat, who, in preparing to pick up the Thornaby bags, had lowered the sail which had made the boat so much easier to keep in sight.) Despite a square search that lasted over an hour, contact was not regained, and the *Sunderland* was by then obliged to set course for base. All the way home, and for some time after, the crew members asked themselves the same question: "Did they get the transmitter?"

For another four days, despite bad weather, the search went on without success. Then, on the fifth day, a listening radio-telegraphist picked up faint S.O.S. signals. Too weak at first to give a good bearing, they gradually increased in strength, and were soon loud enough to allow a destroyer to home on them. Their source proved to be a lifeboat fitted with a white sail and containing twelve men. Eventually Russell and crew had the answer they wanted. That marked the third time the squadron had been instrumental in rescuing shipwrecked seamen.

* * *

The squadron's "anniversary month" of May had been one of significant improvements in matters of equipment and training methods. It had seen the beginning of extensive modification of aircraft in the interests of greater endurance. An all-out weight-reduction programme, begun earlier with but two aircraft, had, in May, been extended to include all twelve *Sunderlands* on establishment. Permission had been granted to remove all mid-upper turrets and heating systems, and an increase in endurance of at least one hour was anticipated. In an attempt to add more punch to their *Sunderlands'* noses, the unit's gunnery

and engineering officers designed an improved fire-mounting for a .5-calibre machine-gun to be installed in the snout position. Other valued acquisitions were the recently installed navigation aids, which had allowed the unit to operate in more adverse weather conditions than before. An improvement in the squadron's training scheme came with the addition of a newly instituted and completely independent training flight commanded by a squadron leader posted to the unit for that very purpose. The squadron's most valuable acquisition of all had nothing to do with aircraft. It was a baby girl introduced by the wife of the squadron commander.

A change in the location of major U-boat activity resulted in the seconding, at the end of June and early in July 1943, of several of the unit's crews and aircraft to No. 19 Group for anti-submarine patrol over the western approaches to the Bay of Biscay. One consequence of this was a rather drastic change in tactical planning. Hitherto Command's every effort had been directed toward lightening its aircraft to increase their range and endurance. In the case of the *Sunderland*, this paring of weight had been accomplished by eliminating all unessential bric-a-brac but the proverbial kitchen sink, or, more accurately, the galley stove. Having appreciably lengthened the periods of convoy coverage, these tactics had forced a temporary withdrawal from the North Atlantic upon most of Doenitz' co-workers, and furthermore had induced them to move through Biscay and its approaches in packs to allow mutual support and more concentrated fire-power. Now, therefore, armament was a factor of greater importance than before. The *Sunderland* simply needed more punch with which to reply to the increased and heavier armament of the U-boats. The squadron's current attempts in this direction

(its proposed modifications entailed the addition of two .303s and one .5 to the nose) were therefore particularly well timed.

To at least one Coastal crew, that led by Flying Officer H. C. Jackson (R.A.A.F.), of No. 423 Squadron, the importance of armament on aircraft patrolling the Biscay region became apparent during a sweep on 3 July. At exactly 1400 hours that afternoon they came upon not just one U-boat, but three. Two were abreast of each other and about a half-mile apart, while the third trailed a mile or so astern. They apparently soon saw the aircraft, for suddenly their course and speed changed noticeably. All three opened fire with their heaviest armament, but, despite their formidable barrage, somehow failed to damage the *Sunderland*. By 1402 hrs. they were crash-diving, and, by the time Jackson was in a position to attack, no trace of them remained on the heavy sea.

The matter of the *Sunderland* and its armament must have been nothing less than a top-priority item to Johnny Musgrave and his crew after an experience of theirs on 22 July. Early in their sweep over "the Bay" area that day, the cloud base was down to 500 feet. Presently it lifted to 1500 feet. Nature thereby played into the hand of a prowling Focke Wulf *Kurier*, which was no doubt looking for a fat convoy. It found something else when the ceiling lifted, revealing a plodding *Sunderland*. The *Kurier*, with its maximum speed of well over 200 m.p.h. at sea level, soon overtook the flying-boat. The latter's rear gunner saw the enemy closing in from two miles astern. At 2000 yards, or well beyond the effective range of the *Sunderland's* .303s, the *Kurier* opened up with its heavy-calibre stuff, consisting of a 20-mm. cannon slung in the bomb-bay and a salvo of rockets mounted under the wing.

THE Roundel

That F.W.'s skipper should have been a fighter pilot. At that long range he clobbered the *Sunderland* with his very first burst. The 'boat's rear gunner, who could get away only 50 rounds before his turret packed up, received slight splinter wounds in the face, while the second pilot and the front gunner were slightly wounded in the arm and knee, respectively. Numerous holes were made in the hull, both above and below the water-line; the trimming control, port carburettor cock, and port jettison control were shot away; and two depth charges were hit by rockets, but co-operated by refusing to detonate for anyone except their owners. During the attack the *Sunderland's* second pilot was at the controls, spelling his skipper. The latter took over as soon as possible, and his first action was to head for the cloud cover above. Remaining in the protective soup, he turned for home, which he reached without further molesta-

tion. Mindful of the holes in the hull, he landed as near as possible to the slip and quickly taxied to it. The *Sunderland* was hauled ashore considerably perforated, somewhat water-logged, and with certain of its systems damaged; but it had lived to fight another day. The score between No. 423 Squadron and the *Luftwaffe* now stood at one "damaged" apiece.

The squadron continued to operate almost daily in the Bay region until the end of July, but saw no more enemy craft, aerial or sea-going.

* * *

In July the squadron had undergone a change in leadership, an official handing-over ceremony on the 9th having seen Wing Commander L. G. G. J. Archambault take over from Wing Cdr. Rump. Having led the squadron for nearly fourteen months, Wing Cdr. Rump was heading for a new appointment at Coastal Command Headquarters. Also posted from the unit in July

were two squadron originals, Squadron Leader Jack Sumner and Flt. Lt. Clare Bradley, D.F.C., both having completed tours of operations.

On or about 30 July, elements of the unit were again "borrowed", this time by No. 18 Group. Despite the fact that trade was slack in the so-called Northern Transit Area, regular sweeps were being carried out over this stretch of water north-west of the Hebrides and south-west of the Faeroes. Through this area passed U-boats en route from their Baltic ports to the Atlantic battle-zone. Though their numbers of late were thought to have been comparatively few, business was expected to pick up soon, and Command wanted to be ready for an increased flow of undersea customers. Therefore its patrols in that area were, if anything, being stepped up.

The specific section covered by No. 423 Squadron in these northern operations was called the "Moorings Area". It lay astride an imaginary line extending from the northernmost island of the Hebrides to Reykjavik, being about mid-way between the two. A shuttle system was adopted whereby, depending on the vagaries of the wind, crews could proceed on to Reykjavik after completing their patrols rather than make the longer haul back to base. Later, while returning from Reykjavik to base, they could work in another patrol. Nearly half the unit's sorties from the end of July to the middle of August were logged as "Moorings" patrols.

One of these operations, on 4 August, produced the squadron's second kill. Flying Officer A. A. Bishop and crew took off early that morning with the encouraging words of the intelligence officer still ringing in their ears. A U-boat had been sighted the day before in the very area they were to patrol. But even then they expected nothing more than "the usual dull

Front row (l. to r.): Sergeant J. E. A. Mason, Flight Sergeant C. B. Steeves, Flying Officers A. B. Howell, A. A. Bishop, Pilot Officer N. V. Martin. Back row (l. to r.): Sgt. G. Howard, Leading Aircraftman T. J. Cross, Sgts. M. W. Bird, D. M. Proudlock, Corporal R. G. Lyster, Sgt. M. Shandro.



stooge". For more than four hours after take-off that was precisely what they got. All was smooth and peaceful aboard the *Sunderland* cruising at 4000 feet, so boringly "routine," in fact, that "George"* was doing the flying. It was at this point that "action stations" was sounded. There was actually a submarine sitting out there about five miles to port. As the *Sunderland* dived, the depth charges were run out, the wireless operator pounded out his first-sighting report, and the decks were cleared for action.

The enemy was trying out new tactics. Instead of crash-diving, it began to take evasive action by weaving in such a way that its stern was always toward the aircraft. Accordingly Bishop did not attack immediately but manoeuvred at 600 feet about half a mile away, deliberating as to the best method of attack. After circling the U-boat twice and being shot at while doing so, he resolved to attack "down sun" regardless of the enemy's reaction. When some three-quarters of a mile from the sub and 300 feet above the water, he turned to attack, and simultaneously the Browning .5 in the nose began to chatter. Throughout most of the approach he jinked his aircraft to make things tougher for the German gunners. But in practically every bombing run, no matter what the target or theatre-of-war, there came a time when, for accuracy's sake, jinking had to be abandoned in favour of straight-and-level flight, and during that eternity everybody not otherwise employed just had to sit and sweat it out.

This unpopular period began when the *Sunderland* was 500 yards from its target. Also at this point the U-boat's artillery, hitherto off the mark, began to find the range. Its Oerlikons played a steady tattoo on the *Sunderland*,

and both the second wireless operator, Sgt. H. E. Finn (operating the nose gun) and the second pilot, Flying Officer D. M. Wettlaufer, were wounded. One particularly heavy jolt, which made the aircraft shudder violently, was thought to have been caused by an exploding shell from the sub's 4.7-inch gun. The zeroed-in *Sunderland* nevertheless bored straight ahead and dropped six D.C.s along the U-boat's track from dead astern. By the time of release, however, the enemy guns had taken their toll. Fires were raging in the bomb-room, galley, and port wing, and the aileron controls and trimming tabs were shot away. Realizing that the fires were out of control, and apprehensive of an explosion, Bishop warned the crew to prepare for ditching. His description of what happened in the next few moments goes something like this:

"... We bounced once, twice, three times on the swell, and after the third bounce the port wing dropped... The float was torn off, the wing-tip dug in, and the kite cartwheeled into the sea. One second there was a crash and the next we found ourselves in the water... The port wing had disappeared and a fire blazed where it should have been. The starboard wing (now also on fire) and the fuselage were still afloat. One of the boys sat on the tailplane for a while but soon had to swim for it as the *Sunderland* went down within five minutes of hitting."

Upon abandoning the aircraft, Bishop immediately swam to the wounded Sgt. Finn, a non-swimmer with no life-jacket, whom he helped to support until rescue came. Meanwhile Flying Officer Mountford assisted the wounded Flying Officer Wettlaufer. Sgt. P. McDonnell (R.A.F.) had suffered internal injuries but was unaware of this at the time. The third wireless operator, Flt. Sgt. J. A. V. Richard, was managing to stay afloat despite a leak in his Mae West. Four crew

members — Pilot Officer H. B. Parliament, Flt. Sgts. J. S. Kelly and J. B. Horsburgh (R.A.F.), and Sgt. H. Gossop (R.A.F.)—were missing. All four were subsequently presumed dead. The eleventh crew member, Sgt. F. Hadcroft (R.A.F.), was later taken from the water dead. He was buried at sea. These were the squadron's first casualties in its 352 operational sorties to date.

After being in the water for some 25 minutes, the group saw, approaching "stern down", their erstwhile opponent. In an effort to right the vessel, all the crew were gathered on the forward deck. The U-boat stopped about 200 yards away and the crew took to their rafts. Both parties watched from a safe distance as the drama of a doomed submarine unfolded. The stern settled lower and lower while the bow projected at a steadily increasing angle. When the angle approximated 30 degrees, the U-boat was broken by an ear-shattering explosion. Its almost instantaneous disappearance was followed by two underwater blasts. Even more dramatic than this scene was its sequel, as the crews of the *Sunderland* and the U-boat, now separated by less than a hundred yards of water, eyed each other. The Germans sat comfortably in their rafts and seemed totally unconcerned about the fate of the less fortunate men who had put them there.

In the meantime, guided by the smoke from the burning *Sunderland*, the Royal Navy's destroyer "Castleton" had been hurrying to the scene. Presently it launched a whaler which picked up the 6 survivors of the flying-boat and 58 crewmen of the U-boat. While the "Castleton" ploughed full speed ahead for Iceland and the nearest hospital, its medical officer operated on Wettlaufer and Finn. McDonnell was made a stretcher case but was off the "seriously ill" list some six weeks later.

*The automatic pilot.

For his part in this action Flying Officer Bishop was given an immediate D.F.C. The accompanying citation made specific mention of his "gallantry and determination of a high order" both during and after the attack.

(To be continued)

Sidelight on NORAD

A CONTEST — open to all readers — for renaming the magazine of the Eastern Air Defence Force of the U.S.A.F. has been won by Sergeant A. Renault, an R.C.A.F. fighter control operator at a Pine Tree Line radar station. The publication, which officially serves units of the United States' Air Defence Command in the eastern states and in Newfoundland, is also circulated to units of the R.C.A.F.'s A.D.C. In announcing the winner's name, Major General E. H. Underhill, commander of E.A.D.F., remarked: "In this business of air defence, it is rewarding to realize again how closely our air forces work together."



Pioneers! O Pioneers!

WHEN Air Commodore J. G. Stephenson, O.B.E., A.F.C., Chief of Personnel Services, accompanied by Wing Commander M. St.C. Clark, head of the Food Services Branch, visited R.C.A.F. Station Dawson Creek, a Mess Dinner was held in their honour. Not unnaturally, they had been looking forward with delight to a feast of

those delicacies for which the Canadian northland is renowned — pemmican, woolly lousewort, rock-tripe, sea-cucumber, boiled mocassin, and so forth. The reader may judge how great was these sturdy gastronomers' chagrin when they found themselves confronted with the unappetizing menu shown on this page:

MENU

Shrimp Cocktail
Peace River Consommé
Great Slave Lake White Fish

Yukon Moose
Plains Venison
Rocky Mountain Bear
Athabasca Caribou
Canada Goose
Wild Mallard Epicure
Prairie Chicken en Papillote

Dinner Wines

Mexican Corn

Potatoes au Cuisine

Green Peas

Chef's Salads

Apple Sauce

Dressing Bae-Chant

Cranberry Jelly

Hot Rolls

Tea

Coffee

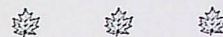
Milk

Flaming Bell-Air Pudding

Fruit and Mixed Nuts

Saddle your dreams afore you ride 'em. (*Mary Webb, in "Precious Bane".*)

R.C.A.F. Association



THE EIGHTH NATIONAL CONVENTION WILL BE
HELD IN EDMONTON ON 5, 6, & 7 JUNE, 1958

NATIONAL EXECUTIVE COUNCIL

The National Executive Council met in Ottawa at the year's end. Highlights of the business sessions, which were attended by all members, were:

- Selection of Edmonton as the site of the Eighth National Convention.
- Absorption by sponsoring Wings of the expenses incurred by Wing delegates in attending National Conventions, with the exception of the cost of transportation, which will be provided by National Headquarters.
- Active participation by the Association in arrangements for observance of the "50th Anniversary of Powered Flight", which will be celebrated in 1959. This year coincides with the Association's 10th Anniversary.
- Full re-endorsement of the Civil Defence programme by the Association. Groups and Wings will be asked to make every available effort to support the Civil Defence programme in their areas.
- Noticeable increase in number of Air Cadet squadrons sponsored by Wings.
- Encouragement of members of National Executive to attend Annual Meetings of the Group within their respective areas.
- Necessity for additional impetus to be given by council members to membership-drives by Wings within their respective Groups.

* * *

Four years ago the R.C.A.F. Association set the happy precedent of inviting to an informal get-together those members of the Senate and House of Commons who have been associated with Her Majesty's Air Forces during the two World Wars.

On the eve of this year's annual meeting, members of the National Council were hosts to twenty Parliamentarians at a reception and buffet supper in the R.C.A.F. Headquarters Officers' Mess. The Chief of the Air Staff and a number of his senior officers also attended.

It is of special interest to note

that among the M.P.s present were representatives of every province in Canada, and also that all four federal political parties were represented. Among the civilian guests were: Hon. G. R. Pearkes, V.C., Minister of National Defence; Hon. J. Angus MacLean, Minister of Fisheries; Hon. Roland Michener, Speaker of the House; Hon. Lester B. Pearson; Hon. James Sinclair; Mr. Walter Dinsdale; and Mr. Marcel Lambert.

* * *

During an informal talk to the Executive of the R.C.A.F. Association, Air Marshal Hugh Campbell, C.B.E., Chief of the Air Staff, expressed his appreciation of the work that the Air Force Association had done in the past and of the programmes in which they are at present engaged. He stated that he would provide the Air Force



At the annual meeting of the National Executive Council. Left to right: Air Marshal Hugh Campbell, C.B.E.; Air Vice-Marshal F. G. Wait, C.B.E.; the Hon. G. R. Pearkes, V.C.

Association with all the support of which he, in his capacity, is capable.

INTERNATIONAL AIR FORCE BONSPIEL

THE Fifth Annual Air Force Bonspiel will be held in Lethbridge, Alberta, on 21 and 22 March 1958,

L. to r.: J. A. Sharpe, W. Benidickson, the Hon. J. Sinclair,
T. Fraser, C. F. Johns.





L. to r.: Air Commodore J. G. Stephenson, O.B.E., A.F.C.; Air Vice-Marshal G. E. Brookes, C.B., O.B.E.; the Hon. A. MacLean.

L. to r.: Mrs. Aleta Gould; Air Vice-Marshal K. M. Guthrie, C.B., C.B.E.; the Hon. R. Michener; Mr. P. Connell.



The Hon. L. B. Pearson.

under the sponsorship of No. 702 Wing. The entrance fee this year is \$24.00—four games guaranteed. Competition is open to members of Her Majesty's Air Forces, the Association, and the U.S.A.F.

The Del Martin Trophy and the Tip-Top Tailor Trophy will again be offered for competition, and there will also be extra prizes.

On Saturday night the Bonspiel will close with the Bonspiel Banquet sponsored by No. 702. All inquiries and applications should be addressed to Mr. Charles Linn, 1249 Avenue "A" South, Lethbridge, Alberta.

CHANGE OF ADDRESS

It is most important that Association members notify National Headquarters of all changes of address. Issues of "The Roundel" which are missed by failure to notify us cannot always be provided at a later date.

Association members are asked to send a card immediately upon moving, stating both their old and new address, to: Secretary, R.C.A.F. Association, 424 Metcalfe St., Ottawa, Ont.

WORKS
AND
BRICKS
REUNION

PLANS have been afoot for the past two months to round up all the officers who served with Works and Buildings in the last war. It is proposed that the reunion be held in Ottawa some time towards the end of March or early in April. Though the proposal may seem a little rough on Ottawa, the capital was, after all, the focal point of their deeds and misdeeds during the spacious days of 1939 to 1945.

Because of the wandering habits of life which characterize their species, great difficulty has been experienced in tracking more than a percentage of them to their present lairs, and the Reunion Committee therefore asks all war-time Works and Bricks officers to drop a line to:

Wing Commander W. D. Martin,
Construction Engineering Branch,
R.C.A.F.
Victoria Island,
Ottawa, Ont.

WRITE TODAY — and enclose the addresses of any other old stagers whose whereabouts you know. Also state what date would be most convenient for you to attend such a gathering.



"I hear Kenneth is going on a management course at Edinburgh University. Do you know whether there's a Faculty of Brochuremanship at the Sorbonne?" (*"de Haviland Gazette"*. U.K.)

The Suggestion Box

Air Marshal Hugh Campbell has written letters of thanks to the undermentioned N.C.O.s for original suggestions which have been officially adopted by the R.C.A.F.

Corporal R. L. Smith, of Station Gimli, designed a simple tool for removal of hinge-pins from the canopies of T-33 aircraft during maintenance operations. (Cash award.)



Sergeant L. W. Atkins, of Station Uplands, devised a tool for releasing the antenna wire from the chuck jaws of the anstat fittings without cutting the wire. (Cash award: \$200.00.)



Warrant Officer 2nd Class D. E. Salter, of Station Camp Borden, designed a jig to facilitate removal of the casing from the RT5005/APG501 transmitter. With its help, a single technician can do the job in a quarter of the time formerly taken by two technicians. (Cash award.)



W.O.1 A. G. Swartz put forward a valuable suggestion concerning a V.H.F. bail-out warning signal. (Cash award: \$250.00.)



Royal Canadian Air Cadets

BY DARRELL EAGLES,
Air Cadet League of Canada.



The Air Cadet League Trophy, awarded annually to the cadet who scores top marks, both in flying and ground subjects, in the annual Air Cadet Scholarship Flying Training Programme, was awarded in 1957 to Cadet Flight Sergeant R. Selby, of No. 173 (Trenton) Sqn., who came first of the 328 entrants. Seated beside his father, Leading Aircraftman G. Selby, he is shown holding a replica of the trophy. He hopes to enter R.M.C. this year.

YEAR-END ROUND-UP

As we enter another year of Air Cadet activities, it might be wise to pause and review our position by a brief consideration of the reports given at the annual fall meetings of the provincial committees of the Air Cadet League of Canada.

The meetings were attended by officers and civilian committee representatives from every squadron in Canada, delegates from the national committee, and ranking R.C.A.F. officers in the areas concerned. The first-hand impressions

gained at such meetings as these enable the national authorities to take effective measures to promote and consolidate the movement across the country.

President J. G. LeDroit, of Montreal, headed the League representation in the Four Atlantic provinces as well as in Ontario and Quebec. Pressure of business prevented him from attending the remaining meetings, but he was ably represented by Vice-president J. B. Smith, of St. Catharines—who, by the way, has travelled

more than 20,000 miles on League business this year.

As the headquarters party proceeded across the country, it became increasingly evident that smart, well-turned out Air Cadets have become an accepted and respected part of the Canadian scene. The squadrons are, in practically all cases, well run, and civilian sponsoring committees at both local and provincial levels are continuing to show enthusiasm and resourcefulness. The reputation of Air Cadets is such that, although many new squadrons have opened, bringing the total to 310 squadrons with 22,300 enrolments, waiting-lists have become the order of the day with many of the established units.

The following brief notes on the provincial meetings are intended to give a capsule report on the current status of the movement in all parts of the country.

Atlantic Provinces

In Newfoundland, W. J. House was re-elected as provincial chairman, and Derek Marshall, who has been associated with Air Cadets for many years, continues as provincial secretary. In addition to

Flight Sergeant G. Tuominen, of No. 84 (Port Arthur) Sqn., heads the colour-party and drill-team composed of cadets from western provinces who took part in the Pacific National Exhibition parade and show. The cadets were watched by 400,000 spectators who lined the ten-mile parade route, and the ensign-lowering ceremony was witnessed by 25,000 people during each of the nine nights of the exhibition.





Cadets of No. 592 (Canadair Community) Sqn. gave a drill-display at a huge Christmas party held for employees' children.

reporting an organization of ten squadrons and 650 cadets, Mr. House gave an account of a unique course. Under the leadership of the provincial committee and with the co-operation of Wing Commander G. R. M. Hunt, the C.O. of Torbay, a most successful two-week drill-instructors' course was held in August for 40-odd cadets. The course was enthusiastically received by the cadets, and it is expected that the excellent training these lads received will pay dividends in improved squadron drill and discipline.

In Nova Scotia, which boasts the highest cadet population per capita of all ten provinces, the local committees are giving good support to the squadrons. Another squadron has been added, bringing the total to 33 squadrons and 2850 cadets. A. Courtney Tufts continues as provincial chairman, and Ray Gabriel as provincial secretary.

Prince Edward Island's two squadrons have been joined by a third, the total enrolment now standing at 161 cadets. James H. Currie was re-elected as chairman

of the provincial committee, which is sponsored by the R.C.A.F. Association in Summerside and Charlottetown, and A. G. Mac-Millan was returned as secretary-treasurer.

New Brunswick's local sponsoring committees are as enthusiastic and resourceful as ever; in fact, one sponsoring committee in Saint John raised and spent just under \$4000 last year for two squadrons in that city. The province's 17 squadrons, with more than 1300 cadets, are thriving: this total represents a remarkable 50% increase in strength since 1956. Walter H. Birchard, of Edmundston, was re-elected as chairman, and P. E. Roy as secretary-treasurer.

Central Canada

1957 proved itself to be another year of striking progress for Quebec. The addition of ten new squadrons reflects the growing public acceptance of the Air Cadet movement in this province. Total enrolment now stands at 4400 cadets in 48 squadrons. Jean-Marie Lachance, long associated with Air Cadet activities in Quebec, was returned to the chair for the second year.

James B. Smith, of St. Catharines, who has done an out-

standing job for Air Cadets over the years, was re-elected as chairman in Ontario. In terms of strength, Ontario is our biggest province — 59 squadrons and more than 5,000 cadets. This is in an area excluding the Ottawa valley and the Lakehead, but including the Rouyn-Noranda district.

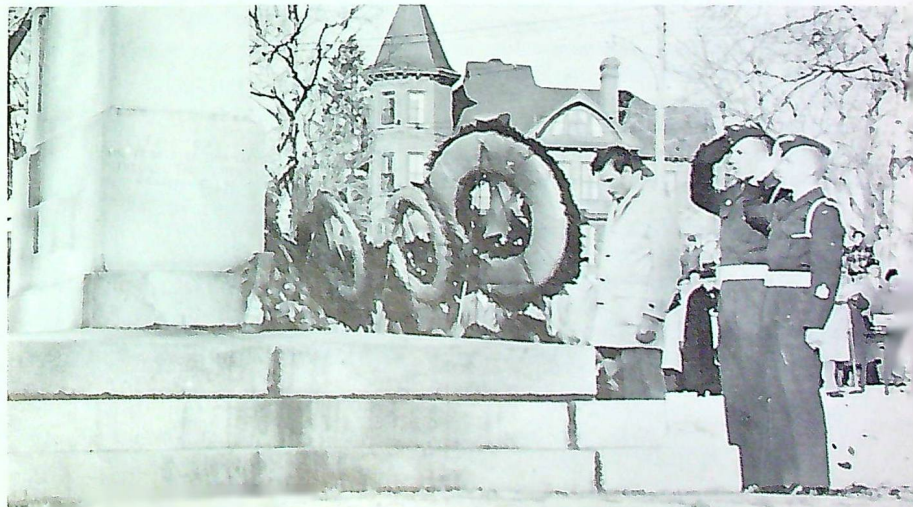
There are now five squadrons and more than 400 cadets under the jurisdiction of the North-western Ontario Zone Committee. All enjoyed another very successful training year. W. J. Griffis, of Port Arthur, was re-elected as chairman of the committee on which he has served since its inception, and A. H. Dalzell will continue in the office of secretary.

Western Canada

Outstanding civilian support has characterized League activities in Manitoba over the years, and all squadrons are in good operating condition. H. Brock Smith continues as chairman and Al Simmons as secretary-treasurer. Manitoba's 18 squadrons have a total strength of 1300 cadets.

J. T. Eaton, of Moose Jaw, was elected as chairman of the Saskatchewan Provincial Committee, succeeding C. C. Davis, of North Battleford. He took over an

Sgt. R. Tuominen (No. 84 Sqn.) and Warrant Officer J. Laye (No. 85) salute the memorial after laying a wreath during Remembrance Day ceremonies at Port Arthur.



organization of 38 squadrons and almost 1900 cadets.

A. B. Evenson, of Edmonton, was re-elected as chairman of the Alberta committee. Although consolidation has been the keynote in Alberta in the last year, the number of smaller communities in Alberta that have benefitted from Air Cadet squadrons is worthy of special notice. The strength of the 46 squadrons in that part of the country has come up to the 2100 mark.

Air Cadet strength in British Columbia's 33 squadrons is up to 1950 cadets. Ivan B. Quinn of Vancouver was chosen as chairman of the Pacific province's committee. A highlight of B.C.'s cadet activities last year was the participation in the Pacific National Exhibition

by a drill flight and colour party made up of cadets from the western provinces.

AN AFTERTHOUGHT

It was mentioned earlier that Air Cadets have taken their position as part of the Canadian scene. Perhaps "earned" would have been a better word, as the following two newspaper items from widely separated points would seem to indicate:

"The good citizens of 589 (Carbonear) Air Cadet squadron successfully sold a considerable quantity of brooms, mops, and light bulbs, to aid the blind of their community. This was truly a worth-while project that sets a fine example for our youth." (Newfoundland.)

"The Lieutenant-Governor and a substantial list of other distinguished British Columbians turned out at the week-end

for what was, in reality, a tribute to the spirit and determination of 120 boys. And it was a thoroughly deserved one.

"The occasion was the opening of the new headquarters of 103 (North Vancouver) Air Cadet squadron. What made it unusual was the fact that, except for roofing and wiring, the building has been put up entirely by the boys themselves, who had given all their week-end and evening spare time to the job for nine solid months. Professional builders say they could not duplicate the headquarters for \$50,000.

"It is good to know that there is a new crop of youngsters coming along to perpetuate Canada's tradition as a flying country and to maintain the R.C.A.F.'s proud "Per Ardua ad Astra"—which can be translated very loosely as 'It takes a lot of hard work to get into the sky'.

"And we can't help thinking that juvenile delinquency would soon cease to be a problem if more boys could be exposed to the discipline, the purposefulness, and the team spirit of the Air Cadets."

(*"Vancouver Province"*)

A.O.C. HONOURED

At a recent mess dinner held by Ottawa's No. 2416 Aircraft Control and Warning Squadron (Aux.), Air Vice-Marshal L. E. Wray, O.B.E., A.F.C., received the highest token of esteem that the Squadron can give. He was made an Honorary Twillick. As readers of our March 1957 issue will realize, his investiture was precluded by no little debate among the Squadron's officers. Not lightly is any man, even though he be the Air Officer Commanding Air Defence Command, admitted into the company of those few who, at the conclusion of No. 2416 Squadron's mess dinners, may place one foot on the table, lift high the wooden noggin, and drink to that august Bird beneath whose vigilant eye the Squadron lives and breathes.

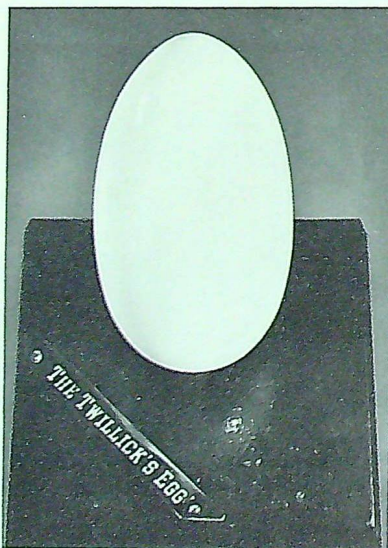
In his address to the officers, Air Vice-Marshal Wray challenged the Squadron to prove its operational value by taking over all operational positions at its Regular Force heavy radar station and manning them, without committing one

error, throughout all shifts of an entire week-end. The A.O.C. went on to guarantee that he would personally ensure that the job would not be "a piece of cake". The gauntlet thus hurled down was, of course, eagerly picked up

by the assembled officers, who are now sternly trussing up their points against what is already known as "Wray Day".

At the conclusion of his address, the A.O.C. was presented by Squadron Leader W. B. Walker, the C.O. of No. 2416, with a Twillick Egg. He was cautioned against feeling that the Egg is in any way an object of less majesty than the Honoured Twillick itself. Indeed (Sqn. Ldr. Walker added) there were some progressive thinkers in the Squadron who maintained that a Twillick was, properly regarded, merely a Twillick Egg's way of making another Twillick Egg.

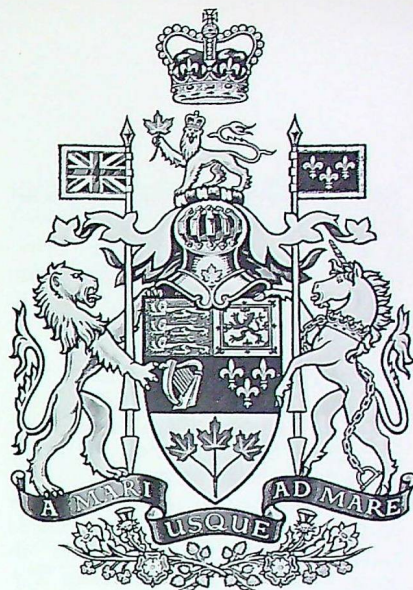
Having expressed his appreciation of the honour done him, the Air Vice-Marshal stated that the Egg would have a place of honour on his desk at Air Defence Command Headquarters, and suggested that he was anxious to inscribe the words and the effective date of "Wray Day" upon its Honoured Surface.



HOW PARLIAMENT WORKS

PART ONE

BY E. RUSSELL HOPKINS



(Mr. Hopkins writes with a background of several years' intimate knowledge of the day-to-day workings on Parliament Hill. Since his retirement from the R.C.A.F. in 1945, he has been, successively, legal adviser to the Department of External Affairs, deputy clerk of the House of Commons, secretary of the Board of Transport Commissioners, and is at present law clerk and parliamentary counsel of the Senate. Awarded a Rhodes Scholarship from the University of Saskatchewan in 1932, he later became a law professor at that institution before his enlistment in the administrative branch of the R.C.A.F. in 1941. At the end of the war, he served as Canadian representative on the War Crimes Commission in Germany, and was retired with the rank of Wing Commander shortly after V-J Day. The present booklet, which will appear in "The Roundel" in four parts and which may be obtained for 35¢ from the Queen's Printer, Ottawa, was originally published in shorter form by the Bureau of Current Affairs.—Editor.)

Interest reipublicae ut sit finis litium.

(It is to the interest of the republic that there be an end of disputes.)

INTRODUCTION

THIS publication describes the organization, functions and functioning of the Parliament of Canada. Canada is an independent state, an equal partner in the British Commonwealth of Nations and a charter member of the United Nations and of the North Atlantic Treaty Organization. Its laws are made and administered in matters of national concern by a central parliament and government at Ottawa and in matters of primarily local concern by ten provincial legislatures and governments. Before considering how the central parlia-

ment works, it is necessary to consider the constitutional background against which the institution must be viewed and the constitutional environment within which it now operates.

THE CONSTITUTIONAL ENVIRONMENT

The constitution of Canada finds its source in the British North America Act, 1867, an organic instrument which, for their common advantage and protection, united several of the provinces of British North America into a federation under the name of Canada. By its terms, Ontario,

Quebec, Nova Scotia and New Brunswick were admitted as the original provinces and provision was made for the subsequent admission of the other provinces. Although the Act was in form and in legal theory an Act of the Imperial Parliament at Westminster, it was passed pursuant to a protracted series of inter-provincial conferences held at Charlottetown, Quebec, and London. The circumstances leading to its enactment have led some authorities to conclude that its essential terms must be regarded as in the nature of a compact or convention binding alike upon the provinces and the central authority thereby created. While the "compact theory" of Confederation has been variously discounted as legally incorrect, historically inaccurate and logically indefensible, it has not always been and is not even now devoid of political vitality. Nevertheless, whatever the present force of this theory, a study of the principal understandings reached at the pre-Confederation conferences affords the best approach to an appreciation of Canada's present system of government and of the position within it of the Parliament of Canada.

In brief, political union was conceived of by its advocates as a solution for many of the difficulties with which the communities of

British North America were beset prior to 1867. It was thought that it would brace the scattered provinces against possible American aggression and make it easier to defend their navigation rights on the St. Lawrence system and their fishing rights at sea. It was further designed to foster a national economy in which there would be improved transportation facilities, including winter access to the sea, in the expectation that the resources and industries of the provinces would prove complementary to each other, thus increasing the prosperity and self-sufficiency of the whole and strengthening the public credit. For the future, it was conceived that the union would expedite the development and settlement of the Canadian Northwest and the ultimate incorporation of a Pacific province, though it was realized that the effective prosecution of these projects would require the acquisition of the lands of the Hudson's Bay Company and the construction of a transcontinental railway and that this, in turn, would require the influx of new capital which thus far had been shy of economic ventures in British North America.

The pressures for political union were considerable, but there were equally strong counter-pressures calling for the preservation of local cultures, interests and traditions. These counter-pressures operated strongly in French-speaking Canada and also in the Maritimes, where they had contributed to the frustration of various projects for Maritime union. While a compromise, on a federal basis, was worked out and embodied in the British North America Act, it cannot be said that the actual terms of the Act were supported initially by a universal consensus of the authorities or peoples in the area. Neither Prince Edward Island nor Newfoundland, although original negotiators, were original provinces, and it has been said that Nova Scotia — which was

shortly to make a determined though unsuccessful effort to withdraw from the union—ushered in the new Dominion on July 1, 1867, by draping her streets in black. Nonetheless, all of what is now Canada in due course accepted the terms of union. Rupert's Land and the Northwest Territory were made part of Canada in 1870 and in the same year Manitoba was admitted as a province. British Columbia was added in 1871, and Prince Edward Island in 1873. In 1905, a large part of the Northwest was converted into the Provinces of Alberta and Saskatchewan, and finally, in 1949, Newfoundland became the tenth province of Canada. (The remaining areas of Canada, including the Northwest Territories and the Yukon Territory, are administered pursuant to Acts of Parliament by agencies of the federal government.)

Despite the birth-pangs attending Confederation, the main principles worked out at the inter-provincial conferences were not only indispensable, in the sense that without their adoption political union would have been abandoned or delayed indefinitely, but they had important long-term effects upon the Parliament of Canada. In the first place, it was agreed that the new constitution should, so far as possible having regard to conditions peculiar to British North America, be cast from the mould of the British constitution. Accordingly, though Canada's constitution may be said to be "written" in the sense that certain fundamentals were set down in the constituting statute, the greater part of it is "unwritten". In particular, the constitutional conventions and traditions, established in Great Britain over the centuries (and enjoyed in large measure by the original provinces prior to Confederation) were made part of Canada's heritage by an embracing phrase in the preamble to the British North America Act to the effect that

Canada was to have "a constitution similar in principle to that of the United Kingdom".

* * *

Both the "written" and the "unwritten" parts of Canada's constitution bear the unmistakable imprint of their British ancestry. Formally, the Act provided that the Queen (her representative in Canada being the Governor General) was to be the chief executive officer and head of the new state; that there were to be two Houses of Parliament, corresponding to the House of Commons and the House of Lords; and that each of the two Houses was to have an equal voice in Canadian legislation, except that, as in the United Kingdom, financial measures were to be initiated in the House of Commons. Moreover, by virtue of the general phrase mentioned above, Canada inherited (a) the party system, (b) the principle under which the executive authority actually resides in the Prime Minister and his cabinet, and only nominally in the Queen and Governor General, (c) the principle of "responsible government", which had been hard-won by the provinces prior to Confederation, to the effect that the executive must at all times be responsible to and retain the confidence of the popularly elected House of Commons, and (d) the theory of the supremacy of parliament, and of the provincial legislatures, within their respective fields of jurisdiction as determined ultimately by the courts.

In addition to those inherited as part of the British tradition, there have been gradually developed and established within Canada a large number of conventions and practices of the highest constitutional significance. How the more important of these "Canadian" conventions operate in practice, in relation to the function of the Parliament of Canada, will be discussed later. In any event, the constitution of

Canada (to adapt a phrase once used by Lord Sankey) is like a living tree whose roots, transplanted from the United Kingdom, are now nourished from Canadian soil.

The fact that these "unwritten" principles and conventions of the constitution add to, govern, and qualify the "written" provisions of the British North America Act makes it difficult for many people outside Canada to understand that Canada is not some form of dependency. In the Canadian constitution, as in others rooted in the British tradition, the form often belies the substance: the real constitution is obscured by the constitutional façade behind which it operates. To cite a single example of this, the British North America Act recites that the Command-in-Chief of Canada's armed forces is vested in the Queen, but in fact it is vested in the real executive—the Prime Minister and his Cabinet—whose advice must be accepted by the formal executive. In other words, this provision merely established the principle that the armed forces are subject to the civil authority. It will become apparent as this article proceeds that certain other provisions in the Act, which appear to be indicative of Canadian subservience, are also historical survivals without real substance, and that in particular, to use the language of the Imperial Conference of 1926, the Members of the British Commonwealth, including Canada, are "autonomous communities, equal in status, in no way subordinate to one another in any aspect of their domestic or external affairs".

As mentioned above, there was one outstanding exception to the general rule of British influence upon the Canadian constitution. The United Kingdom was, then as now, a unitary state in which the local authorities were established and governed by legislation passed by the Parliament at Westminster.

At first, in the pre-Confederation conferences, the representatives of what was to become Ontario favoured the creation of a unitary state, or a "legislative union" as it was then usually termed, with power concentrated entirely in the central parliament and government. However, it became clear early in the discussions that French-speaking Canada and the Maritimes would not agree to surrender complete legislative jurisdiction to any central authority, and that a federal system, reserving to provincial legislatures the right to make and administer laws relating to matters of primarily local concern, offered the only practical solution.

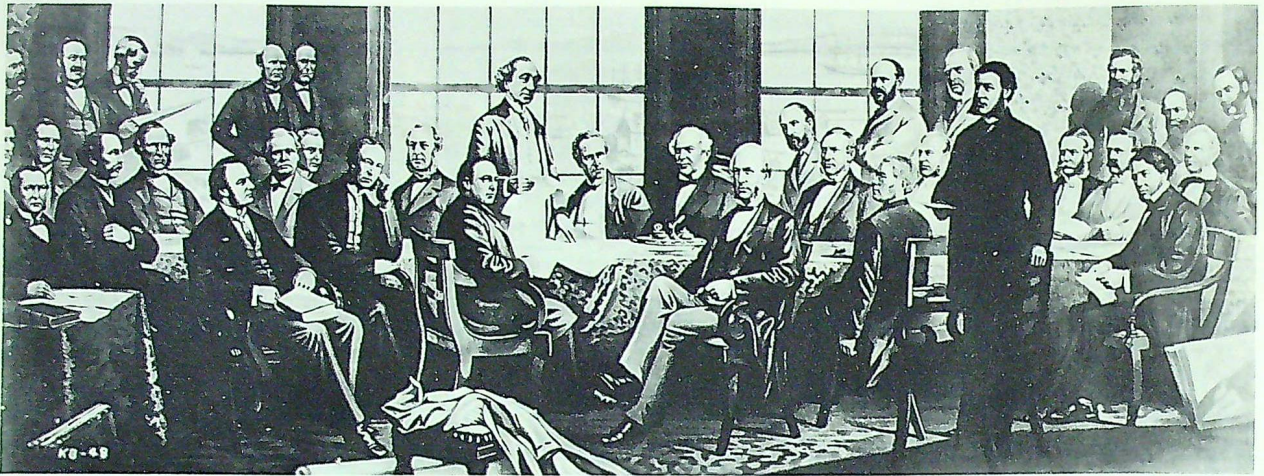
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Briefly, the scheme for the distribution of legislative power as between parliament and the provincial legislatures was as follows: Certain classes of subjects were set forth in section 92 of the Act and the provinces given exclusive power to make laws in relation to matters coming within these classes. These included such things as the administration of justice, municipal institutions, the establishment and maintenance of prisons, hospitals, asylums and charitable institutions, and control over the public lands of the province. The provinces were also given control over local works and undertakings, although by a proviso international and inter-provincial lines of transport and communication were reserved to the federal authority and parliament was authorized to assume legislative jurisdiction over any local work or undertaking by declaring it to be for the general advantage of Canada or for the advantage of two or more provinces. The provinces were also empowered to impose direct taxation to raise revenues for provincial purposes, although it was doubted at the time that the provinces would find it necessary to impose such taxation. More importantly, in the

light of subsequent judicial interpretations, the classes of subjects listed in section 92 included two of a general character: "Property and Civil Rights in the Province" and "Generally all Matters of a merely local or private Nature in the Province". By section 93, the provinces were given control over education, subject to certain clauses designed to safeguard the rights of Roman Catholic and Protestant minorities.

The opening words of section 91 gave to the central parliament power to make "Laws for the Peace, Order and Good Government of Canada in relation to all Matters not coming within the Classes of Subjects by this Act assigned exclusively to the Legislatures of the Provinces". The section then enumerated twenty-nine classes of subjects falling within "the exclusive Legislative Authority of the Parliament of Canada". The enumeration included defence, criminal law, naturalization and aliens, and the postal system. It also included the regulation of trade and commerce, fisheries, banking, currency and coinage, commercial paper, weights and measures, bankruptcy and insolvency, marriage and divorce, and certain other subjects of an economic character. It also conferred upon parliament unlimited powers of direct and indirect taxation. Finally, by section 95, parliament and the provincial legislatures were given concurrent power to legislate in respect of "Agriculture in the Province" and "Immigration into the Province", the federal legislation to prevail in case of conflict.

The express terms of the Act suggest that a strong central authority was contemplated in Canada, whereas the constitution of the United States had emphasized the rights and powers of the individual states of the union. It has already been mentioned that the residual legislative power was



Fathers of Confederation.

given to the Parliament of Canada (whereas in the United States it was given to the state legislatures) and that where concurrent legislative power was given to parliament and the provincial legislatures, the federal legislation was to prevail. In addition, the Governor in Council (in effect, the federal government) was given the power to disallow provincial legislation. Moreover, the Governor in Council was given the power to appoint and remove the Lieutenant-Governors of the provinces. The intention was that the Governor in Council should

occupy a position *vis à vis* the provincial executives and legislatures similar to the position which the Queen was to occupy *vis à vis* the federal executive and parliament.

The conclusion that a strong central authority was contemplated is supported by contemporary statements both by the authors and opponents of confederation. Thus, Sir John A. Macdonald asserted that "all the great questions which affect the general interests of the confederacy as a whole are confided to the federal

parliament". Galt added that "all that could in any way be considered of a public and general character" would be assigned to parliament. And in introducing the scheme to the House of Lords, Lord Carnarvon said that it was proposed to confer upon the central authority "those high functions and almost sovereign powers by which general principles and uniformity of legislation may be secured in those questions that are of common import to all the provinces".

The authors of Confederation thought that they had evolved a scheme for the distribution of legislative power which would require little supervision by the courts. This impression proved to be over-sanguine. In 1867, the Judicial Committee of the Privy Council sitting in London—a judicial body founded on the Royal prerogative and regulated by Impe-

Fathers of Confederation. 1: H. Barnard, sec'y. 2: W. A. Henry, N.S. 3: E. Palmer, P.E.I. 4: W. H. Stevens, N.B. 5: C. Fisher, N.B. 6: E. Whelan, P.E.I. 7: J. H. Gray, P.E.I. 8: G. Coles, P.E.I. 9: J. Shea, N.F. 10: F. B. T. Carter, N.F. 11: S. L. Tilley, N.B. 12: J. Chapais, Canada. 13: E. B. Chandler, N.B. 14: A. Campbell, Canada. 15: A. C. Archibald, N.S. 16: H. Langevin, Canada, East. 17: J. A. MacDonal, Canada, W. 18: G. E. Cartier, Canada, East. 19: Sir E. P. Tache, Canada, chairman. 20: G. Brown, Canada. 21: T. H. Hariland, P.E.I. 22: A. Gall, Canada. 23: P. Mitchell, N.B. 24: O. Mowat, Canada. 25: J. Cockburn, Canada. 26: R. B. Dickey, N.B. 27: C. Tupper, N.S. 28: J. H. Gray, N.B. 29: W. H. Pope, P.E.I. 30: W. M. Dougall, Canada. 31: T. D. McGee, Canada. 32: A. A. McDonald, P.E.I. 33: J. M. Cully, N.S. 34: J. M. Johnson, N.B.



rial Statutes of 1833 and 1844—was the final court of appeal for the settlement of legal disputes of all kinds from all parts of the British Empire. Its jurisdiction accordingly extended, on appeal from the courts in Canada, to the settlement of constitutional issues related to the distribution of legislative power in Canada. At the outset, it was evident that the Judicial Committee was to have a busy and difficult time in dealing with Canadian constitutional appeals, and that there was to be an unending procession of disagreements within Canada as to the principles to be applied in determining the meaning and effect of the provisions, particularly the general provisions, in sections 91 to 95 of the Act. Until about 1912, the Judicial Committee tended to give a broad interpretation to the general powers of parliament, at the expense of the general powers of the provincial legislatures. From 1912 to 1932 the pendulum swung firmly in the opposite direction; the general provisions in section 92 were construed broadly and those in section 91 narrowly, so that provincial legislative autonomy was on the whole favoured at the expense of the authority of parliament, although it was established in this period that parliament could exercise practically unlimited legislative powers during a war emergency. Since 1932, the pendulum has swung slowly in the reverse direction so that seemingly parliament has regained some of the legislative jurisdiction lost during the preceding period.

* * *

In 1949, except for cases then pending, Canadian appeals to the Judicial Committee in civil causes were abolished—such appeals in criminal causes had been abolished in 1933—and the Supreme Court of Canada became the final court of appeal in all Canadian cases including those involving constitu-

tional issues. The extent to which the cases determined by the Judicial Committee—about two hundred—are binding upon the Supreme Court of Canada has not yet been settled definitively, and it is too short a time since the abolition of appeals to predict with any confidence the course of future Supreme Court decisions. Two things are, however, quite clear. In the first place, the procession of legal disputes as to the validity of particular federal and provincial statutes is likely to continue indefinitely. In the second place, there is superimposed on the British North America Act a large and growing body of jurisprudence which, like the conventions discussed above, form part of Canada's "real" constitution.

As mentioned, the British North America Act contained no provision for its own amendment. It was assumed that any such amendment would be enacted in the same way as the principal Act was itself enacted, namely, by the Imperial Parliament. However, as a result of conventions gradually established after Confederation, it became clear that the Imperial Parliament would amend the British North America Act only if the amendment were requested by Address of the Senate and the House of Commons of Canada, and also that, in practice, it would invariably enact any amendment so requested. Moreover, by an amendment enacted in 1949, the Parliament of Canada acquired the power (in what is now the first head of section 91) to amend the Act without reference to the Imperial Parliament, wherever such amendment will not affect provincial rights, schools, the use of the English and French languages (both of which are to be used officially in parliament, the federal courts, the Quebec Legislature and the Quebec courts), the provision that there shall be a session of parliament at least once each year, or the provi-

sion that no House of Commons shall continue for more than five years (although it was specially provided in the Act of 1949 that in an emergency the Parliament of Canada may continue the House beyond five years if such continuance is not opposed by the votes of more than one-third of the Members of that House).

In respect of amendments related to matters excluded from the operation of the above-mentioned Act of 1949—for instance, amendments clearly affecting provincial rights—there remains the archaic necessity of a submission to Westminster. There is every indication that the Imperial Parliament would gladly forego its restricted and somewhat inglorious role in this connection. Moreover, it is widely accepted in Canada that, just as there is no longer an appeal to outside authority in legal issues, Canada should be able to control and amend the whole or any part of its constitution within its own borders. The fact that it cannot do so is misleading abroad and has been criticized as a mark of subservience, even though the desired result can be achieved as soon as agreement is reached by the federal and provincial authorities as to a proper method of amendment entirely within Canada. There have been several federal-provincial conferences convened to resolve the dilemma, but wide areas of disagreement remain and no solution appears to be in immediate prospect.

Pending a settlement, there has been no universal agreement as to the extent to which the provincial governments must express their prior consent to constitutional amendments of the kind under discussion. In a recent example of a constitutional amendment clearly concerning provincial rights generally—the amendment of 1940 conferring upon parliament jurisdiction to legislate in respect of unemployment insurance—the consent of all the provinces was in fact

obtained before the amendment was requested of the Imperial Parliament. However, as the then Prime Minister (W. L. Mackenzie King) remarked at the time: "We have avoided the raising of a very critical constitutional question, namely, whether or not in amending the British North America Act it is absolutely necessary to secure the consent of all the provinces, or whether the consent of a certain number of the provinces would of itself be sufficient. The question may come up, but not in relation to unemployment insurance, at some time later on. For the present at any rate we have escaped any pitfall in that direction."

* * *

As to the composition of the new parliament, there was broad agreement prior to 1867 that the Members of the House of Commons should be elected from constituencies across Canada on the basis of "representation by population": indeed, prior to Confederation, the provinces had struggled for and obtained popular government in this sense. On the other hand, the representatives of the less populous provinces were insistent that the Upper Chamber should be made up of an equal number of members from each of the principal sections of Canada having a substantial community of interest, without regard to population. It was felt that the existence of an Upper Chamber so constituted—which was to have an equal voice in legislation except in respect of the initiation of financial measures—would lessen provincial rivalries and afford an added guarantee that provincial and sectional interests, as well as the interests of "conservatism generally", would be adequately protected by parliament. Nearly all were agreed that a bicameral parliament in the British tradition was necessary because of the federal character of the union. It was also generally

held that the members of the Senate should be appointed rather than elected and that their numbers should be fixed to prevent "packing" the Senate with supporters to ensure the passage of government legislation. [Prior to Confederation, the Province of Canada had had some experience with an elected upper house, but opinion was divided on how well it had worked in practice. Some Canadian legislators felt that the elective principle had worked well and that it ought to be provided for in the terms of union; others (including Sir John A. Macdonald) felt that the unduly large constituencies, together with the difficulty of attracting qualified candidates, had rendered an elected upper house of doubtful value. At any rate, there was little disposition to insist upon an elected Senate, since all the other provinces, with the exception of Prince Edward Island, clearly favoured an appointed Senate.]

Not only was the appointive principle in harmony with the British tradition—the introduction of any aristocratic or hereditary principle would have been clearly inappropriate in British North America—but there was a latent fear that if the elective principle were once established in respect of the composition of the Senate there would inevitably be a demand for "representation by population" in that body. Such a development might have meant the ultimate defeat of the principle of "sectional representation" upon which some provinces had insisted. The Act accordingly provided that Senators

should be appointed for life on the basis of equal representation, regardless of population, from each of the principal sections of the federating provinces. It was also agreed that the first Senators would be appointed, on the recommendation of the original provinces, in such a way as to ensure (a) the appointment of as many former Legislative Councillors (that is, members of the upper chambers of the former provincial legislatures) as possible, and (b) equal representation, within the Senate as first constituted, for each of the two major political parties, Liberal and Conservative. It was clearly understood that subsequent appointees to the Senate, as vacancies arose, would be chosen from among people, otherwise properly qualified, who had lent support to the party in power. At the same time, it was expected that, judging from the pre-Confederation experience in most of the provinces, there would be comparatively rapid changes of administrations and that this would prevent any one party from establishing a majority in the Senate for any extended length of time. This particular expectation was not realized. On the contrary, there have been two long periods in which the Senate has been dominated by one party: in the first of these, the Conservatives constituted the majority, and in the second (which extends to the present day), the Liberals have had the majority.

(To be continued)



I look to that day when one or more Canadian university will give consideration to the establishment of a Chair of Politics (and, while there are many political science courses, there is none of the type that I have in mind), which will provide post-graduate courses in practical politics to men and women who desire to enter Parliament or the Legislatures, or the Civil Service. (*The Rt. Hon. John G. Diefenbaker.*)

NO. 400's 25TH ANNIVERSARY

THE R.C.A.F.'s oldest Auxiliary Squadron, No. 400 (City of Toronto) Fighter Squadron, celebrated its 25th Anniversary last November by holding a special Mess Dinner in the Officers' Mess, R.C.A.F. Station Toronto.

The first R.C.A.F. Auxiliary squadron to go overseas during the Second World War and the first to be reorganized after it, No. 400 compiled a brilliant record in the European theatre of operations. Its pilots flew on a wide variety of missions which included the provision of air cover at Dieppe, day-intruder sorties, train-busting, high-altitude photographic reconnaissance, and the pin-pointing of "buzz-bomb" launching-sites along the French coast.

No. 400's association with Toronto dates back to 1932, when it was known as No. 10 (Army Co-operation) Squadron. In 1937 it became No. 110, and in March 1941 it was redesignated as No. 400. Re-formed in Toronto in 1946, it retained the title of City of



Left to right: Wing Commander R. H. Rohmer, Air Marshal W. A. Curtis, Squadron Leader H. B. Davis, Air Commodore A. H. K. Russel, Sqn. Ldr. C. I. Ettles, and Sqn. Ldr. W. A. Curtis, Jr.

Toronto Squadron.

No. 400's alumni include one air marshal (W. A. Curtis, C.B., C.B.E., D.S.C., a former Chief of the Air Staff), three air commodores, and five group captains. Air Marshal Curtis was the squadron's second Commanding Officer; his son, Squadron Leader W. A. Curtis, Jr., was the 20th. The present commanding officer is Squadron Leader H. B. Davis.

In the squadron's early days at De Lesseps Field, just outside Toronto, pilots flew *Fleet* trainers and *Tiger Moths*. Today, from Downsview airfield near by, No.

400's pilots streak across the skies in *Sabres* and *Silver Stars*.

To help in ensuring maximum utilization of aircraft, No. 400 maintains an illuminated readiness-board in the pilots' ready-room and a duplicate board in the aircraft servicing section. Four coloured lights denote the state of readiness: green, ready to fly; amber, pre-flight inspection; red, temporarily unserviceable; white, flying. "Keep them white" is the slogan in the pilots' room; in the servicing section, "keep them green".

ERRATA

The old wardog was apparently too preoccupied with his plans for retirement to castigate us for the following errors in the December issue:

- page 32 ... for "Sir William F. Dixon" read "Sir William F. Dickson".
- page 19 ... for "Wing Commander D. R. Miller" read "Group Captain D. R. Miller".
- page 14 ... for "Flight Lieutenant J. A. McCallum" read "Squadron Leader J. A. McCallum".

Our apologies are extended to the officers concerned.—Editor.

THE launching of the first artificial earth satellites signifies the opening of a new era—the beginning of man's conquest of cosmic space. The very news that the first satellite had been launched into its orbit brought home to every one how near the time is when man will set foot on Mars and Venus, and the discoverers of new worlds will race almost at the speed of light far beyond the boundaries of the solar system. (*Prof. A. E. Lebedinsky, Moscow University.*)

TWO REVIEWS

"THE SHIP-BUSTERS"

Reviewed by
SQUADRON LEADER J. A. BIEHLER

THE low-level strike against enemy shipping by torpedo-carrying aircraft was perhaps the most dangerous and exhilarating form of air attack developed during the last war, and few isolated actions could have had such a direct impact on naval and military operations.

This book* sets out to tell the story of the R.A.F. torpedo-bombers and of the men who flew them, from the early "rover" attacks by single *Beauforts* off the Dutch and Norwegian coasts to the massed assaults by rocket- and torpedo-carrying *Beaufighters* of the famous "strike wings".

The author is Flight Lieutenant Ralph Barker. Born in October 1917, he joined the R.A.F. in 1940 as a wireless operator/air gunner, served in the Middle East and West Africa as well as in the United Kingdom, and completed 2000 flying hours before demobilization in 1946. His own career in torpedo work was terminated by a crash in which his pilot and navigator were killed.

The full stories of many historic actions are included: the lone moonlight attack by a 22-year-old flight sergeant on the pocket-battleship *Lutzow*; the torpedoing of the *Gneisenau* in harbour at Brest, which put the battle-cruiser out of action for eight months at a critical stage of the war and for which Flying Officer Kenneth Campbell was posthumously awarded the V.C.; the escape of the *Scharnhorst*, *Gneisenau*, and

Prince Eugen through the Channel, with the first detailed and personal account of the epic "swordfish" attacks; the series of strikes from Malta in the summer of 1942 against the Italian fleet and the supply shipping of the Afrika Korps, when every ship sunk had its repercussions on the land battle in Egypt; and the sinking, on the eve of El Alamein and within sight of Tobruk Harbour, of Rommel's "last" tanker.

The Attack on the "Prince Eugen". "The first wave were leaving as the second wave were dropping their torpedoes... This formation was spread out in a single VIC... On the extreme left was Ralph Manning, the Canadian... On sighting the enemy force, all six aircraft had turned in, in tight formation, and after a minute or so running down the track of the *Eugen*, they turned to starboard again to line up for the attack... The *Beaufighters* shot ahead, giving the *Beaufort* crews a tremendous feeling of elation as they bore down on the escorting destroyers... It was a new exhilaration to add to the familiar one of racing along sixty feet above the water into a few packed minutes of intense danger, knowing that these minutes might be one's last and determined to savour them to the full... Surely there was not a task of such mortal danger, not a thrill of such buoyant exaltation, in all the history of war... Manning brought his aircraft back on course. The blue and grey shape of the *Eugen* was beginning to crystallize... The Norwegian coast was as clear as home. He watched a fighter taking off from Lister airfield. It climbed away, its undercarriage still down. Wasn't it the damndest sight for a torpedo pilot to be seeing?... Manning found he was approaching the starboard quarter of the German cruiser, but he seemed to be alone... Below him on the water were three fiercely

burning patches of oil. Manning's encounter with the Me-109 may have saved him. The three aircraft next to him in the formation, Birchley, Williams and Archer, had all been shot down by the *Eugen's* guns."

Rommel's last Tanker. "Manning held his course, maintaining a smooth, undulating evasive action until the tanker was only half a mile distant. Now he held the *Beaufort* steady, ran in to what he judged was about 600 yards, and launched his torpedo... Nothing more could be done now to the tanker. The success of the whole strike depended on Manning's torpedo. The remaining aircraft circled hungrily, like birds of prey, waiting for the animal to die. On the cliffs above Tobruk, German staff officers watched anxiously for signs that the tanker had escaped... H.P. had the best view of the run of Manning's torpedo. He saw that it was dropped accurately. But he saw too that the tanker was not dead yet. Although scarcely under way, it was turning towards the track of the torpedo in an endeavour to "comb" it... Gee and Frances stared down hypnotized as they saw the torpedo strike the tanker a glancing blow and fail to explode. The torpedo ran harmlessly along the side of the hull. But as it reached the stern, there was a tremendous explosion below the water against the underside of the tanker, which disappeared in a column of water and smoke... It had been a devastating blow for Rommel. The last chance of a substantial delivery of fuel and ammunition before Montgomery struck had gone."

The Strike Wings in the U.K. "With the transfer of the *Beaufort* squadrons overseas in the course of 1942, the anti-shipping offensive in the North Sea was taken up by the *Hudson* squadrons, outstanding among which was the Canadian

*"The Ship-Busters," by Ralph Barker. Chatto and Windus, 40-42 William IV St., London W.C. 2, England. 267 pp. Well illustrated. \$2.17.

squadron, No. 407, the one that had shared the airfield at North Coates with 86. 407 stayed between the estuary of the Elbe and the Hook of Holland, as 22 Squadron had done before them. Their low-level bombing attacks brought some of the most successful anti-shiping results of the war — until the Germans applied the obvious remedy of providing four or five escort vessels for each merchant ship. The *Hudson* losses, already considerable, rose alarmingly. In a three-month period 407 Squadron lost twelve crews; nearly fifty Canadians missing or dead, half the squadron."

North Coates and Langham Wing's strike on 15 June 1944. "The advance information given by the Dutch resistance gave us a chance to plan a large-scale operation, the biggest of its kind so far . . . The two squadrons of the Langham wing, 455 (Australian) and 489 (New Zealand), had done most of their earlier operations off the Norwegian coast . . . The two North Coates squadrons, 236 (anti-flak and R.P.) and 254 (*Torbeaus*), flew down to Langham on 14 June . . . The strike was to be led by Tony Gadd, formerly a flight commander with Gibbs on 22 Squadron, now wing commander flying of the North Coates wing." The target consisted of two new vessels which had just been completed and would be on their maiden voyage: the 8000-ton merchant vessel *Amerskerke* and a 4000-ton naval auxiliary, escorted by no less than eighteen smaller vessels. "Paddy Burns, in the leading torpedo aircraft, had watched the *Beaufighters* manoeuvring above him like a flock of migrating birds, and had held his own formation in check so as to time the torpedo run exactly. Now the *Torbeaus* of 254 Squadron launched their torpedoes . . . Two hits were scored on the *Amerskerke* and two on the naval

auxiliary . . . As they turned short of the islands, climbed to 1500 feet, and formed up for the return flight, the crews looked back through the mist and smoke and cloud at the stricken convoy. The 8000-ton *Amerskerke* and the 4000-ton naval auxiliary were both down by the stern, listing badly, and sinking. One of the minesweepers blew up as they came away, and five others were on fire. Stretched out behind the ship-busters was an awful scene of carnage to contrast with the peaceful progress of twenty ships a few minutes earlier."

* * *

The present reviewer heartily subscribes to the statement on the volume's jacket that this is a "fascinating book" in which "a new and hitherto unsaluted band of heroes emerges as Flight Lieutenant Barker unfolds his epic story."

"MODERN AIRMANSHIP"

Reviewed by
FLT. LT. J. C. HENRY

Many hundreds of articles, *présis*, and books have been written on the various aspects of airmanship over the years, but seldom before has so effective an attempt been made to compile all this information into a single reference text book. The author recognized the need for such a book, and in "Modern Airmanship"* he has accomplished the almost impossible task of summarizing the advances of the last fifty years in each of the many fields connected with aviation. The subjects are as follows:

Ch. 1: The characteristics of the atmosphere.

*"Modern Airmanship," by Col. Neil D. Van Sickle, U.S.A.F. Publ'd by D. Van Nostrand Co. (Canada) Ltd. 862 pp. \$11.75.

Ch. 2: Modern aircraft types.

Ch. 3: Basic aerodynamics and theory of flight covering the basic principles, and subsonic and supersonic aerodynamics.

Ch. 4: Airplane structures: methods and materials.

Ch. 5: Aircraft propulsion: propellers, turbo-jets, turbo-props, ramjets, rockets.

Ch. 6: Aircraft instruments: flight instruments, engine instruments, auxiliary instruments, and radio equipment.

Ch. 7: Man in flight: physiological aspects of flight.

Ch. 8: Basic flight techniques in light aircraft: everything from pre-flight preparation to post-flight inspection.

Ch. 9: Flying higher-performance aircraft: all aspects of flight in multi-engine jet aircraft, including emergency operations.

Ch. 10: Weather: basic meteorology and the effects of weather on flight.

Ch. 11: Instrument flying: basic techniques and instrument navigation procedures.

Ch. 12: Air navigation: maps, computers, celestial navigation, electronic aids, specialized problems.

Ch. 13: Flight control agencies and flight rules.

Ch. 14: Helicopters: history, aerodynamics, and operation.

Ch. 15: Aircraft maintenance: servicing, inspections, repairs, modifications, records, and management.

Ch. 16: The arctic pilot: history, operational problems, mountain flying, float-planes, and survival.

Ch. 17: Modern airports: siting and layouts, runway requirements, barriers, facilities, and lighting.

This list of contents speaks for itself. Each section has been written by specialists in the particular field, and, although many are necessarily brief, at the end of each chapter is a bibliography of publications which may be referred to for greater detail.

"Modern Airmanship" is an excellent reference book, profusely illustrated, and written in language suitable for the layman or the expert. It deserves a prominent place in the reference library of anyone concerned with the operation of aircraft today.

Letters to the Editor



BRUCE THE MOOSE

Dear Sir:

R.C.A.F. Station Goose Bay received the September 1957 edition of "The Roundel" with smug complacency, especially since Bruce the Moose appeared on the cover. Only the airmen of this station can write the unwritten chapter of Bruce's memoirs.

Apparently the long cold trans-Atlantic journey from North Bay to Germany did not appeal to Bruce the Moose, mascot of No. 419 (Moose) Squadron. He wanted one final fling on Canadian soil. When his *North Star* landed at Goose for refuelling, Bruce saw his chance. He slipped unnoticed out of the aircraft and wandered into the wide, open, inviting spaces of the Goose.

A roll-call was made, but, alas, Bruce the Moose was Absent Without Authority. The C.O. of 419 was very disturbed, and immediately ordered a muster-parade of all his personnel. Appeals were made to the local Goose residents regarding Bruce's whereabouts. Information came pouring in: Bruce was seen in Happy Valley, Mud Lake, Northwest River, and even on the trail to Fort Chimo. All leads were investigated, but to no avail; Bruce successfully eluded his searchers. Saddened, the C.O. finally had to admit that Bruce was a no-show, and he ordered the squadron aboard the *North Star* for take-off.

Soon after 419's departure from the Goose, Bruce the Moose was seen entering the stag bar of the airmen's canteen. The local constabulary was immediately informed. Sure enough, as two stalwart policemen entered the airmen's club, there was Bruce at the bar, nonchalantly sipping a coke. Bruce seemed unmoved when informed that his squadron had departed and that he was A.W.A. On his arrival at the guardhouse, Bruce balked at being asked to enter via the rear door and insisted on a grand entrance through the main door.

Bruce was fascinated by the Air Force Police routine, but he refused to talk. The Senior Security Officer handed him

an ultimatum: he had to move on, or account for his misdeed to his unit C.O., who would probably deal very severely with him. After much pleading and coaxing by the Air Force Police, Bruce finally consented to visit the Receipt and Issue Section. He was stamped with a priority title, "V.I.P. MOOSE", to be placed on the first available aircraft proceeding non-stop to Europe. Bruce reluctantly picked up his priority tag and headed for Air Movements Unit. As his aircraft rolled out to the runway, Bruce flashed a knowing grin to the airmen assembled on the tarmac to bid him farewell. The Goose airmen will always cherish the memories of "Bruce the Moose who was loose on the Goose".

A priority message, received from Bruce a few days ago, reads as follows:

REJOINED 419 SQN. ENJOYED MY STAY AT GOOSE BAY. ANXIOUS TO TOUR THE CONTINENT BUT BB IS NOT THE ANSWER. YOU KNOW—BEHIND BARS.

Leading Aircraftman S. K. Jolley,
R.C.A.F. Stn. Goose Bay.

"THE GOOD AIRMAN"

Dear Sir:

Squadron Leader R. McKee's definition of the good airman, as expressed in the third paragraph of his letter in the November issue, seems to me somewhat wide of the mark. I cannot help feeling that he has not sufficiently analyzed the thoughts expressed in the article he so caustically criticizes.

During my term of duty at A.F.H.Q., I was a member of a committee whose task it was to write specifications for that entity known familiarly as "a good airman"; and it speedily became clear to us that our task—namely, to state in R.C.A.F. terms the various qualities which should constitute the nature of a good airman—was a tremendous and complicated one. The chief pitfall lying in our path (and Sqn. Ldr. McKee seems to have fallen into it) was the same as that which ensnared the blind men who

were asked to describe an elephant on encountering one for the first time. Basing their deductions on their reactions to that part of the elephant's anatomy with which they came in contact, they categorized it severally as resembling a rope, a wall, a tree, etc.

The report of the committee set up at Station St. Johns, which was published in September's "Roundel", avoids this pitfall and, by and large, constitutes as good an appreciation of the subject as I have read. Fortunately, no attempt was made to reduce it to common terms or simple formulae. Sqn. Ldr. McKee's description of the good airman, on the other hand, is all too familiar: he must possess personal pride, pride of Service, and, above all, national pride. Hitler attempted the subjugation of the world with an army of just such people; but he failed. Was that failure pre-destined because his soldiers were not "good soldiers" in the truest sense of the phrase? The St. Johns report would indicate that this may have been so.

Sqn. Ldr. McKee's "uncomplicated" airman is comparatively easy to turn out by mass production: the St. Johns ideal is infinitely more difficult to achieve. Are we, then, to blind ourselves to the true nature of our task and say "This we can do easily, so let us not aim higher", or should we accept the St. Johns specifications, difficult of attainment as they are, and exert every effort towards their fulfilment? It is admittedly a colossal task, but, in the final words of the report, "To compromise at a lower level would be to belittle the role of the airman and to disparage the high destiny of the human being".

Sqn. Ldr. R. H. Morris,
Halifax, N.S.

(We are very pleased to receive Sqn. Ldr. Morris' letter in reply to Sqn. Ldr. McKee's criticism. Our readers now have two distinct channels of thought along which to pursue the subject further on their own—whether around the conference table, in memorandum or manifesto, or simply over an evocative pre-prandial.—Editor.)

There is the recorded episode of Dr. Johnson calling on two ladies, who complimented him on the omission of all *naughty* words from his dictionary, and his disconcerting reply, "What, my dears! Then you have been looking for them?" (*The Listener*): B.B.C.)

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.

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

Edmond Cloutier

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