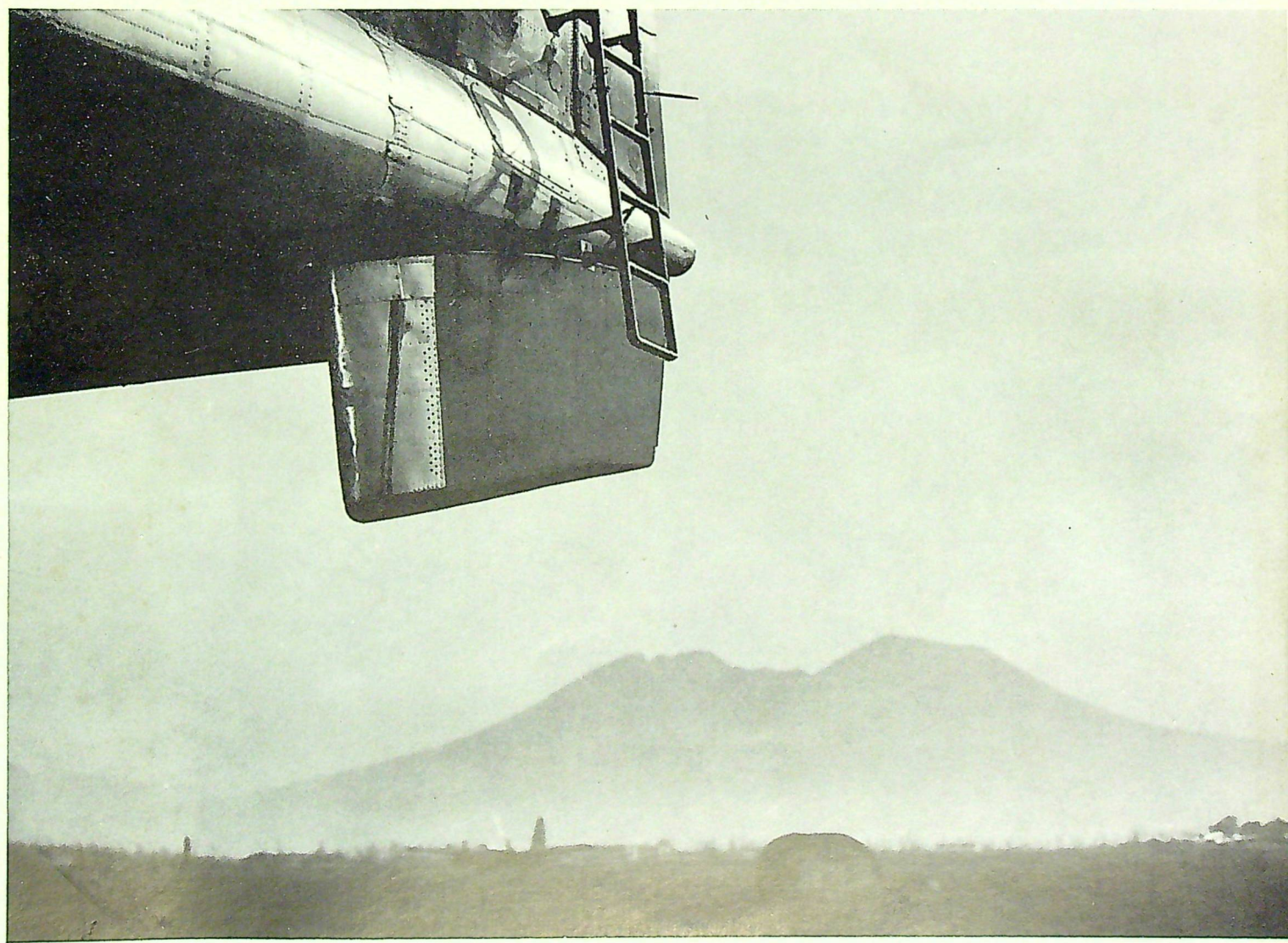


The ROUNDDEL



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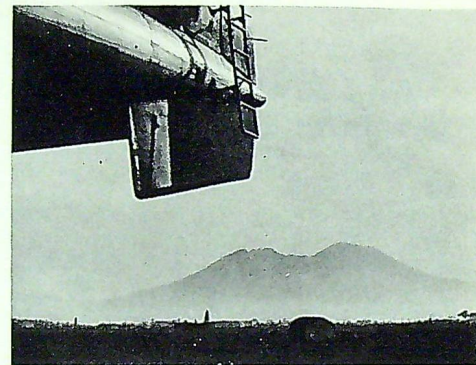


ROYAL CANADIAN AIR FORCE

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THIS MONTH'S COVER



The last of the C119s based at Naples' Capodichino Airport, where Mount Vesuvius stands guard, came home in February. Incidentally, the ladder was removed before take-off.

"The Roundel" is published ten times each year, and the annual subscription rate is two dollars. All orders and correspondence regarding subscriptions should be addressed to: The Queen's Printer, Ottawa, Ontario.

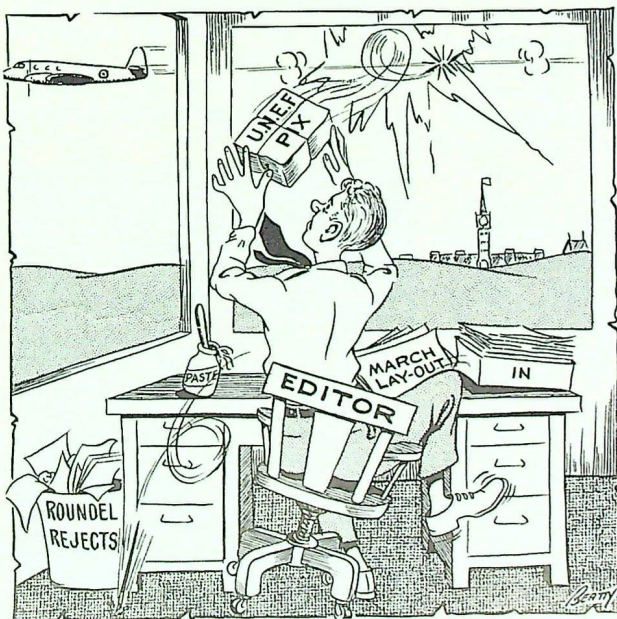
EDITORIAL OFFICES:
R.C.A.F., Victoria Island,
Ottawa, Ont.

ON THE BREAK



JOYFUL reunions have taken place in many homes across Canada during recent weeks. The R.C.A.F. contingent based at Italy's Capodichino airport in support of U.N.E.F. has returned, leaving the Air Transport Unit at El Arish as our only representatives in the Middle East. On Page 2, in capsule form, we review this peace-time operation of Air Transport Command, beginning with its sudden mobilization immediately following the Suez crisis.

To daily or even weekly editors, facing that ever-present deadline, the leisurely pace of the monthly magazine may seem almost utopian. But we, too, working several weeks in advance of publication date, have our problems. Take the U.N.E.F. air support story, for example. This was originally written last November as a first anniversary tribute, and we planned to publish it in the December issue. Then came word of the proposed evacuation from Naples. That operation was barely underway by deadline time for the Jan.-Feb. issue, so the article had to be postponed and rewritten once more. As it was, we were tearing our hair in desperation awaiting the pictures, flown back from Egypt barely in time, as the March deadline approached.



Although the R.C.A.F. is a relative babe-in-arms chronologically, we are a nostalgic service with a history compact but colourful. Toiling over musty files, yellowing photographs and odd bits of memoranda, bringing this history into a semblance of order, is the three-man Air Historical Section at R.C.A.F. Station, Victoria Island. Indicative of their continuous assistance to "The Roundel" is the fact that all three have by-lines in this issue.

Writing a squadron's history is a prodigious task—including literally months of painstaking research into the unit's files, daily diaries, battle orders and interrogation reports which, despite war-time restrictions, mounted into a formidable pile of paper. Our current series on No. 423 Squadron is the 27th and took five months to complete. For the past six months No. 419 has been under the air historian's penetrating microscope, and there are still 57 awaiting such scrutiny! It's a losing battle, too, because now many of these reactivated squadrons have longer post-war than war-time existences.

* * *

Certain topics do not come within "The Roundel's" editorial scope. Contentious theories and speculations on military planning, for example, may find outlet in the R.C.A.F. Staff College Journal—announcement of whose annual essay contest appears on page 16.

Controversial political discussion, naturally, must also take place elsewhere; but we do feel that our coincidental venture into the realm of civics couldn't have been more aptly timed. "How Parliament Works", Part Two of which appears on page 19, may be obtained in booklet form from the Queen's Printer for 35 cents per copy.

* * *

A month has passed since the ominous presence of Sgt. Shatterproof shadowed the editorial desk. For the first time in more than nine years, "The Roundel" has been launched "to wallow on into uncharted seas" minus the old wardog's sometimes caustic, sometimes pitying, but always discerning counsel.

With him have gone those stirring legends from his seemingly endless genealogy. We sincerely hope that his parabolic talents will someday reach a wider audience than even "The Roundel" has been able to afford them.

THE EDITOR.



An Arab fisherman displays his catch of African rock lobster to Sqn. Ldr. K. M. Ham.

dispensing with moonlight take-offs from Naples. However, the planes still took off in early daylight hours to avoid flying over Egypt after sunset. Extra navigational aids were built into the sturdy C-119s. Briefings became longer and more detailed and orders were subject to change right up to take-off time.

* * *

Since operations began in November 1956, the number of aircraft and liftings varied in keeping with the demands of the U.N.E.F. In December of that year some 83 round trips between Italy and Egypt were made by the R.C.A.F. Each trip accounted for 12,000



pounds of equipment and/or personnel. By the end of December, 1712 passengers and approximately 614,000 pounds of freight, baggage, and mail were airlifted to Egypt. In one three-day operation, three C-119s transported 570 Indian and Indonesian troops, along with 144,000 pounds of baggage and equipment, from Beirut, Lebanon, to Abu Suweir, Egypt.

The Christmas season presented one of those situations guaranteed to spoil the sleep of anyone engaged in transportation. All the Christmas supplies for the U.N.E.F. troops could not be airlifted at once, and, because Abu Suweir lacked refrigeration, the perishable goods, consisting of turkeys for the most part, were left until the last. Bad flying weather set in, but, as the Naples operations staff scanned the skies and figuratively chewed their finger nails down to the knuckles, there came a break, and on 24 December one of the C-119s took off and delivered the goods. There was just time enough to allow the cooks to prepare the traditional Yuletide turkey dinner for the troops.

In the succeeding months the U.N.E.F. supply picture improved. A sealift was organized, and air operations were cut back. No. 435 Squadron returned to Canada in January 1957, and No. 114 Communications Flight, equipped with four C-119s, came into being at Capodichino. Now this formation has returned to Canada and its personnel and aircraft have been

Corporal A. R. Goodwin, 56th Signal Squadron, and Flying Officer D. J. Gilchrist inspect abandoned Egyptian anti-aircraft gun.

reabsorbed into Nos. 435 and 436 Squadrons.

Thus, the sole remaining R.C.A.F. representatives in the Middle East are approximately 100 officers and airmen comprising the Air Transport Unit (until recently known as No. 115 Comm. Flt.), based at El Arish in the Gaza area. Equipped with three *Dakotas* and four *Otters*, this unit continues to provide the services mentioned at the beginning of this article.

* * *

In appraising the R.C.A.F.'s operations, a senior officer reported: "It would be difficult to say who contributed most. Aircrews and particularly radio officers have worked at times until literally exhausted. A seven-day working week was in order for all personnel, and, despite poor working conditions in the initial stages, morale was high. If any one group should receive more plaudits than others, that group is maintenance. Their problems have been many and varied. Initiative and improvisation have been commendable and operations have never suffered for lack of maintenance."



Demonstrators at an African National Congress in Uganda carried this lengthy slogan on two banners: "We Are Fed" on the first, and "Up With the British Government" on the second. ("The New York Times".)

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

D.O.T.'s

AIR SERVICES



*Air Vice-Marshal
J. L. E. A. de Niverville, C.B.,
Director of Air Services.*

CIVIL AVIATION in Canada has come a long way since 1909 when J. A. D. McCurdy, flying the *Silver Dart*, became the first British subject to fly an aeroplane in the British Empire. Now, with two Canadian airlines flying scheduled international routes, plus a comprehensive network of domestic air carriers, and backed by a virile and expanding aircraft industry, Canada is firmly established in the air age. As aviation expands across the country, the need for legislation to guide this expansion also grows. This responsible task is entrusted to the Air Services of the Department of Transport.

Governmental control and regulation of all flying activities in Canada was first vested in the Air Board, the original predecessor of D.O.T., shortly after the end of the Great War. When hostilities ended, Canada had several air bases which had been used for war-time flying training by the R.A.F. or for coastal patrol by the U.S. Naval Flying Corps, and (thanks to donations from the United Kingdom and the United States) sufficient aircraft, both landplanes and seaplanes, to begin flying operations. To man these bases and to fly the aircraft, Canada also possessed a seemingly unlimited number of enthusiastic ex-R.F.C. and R.N.A.S. fliers. A more intangible asset, but one which was none the less real, was the reputation for skill and audacity which Canadian fliers had acquired during the war. Thus, in 1919 the government established the Air Board, which

proved to be the driving force as well as the regulating body for this new medium of transportation.

The Air Board, which was the only flying establishment of any size in Canada at that time, had a variety of duties to perform. One branch of it was charged with the regulation of civil aviation, while another undertook flying operations for the federal government and for several provincial governments. Such operations included aerial photography, forestry patrols, fishery patrols, and anti-smuggling flights. The Canadian Air Force, formed early in 1920 as the military branch of the Air Board, was responsible for the Air Defence of Canada—although at that time this duty consisted solely of giving refresher training at Camp Borden for former R.A.F. pilots and airmen.

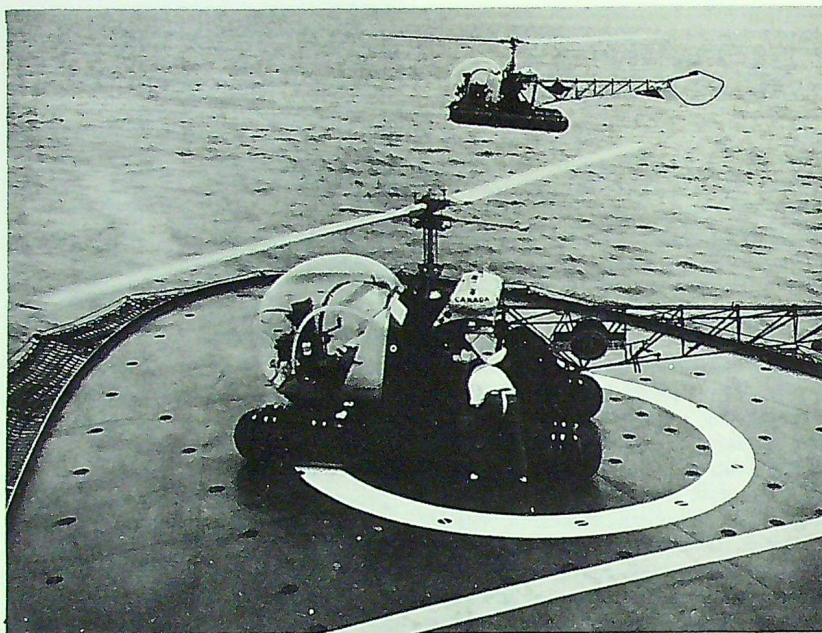
In 1923, when the Air Board was merged in the newly created Department of National Defence, all these varied activities were consolidated under the Canadian Air Force, which was redesignated "Royal" and, a year later, reorganized on a permanent basis. In July 1927 there was a major reorganization of the air services in accordance with which civil government air operations, civil aviation, and aeronautical engineering were divorced from the Director of the R.C.A.F. and placed under their own directors responsible to the Deputy Minister of National Defence. This separation of the military and civil air services within the Department of National Defence con-

tinued until, in November 1936, the agency responsible for legislation over civil flying in Canada became the Air Services of the Department of Transport.

* * *

With the exception of military aircraft, the Department of Transport, headed by the Hon. George Hees, is responsible for the control of all flying activities in Canada. This comprehensive task includes the selection of sites for radio aids to navigation, air traffic control, personnel-licensing and aircraft registration, investigation and analysis of aircraft accidents, supervision of flying clubs and schools, and licensing of airports and seaplane bases.

The Civil Aviation Branch, one of four branches within the Air Services of D.O.T., operates 30 fixed-wing aircraft and six helicopters for a variety of roles: transportation and training trips, calibration flights, V.I.P. and inspection flights, and ferrying. Other miscellaneous activities run the gamut from the test-flying of aircraft with increased all-up weights to determining the flying characteristics of a seaplane with a canoe lashed to a pontoon. In the fulfilment of such commitments, D.O.T. aircraft logged almost seven



A D.O.T. helicopter taking off from the deck of the "d'Iberville".

thousand hours during 1955, the helicopters carrying out their multi-purpose role mainly from the decks of the department's ships, the *C.D. Howe* and the *d'Iberville*. It is worthy of note that in the department's 37-year history there has never been a fatal flying accident on fixed-wing aircraft. The only fatalities that have occurred took place during the first year of helicopter operations, when a passenger was drowned, and at the beginning of the present year, when the pilot and two passengers were killed in a helicopter crash.

D.O.T. plays a large part in transporting dignitaries and distinguished visitors to Canada, but one name will never be added to the list. In keeping with protocol, Governor General Vincent Massey, as the Queen's representative, is required to travel on Service aircraft because of the guards of honour and officials waiting for his arrival at every stop.

As a natural development of the close D.O.T./R.C.A.F. co-operation which has existed over the years, committees have been formed to facilitate discussions on matters of common interest. Committees such as the Inter-Departmental Committee on Airways and Airports policy, and the Inter-Departmental Air Traffic Control Committee, permit R.C.A.F. and D.O.T. officials to exchange opinions on topics of mutual concern.

A practical application of this military and departmental co-operation is clearly seen in the field of search and rescue. Since D.O.T. is responsible for maintaining a constant record of active flights, the non-arrival of any aircraft is detected immediately. In such cases a D.O.T. control tower of Air Traffic Control Centre promptly notifies the R.C.A.F. in order to ensure immediate aid for the missing aircraft. The department,

however, not infrequently takes a more active part in the proceedings and has, on several occasions, sent aircraft to assist in searches. When a search is to be carried out from a D.O.T. field, R.C.A.F. personnel know that every possible facility will be placed at their disposal. Hangar space, briefing-rooms, rescue centre, engine-stands, gas and oil, transportation to town—all are supplied by the D.O.T. organization. A particularly valuable contribution to search and rescue activities is rendered by the department's extensive telecommunication system. On Canada's west coast a D.O.T. radio transmits to the many hundreds of fishing-boats off the coast of British Columbia. When a search is under way, this radio transmits directly from the R.C.A.F. Rescue Co-ordination Centre in Vancouver, thus utilizing to the full the capabilities of the small craft and greatly increasing the effectiveness of a search.

* * *

The operation and maintenance of airports and the flying control activities connected with airports are further examples of co-operation between the R.C.A.F. and D.O.T. At most of the 22 airfields in Canada where D.O.T. control towers are located, landing aircraft in inclement weather is frequently a combined operation. When pilots, either civilian or military, contact these towers, they are talking to D.O.T. controllers, and if they request a Ground-Controlled Approach, Air Force radar operators handle the final let-down. At all control towers throughout the country, both civil and military, traffic and weather information is shared via a direct land line.

A project on which D.O.T. and R.C.A.F. personnel worked for over a year resulted in the production of a manual on the subject of Air Traffic Control. By this means a high degree of standardization

has been effected between R.C.A.F. and D.O.T. instrument approach procedures. This can be seen in the R.C.A.F. Pilot's Handbook (C.A.P. 466) and the D.O.T.'s Canada Air Pilot. With such standardization, controllers at any airport can handle both military and civilian traffic in the same manner, thus simplifying the air traffic problem. As additional radio facilities come into being, this manual is used as a criterion for minimum heights, etc., before new let-down charts are published.

The establishment of medical requirements for non-military aviation personnel is handled for D.O.T. by the Department of National Health and Welfare, and the R.C.A.F.'s Institute of Aviation Medicine renders continuous assistance in investigating problems of a medical nature. I.A.M. also gives instruction to civilian pilots and other aircrew members on the medical aspects of flight at high altitudes, and another matter of joint concern to I.A.M. and D.O.T. is the medical assessment of applicants for the R.C.A.F. Air Cadet Scholarship Flying Training Programme. D.O.T. also maintains close liaison on civil aviation medical problems with the civil aviation divisions of other countries.

The Department of Transport is Canada's chief representative at the International Civil Aviation Organization (I.C.A.O.), both at meetings at I.C.A.O.'s headquarters in Montreal and at regional meetings in various parts of the world. In compliance with international agreements, D.O.T. is continuously revising and extending its services. The increase in flying operations across the Atlantic and the introduction of transpolar flying, for example, have produced new separation minima and have increased search and rescue services. In the South Pacific Air Transport Council (a branch of I.C.A.O.), the Department of Transport, on behalf of

the Canadian government, participates in reviewing the cost of operation of ocean station vessels. At the present time D.O.T. operates weathership station "Papa" in the Pacific and contributes to the support of Nadi airport in New Zealand.

* * *

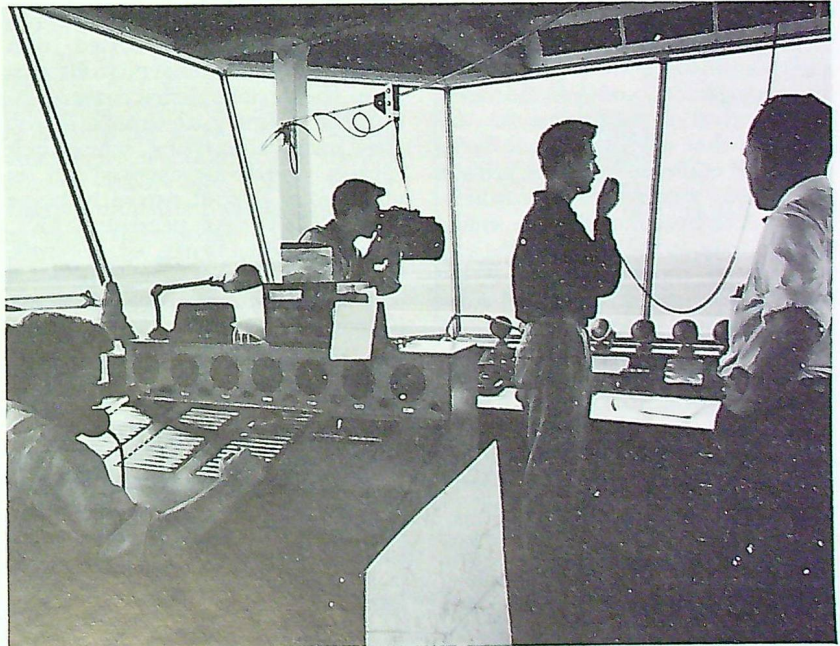
Members of the R.C.A.F. are familiar with the "met man" who frequents many Air Force stations, but few of them realize the extent of the services provided by the Meteorological Branch of the D.O.T. This branch is responsible for the provision of meteorological services for all civilian and military purposes in Canada, for shipping in adjacent waters and on the Great Lakes, and for international aviation over the Atlantic, the Pacific, and the polar regions of the western hemisphere. Increasing aviation activity in Canada, with 'planes flying higher, faster, farther, and over new routes, has resulted in a

heavier demand for weather services. This was particularly evident when the DEW and Mid-Canada lines in the north called for increased forecast service. Special forecasts are also provided for the topographical surveys carried out by the R.C.A.F. In addition to the well-known forecasts prepared for the general public and distributed to the newspapers, radio and television stations, many special forecasts are prepared for various industrial and agricultural interests. When adverse weather, likely to endanger lives and property, is expected, emergency storm warnings are issued.

* * *

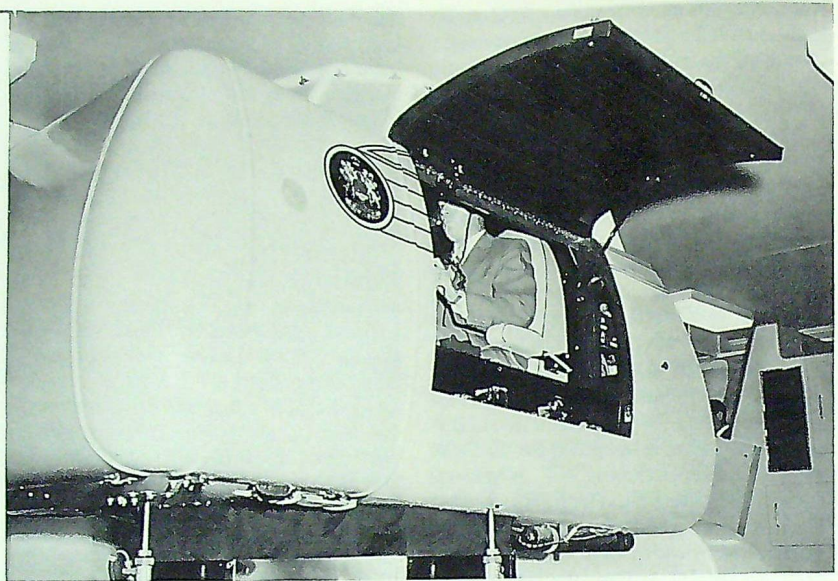
One of the largest jobs handled by the D.O.T. is acting in a supervisory capacity during the construction of airports. Beginning in the early thirties, when there were fewer than a dozen airports in Canada, D.O.T. personnel selected sites and designed airports

In a D.O.T. control tower.



for a country-wide building programme which is still going on. In 1955, construction of or improvements on R.C.A.F. airports was carried out by the Construction Branch of the Air Services, from Comox, B.C. to Torbay, Newfoundland. Since all airports in Canada, both military and civilian, are designed by D.O.T. engineers, survey and planning for future developments is a never-ending job. At present D.O.T. maintains more than 100 airports. The 20,000 miles of airways, which extend across Canada from Victoria to St. John's and up into the far north, were also established by D.O.T., as well as the first omnirange in Canada. As the ever-expanding need for aviation facilities in Canada increases, so does the job of the department. Flight information service, to cite one instance, has been extended to the North Pole to cover existing and planned airline operations near the polar regions, and Gander Oceanic Control area extends this service approximately half way across the Atlantic Ocean.

In the field of personnel licensing, D.O.T. is responsible for setting and maintaining the standards of flight personnel and groundcrews. Standardization is achieved by ensuring that students at all flying clubs and commercial flying schools in Canada write identical exams. Civil Aviation Inspectors make regular trips to the flying clubs and commercial schools, giving flying tests to potential private and commercial pilots (more than 2,000 pilot licenses were issued in 1955), categorizing flying instructors, flight-checking instrument-rated pilots, and making route-competency checks on aircrew employed on regular airline flights. D.O.T. also sponsors two refresher courses for instructors each year, and, in order to encourage private flying, the department subsidizes students who are being trained for their private pilots' licenses.



A D.O.T. inspector checking-out on the department's flight-trainer.

To ensure that D.O.T.'s fifty pilots are sufficiently qualified to carry out their responsible roles, and in order to maintain their flying proficiency, an internal training programme is carried out. Periodically they must go to Ottawa from the various districts throughout the country to brush up on their instrument flying, renew their ratings, and to be checked out on all types of aircraft currently in use with D.O.T. At present D.O.T. utilizes eight types of aircraft, including a Vickers *Viscount* which was added to the departmental fleet when it became apparent that gas turbines would supplant reciprocating engines in many fields of aviation. In addition, the pilots are required to spend many hours in a flight simulator. This simulator is a proud possession of D.O.T., since it is the only one of its kind in the world and much in demand by the airlines.

A pilot who wishes to join the ranks of D.O.T. must have a Senior Commercial or Airline Trans-

port License and a minimum of one thousand hours on single and multi-engined aircraft. The flying staff of D.O.T. is, as it always has been, predominantly ex-Air Force. Many senior officials of the department are also former members of the Air Force, including Air Vice-Marshal A. de Niverville, the Director General of Air Services.

* * *

Brief though the foregoing account of D.O.T.'s Air Services has necessarily been, it may have given some indication of the vital and ever more complex task carried out by this little-publicized organization. In conclusion, it is interesting to reflect that, despite the vast expansion of the country's aircraft industry and the irrepressible tendency of aeroplanes to fly ever faster and higher, the basic approach of D.O.T. to the subject of aviation has remained unchanged since the days of the Air Board: to ensure that flying remains as safe as rules, regulations, and eternal vigilance can make it.

THE T-SHIRT REPORT

BY CORPORAL E. R. BAYNES
R.C.A.F. Station Winnipeg.

A RECENT independent survey of T-shirts now on issue has revealed that many serving airmen are constructed along lines incompatible with the design of these garments.

The T-shirts, the survey's summary reports, have been designed with a super-stretch or sausage-hound motif, the ratio of length to width being somewhere in the neighbourhood of seven to one. This arrangement, though unusual, and of proven value to certain basketball-playing personnel, pre-

sents difficulties when applied to airmen of the more rotund variety.

The report has come out with a number of recommendations for modifications to these garments. These recommendations—the result of extensive research by three squat airmen—are unofficially reported to be under study in Ottawa.

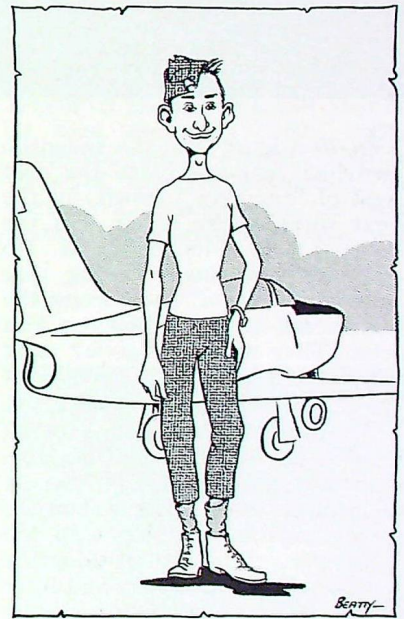
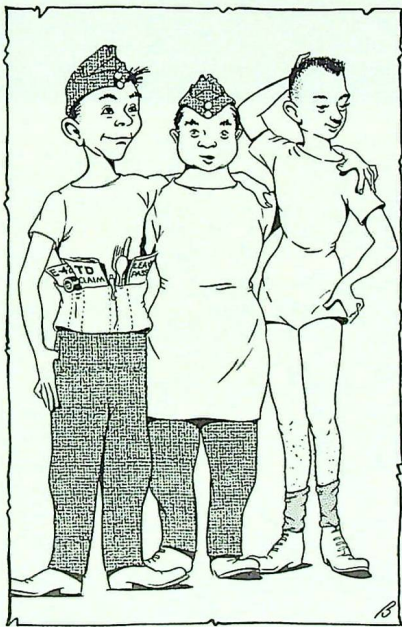
The first such recommendation entails the sealing-up of the bottoms of these items and the cutting of twin-apertures in them, thus producing a combination-type garment—for which, perhaps, a slightly increased clothing credit might be deducted. For personnel who might find difficulty in entering the new garment by way of the neck-opening, a further modification is recommended. This involves the use of buttons, tastefully engraved, which would bind the offending garment securely around the thighs in the manner favoured by some Hindu holy men.

A second alternative recommended is the Money Belt or Marsupial effect—to be produced by folding the extra twenty inches back over the abdomen and sewing securely into place. This would create a valuable pouch or pocket, useful for the storage of documents such as vouchers, claims, or reporting-in forms.

The report concludes on an optimistic note—pointing out that a recent incident, involving an airman at a flying station, may pave the way to a more permanent

solution. The airman, pondering the promotion-situation while on the hangar line, was inadvertently sucked into the tail-pipe of an F-86. His devoted, but dim-witted, companions attempted to dislodge him by pulling energetically for half an hour at his protruding feet. Their efforts were eventually successful. The airman, though shaken by his experience, has since proved to be a perfect fit for an issue T-shirt.

Negotiations with an aero-engine manufacturer are reportedly under way.



The day before yesterday has always been a glamour day. The present is sordid and prosaic. Time colours history as it does a meerschaum pipe. (Vincent Starrett.)

ON 26 August 1943 the squadron switched temporarily to the area west of "the Bay," which, for the next three weeks or so, was the scene of most of its operations. No sightings were made during that period. "Caution" had become the watchword of the U-boats in this area. They were now giving more thought to avoiding our aircraft than to attacking our ships.

But the enemy's long-range aerial wolves were still very much in evidence over Biscay. On 14 September the squadron had its third and final meeting with the Luftwaffe. While overflying the northern Biscay area, Flying Officer H. C. Jackson and crew suddenly learned they were sharing the sky with a *Focke Wulf Condor*. First noticed about three miles ahead and a little above them, it capily ducked into the overcast, then re-appeared some 3,000 yards behind the *Sunderland*. Steadily closing in, it opened fire with its cannon at 1500 yards, but missed.

The *Sunderland's* guns replied with 800 rounds, which also missed. That was the extent of the action, as the *Condor* quickly vanished into the cloud, not to be seen again. The rubber match between 423 Squadron and the *Luftwaffe* was therefore a no-decision contest.

While purely anti-submarine patrols were very important, the most valuable function of an aircraft like the very-long-range *Sunderland* was convoy escort. On this duty it could range to mid-ocean to meet convoys, give them direct protection from U-boats for a useful period, and, in the process, also destroy U-boats. Its double utility was well demonstrated on 8 October, when the squadron registered its third kill. A description of the attack (which occurred two hours after the convoy had been met) was furnished by Wing Commander J. R. Frizzle, who was attached to the unit for a brief period prior to taking over 422 Squadron:

"I was flying with the crew of 'J'-Jig as air escort to convoy SC143 . . . We were carrying out a 'Frog' patrol as ordered by the SNO.* I was piloting. For several hours the weather had been very poor, there being much low cloud and continuous light and heavy rain. At our height of 500 feet we could see the water about fifty per cent of the time, visibility varying from zero to a mile. Flying had to be done mostly on instruments, and as pilot I was unable to act as lookout to any great degree.

"As we came out of a cloud, I noticed the second pilot, Flying Officer Menaul, lean forward for a better look at something. I looked, too, and saw a prominent wake ahead, its source being hidden from my view by the nose of the aircraft. The wake was scarcely 200 yards away and almost immediately Menaul yelled, 'It's a submarine.' There was a very strong port wind, and in a matter

*Senior Naval Officer.

of seconds we had drifted to starboard enough for me to identify the conning tower of a fully-surfaced U-boat. I continued on approximately the same course until far enough past the sub to allow for a good attacking run. Then I began a turn to port and told the second pilot to get the captain (Flying Officer A. H. Russell) to take over... In the meantime the skipper had instructed the w/op to send out a '465'* and ordered the depth charges to be rolled out.

"When Russell took over," continued Wing Cdr. Frizzle's report, "we were 500 feet above the water and not more than 700 yards from the sub. I stood between the two pilots to watch as Russell partially closed the throttles and dived at a fairly steep angle because of our proximity to the target... The U-boat had opened fire as we turned, but the shots were wild and well below us. On the other hand, our nose gunner's .5's were ricocheting off the hull and conning tower in all directions, and, before the range had been reduced to 200 yards, the enemy's 4.7-inch gun was silenced.

"We passed over the U-boat at a hundred feet, and as we climbed to port, the galley lookout advised that three depth charges had dropped and a fourth had failed to release. Numbers 1 and 2 had fallen to port and number 3 to starboard abreast of the conning tower, which lifted 15 to 20 feet as No. 2 exploded. We turned in for a second attack, but there was no longer a submarine. Instead, there were 15 or more Germans, surrounded by debris, swimming about in a rapidly spreading patch of oil. My instantaneous impression was that the U-boat had been definitely destroyed. The depth charges were rolled back into the fuselage..."

Having ended the career of U610 (and having extended their time of

coverage by fully 33 minutes after being recalled), the crew of "J"-Jig headed back to base. In January 1944 there appeared in the London Gazette a promulgation of Flying Officer Russell's award of the D.F.C.

* * *

For some ten weeks the squadron had been engaged in arduous patrolling, mostly over the "Moorings" area. During that period, other than Bishop's, there had been no attacks or sightings in the region. Disappointed though the crews undoubtedly were, their spirits probably picked up when a Command communique informed them that their efforts were contributing greatly to successes achieved farther west. Their vigilance was forcing the enemy to use caution tactics in the transit area at the expense of his batteries and physical well-being. Captured U-boat crewmen confirmed that, when past this area, they had been obliged to surface; and, when sighted by Iceland-based aircraft, they were unable to resubmerge, both crews and batteries being exhausted.

A good proportion of the unit's patrols since late September had been done in other than broad-daylight hours, because it was thought that during the hours of poorest light some U-boats were slipping through the "northern gate" unnoticed. Though its night flying time was sharply increasing, the squadron's total airborne time had been declining of late, mostly because of bad weather.

In November the weather became stubborn with a vengeance. Simultaneously, aircraft unserviceabilities began to pop up regularly, and for a considerable period four of the unit's twelve operational aircraft were off the Station undergoing major overhauls. Small wonder, therefore, that 423's operational output fell into its deepest decline since the previous February.

Only 19 sorties were flown, four of these being cut short by recalls. Aside from these detractions, the month of November 1943 was the blackest in squadron history. It saw the only occasion whereon a 423 crew took off on operations and, in toto, was never seen again. It also saw an aircraft crash upon returning from operations, killing five of its crew. The setbacks occurred within 48 hours of each other. As if the missing crew, the fatal accident, the foul weather, and the unserviceabilities were not a strong enough morale-sapping mixture, frustration became a fifth ingredient in the course of an escort mission on the 22nd. Pilot Officer L. B. ("Mike") Pearson, one of the squadron's newest captains, could only stand by helplessly when confronted with the grim sight of seven enemy aircraft—four *Heinkel* 177's and three *F.W. Condors*—in the act of attacking convoy S.L.139 (which he was escorting) with radio-controlled glider bombs. Unable to offer effective resistance, he ordered a message sent to base stating the whereabouts and type

Flying Officer A. H. Russell, D.F.C.



*Sighting report.

of the attack. Presently a message from Command ordered him to return to base immediately. Reluctantly he turned away, leaving the convoy to the doubtful mercies of the *Luftwaffe*.

* * *

December was less than five days old when bad fortune again assailed the squadron. Nine crew members were lost and another seven were injured when a *Sunderland*, en transit to Wig Bay to be exchanged for another aircraft, flew into Knocklayd Mountain, near Ballycastle. The unit's fatal casualties accruing from all causes now stood at thirty. Twenty-five had accumulated in a period of less than one month, representing over half the number suffered by the squadron in its entire operational span of over three years.

The most interesting part of December's operations began on Christmas Day, when a search was initiated for a suspected blockade runner. Nothing was seen on this date or on Boxing Day, but on the 27th the bold enemy was found by Flight Lieutenant Jackson and

crew, less than an hour after they had begun their patrol. The heavily-armed ship opened fire as soon as the *Sunderland* ventured within range. Having established its identity the hard way, Jackson ordered a sighting report to be sent to Control and homing signals to be transmitted to attract other aircraft. Then, for three hours, the *Sunderland* shadowed the blockade runner while the aircraft captain looked for sufficient cloud cover to make an attack somewhere near feasible. Finally, an approach was made through cloud to within a half-mile of the ship, and then the *Sunderland* was brought into the open and an attack was begun. The flak was so intense, however, that the attack had to be broken off. Subsequently, the *Sunderland's* homing transmissions brought three other aircraft to the scene and it was possible for them to attack almost simultaneously from different directions, in which case the flak screen was not nearly as concentrated or effective as before. A late-arriving *Liberator* added the finisher. When last seen, the ship was in flames and some 70 of

its crew had taken to their lifeboats.

For the 423 Squadron crew the action had a sequel in a diversion to the Scilly Islands, where the *Sunderland* was landed in conditions of half-a-mile visibility and a cloud base of less than 200 feet, also in darkness and without the use of a flare path. A float was damaged but the aircraft was beached safely on St. Martin's Island.

Throughout the first three months of 1944 the enemy, as far as 423 Squadron was concerned, might as well have been non-existent. His U-boats simply did not make themselves apparent to this unit's crews, whether the latter's duty was patrol or convoy escort. In point of fact, but for an incident on 12 March, the squadron's 90 completed sorties during the period would have been bereft of "events" of any kind. On that date the squadron suffered its fourth aircraft loss attributable to operations—a setback that was not, however, accompanied by loss of life. While *Sunderland* "H"-How was returning from its patrol area several hundred miles west of Ireland, trouble developed in one engine, then another, and still a third, in rather quick succession. Eventually, the stage was reached where one engine had to be switched off and two others were not delivering full power. Still 150 miles or so at sea, and sensing that a ditching was imminent, navigator-captain Flying Officer J. B. Donnett decided to head for three ships about 20 miles away as indicated by blips on the radar screen. With only two engines serviceable, Pilot Officer D. R. Hemming, the pilot (who was soon to become a crew captain), needed all his skill to bring "How" safely down. The *Sunderland* alighted without incident about a mile from the frigate H.M.C.S. "St. Catharines". The crew were presently taken aboard the vessel, but salvage of their aircraft was impossible, as

Wing Commanders P. J. Grant (left) and J. R. Frizzle, outside their Castle Archdale headquarters.



attempts to take it in tow were unsuccessful. Subsequently, after removing the camera, logs, and secret documents aboard the sinking *Sunderland*, Donnett, Hemming and company had to undergo the unusual and unpleasant experience of witnessing their aircraft being blown to pieces by gunfire from a Canadian ship.

* * *

A sighting in April was the squadron's first in more than six months. It came early in a creeping-line-ahead search by Flight Lieutenant F. G. Fellows and his crew of "A"-Able on the afternoon of the 24th. Visibility was unlimited when skipper Fellows saw what he thought was a wake. He increased the airspeed to 140 knots while the second pilot trained his binoculars on the spot and confirmed the discovery. A U-boat was ploughing along on the surface about sixteen miles dead ahead. The first phase of the struggle was one of jockeying for position, as the U-boat, now five miles away, began trying its utmost to out-maneuvre and remain "stern towards" the *Sunderland*, meanwhile popping away ineffectually with its heavy artillery. Fellows kept turning with the U-boat until he came between it and the sun, whereupon he began his more-or-less straight-in attacking run. At a range of 1200 yards the bristling snout of the *Sunderland* went into action with its four fixed and two turret guns. Some 1500 to 1600 rounds were directed to such good effect that the enemy batteries were silenced for the final 300 yards of the bombing run. Up to this point "Able" had taken numerous hits, but its captain, concentrating on an accurate attack, held his evasive action to a minimum, making only slight deviations of course.

The *Sunderland* tracked directly over the still-surfaced U-boat,



Flight Lieutenant F. G. Fellows (front row, centre) and crew.

dropping six depth charges at 60-foot intervals. As the rear gunner, with his guns fully depressed, saw the U-boat enter his sights and pressed the firing buttons, there was a violent explosion. (It was later presumed that the blast had originated from the premature detonation of No. 4 depth charge, which had possibly struck the submarine's hull.) The force of the upheaval was enough to render airborne everything in the kite that wasn't nailed down. Floorboards, I.F.F. set, crockery, crew—and eggs—were the ingredients of a new and messy kind of omelette. The rear gunner was knocked unconscious, while the wireless-operator-mechanic was thrown from his perch in the astrodome and momentarily dazed. All electrical circuits were made unserviceable, the R/T cable was severed, wing seams were opened, and the port flap was made useless. Also, as was later learned, the airframe was twisted and the rear turret damaged. The principal damage, however, was to the elevators, which were now functioning so poorly that all the strength and skill of the captain and the second pilot were needed to counteract the aerodynamic forces affecting the aircraft. Extremely tail-heavy, the *Sunderland* favoured a climbing

attitude, and even though trimmed fully nose heavy, still required pressure on the control column to remain straight and level. The entire crew had eventually to be stationed forward of the main spar in order to effect the desired balance.

While the aircraft was being brought under control, the results of the attack were being watched as closely as circumstances would allow. Several seconds after the drop, a brownish pool appeared just behind the U-boat, which was stern down and listing somewhat. Of the U-boat itself nothing more was seen, as it took two or three minutes for the damaged *Sunderland* to climb to a convenient reconnoitering altitude and turn back to the position of the attack; in that interval the enemy had disappeared, leaving a sizeable patch of oil but no wreckage. Both visual and photographic confirmation of the attack's accuracy and immediate aftermath were precluded by the blast from the premature explosion, which had severed the rear-facing camera leads after the second exposure and knocked out the only crew members who could otherwise have seen the results. Consequently, the assessors' initial verdict was "damaged" only. Evidence was later brought



forward, however, which offered conclusive proof that the submarine, U311, had been destroyed in this attack.

Lately, the North Atlantic arena had been comparatively quiet. The lull continued into May, in the first half of which 423 Squadron was required to go out on sweeps only four times. Anticipating, however, that the enemy would try to reinforce his dwindling numbers in the Atlantic and sub-Arctic waters, Command launched an offensive on 16 May, concentrating on the west coast of Norway. The squadron began to contribute to this campaign on the 17th, when four of its crews took their aircraft to R.A.F. Station Sullom Voe, in the Shetlands, from which they operated until almost the eve of D-Day. They were joined by three more of their crews a few days later. During the Sullom Voe period the squadron made three sightings of surface U-boats and one sighting of a periscope, but in every case except one the enemy got wind of the aircraft's presence and ducked from sight well before an attack could be mounted. Also, unfortunately, no claim arose out of that lone attack. While on his bombing run the skipper was subjected to the unnerving experience of passing over the remains of an aircraft which had been brought down only moments before by the very submarine he was about to attack. A feature of these patrols by Sullom Voe-based crews was the fact that some of them were carried out almost within sight of enemy fighter aerodromes in Norway.

* * *

During the history-making month of June 1944 the work of the squadron assumed its greatest importance since the critical months of 1942-43. Personnel were reminded of this in a special order of the day from the AOC-in-C Coastal Command on 6 June, part of which was worded as follows:

"The great day we have all been waiting for has arrived. The invasion of the Continent has started. In this operation Coastal Command has a vital part to play. Our job is to 'hold the ring,' that is, to prevent the enemy from interfering with our invasion convoys and to ensure the safe passage to the Continent of our troops and their supplies. Without this, the invasion cannot succeed . . ."

The squadron went to work to do what it could to "hold the ring". Before the month was out it was to run up totals of 89 sorties and 1206 operational hours, both of which far eclipsed any previous month's output. Six of the operations involved incursions over Norwegian waters, while the remainder covered patches of sea in either the south-western approaches to the English Channel or the Upper Biscay area. Many patrols, beginning at the position or "datum point" of 5040N:0520W, overflew the mouths of the Bristol and St. George's Channels and the inner approaches to west-coast ports such as Bristol, Liverpool, and Cardiff. On their sweeps over the upper approaches to the Bay of Biscay, crews were watching for U-boats returning to or setting forth from their lairs at Brest, St. Nazaire, Lorient, and La Rochelle. Several times they landed at Pembroke Dock in lieu of comparatively distant Castle Archdale. On only one day of "invasion month" did they not operate, and many of their sorties were flown in spite of adverse weather and sea conditions. Though they saw hundreds of our merchant ships, large numbers of Allied warships, and a considerable number of friendly aircraft, not once did they see a U-boat or even a suggestion of one in the June period after D-Day.

Before the end of June the unit had received two long-awaited items of equipment — the "Gee" set, which was installed in eight aircraft, and the 1.7-inch flare, with

which all aircraft were fitted. Both were especially welcome. "Gee" was to simplify navigation to a marked degree, while the flare system was considered the best yet devised for producing illumination for night attacks.

* * *

In the first half of July a record 53 anti-submarine sweeps were despatched by the unit. This was all the more remarkable in view of the wretched weather conditions so often prevalent. A combination of sea fog and low stratus made patrols very hazardous, not to mention extremely laborious. Only twice, however, were operations cut short by weather, and each time the ceiling was so low (it forced aircraft to patrol at 50 feet) and the visibility so restricted (intermittently nil) that discretion eventually overruled all else and the patrol was discontinued.

From a weather standpoint, one of July's better days was the 12th, on the morning of which Flying Officer C. M. Ulrich and crew were sweeping an area some 200 miles west of the Outer Hebrides. The visibility varied from one mile under low cloud at 100 feet to 15 miles under strato-cumulus at 1500 feet. The sea was smooth. Conditions were favourable enough to allow a good pair of eyes to pick out, at a considerable distance, an object as small as a few feet of projecting periscope. Ulrich saw the periscope "feather" first, about four miles off, then, at closer range, identified the 'scope itself. Several feet of the thing remained visible until the gap had closed to 6-700 yards, at which point the enemy was completely submerged. The *Sunderland* tracked over the small swirl left by the periscope and dropped eight depth charges which straddled the swirl neatly. Checking results about a minute later, the crew saw, just inside the rim of the disturbance caused by the explosions, a patch of greenish

froth. Beside the froth and nearer the centre of the disturbance, a triangular black object estimated at five feet in length was seen to break the surface momentarily, then disappear. Also near the froth were two long, parallel oil streaks. Half an hour later two torpedo-like objects, each 12-15 feet long and of a light-brown hue, were seen a half-mile away. The evidence prompted Coastal Command's official scorer to credit the crew with a "damaged".

On 13 July Wing Cdr. Archambault took his crew out over the North Atlantic on his last operation as O.C. 423 Squadron. Having led the squadron for just over a year, he was about to be posted to 15 Group Headquarters. As of the 16th, the squadron commander was Wing Cdr. P. J. Grant, an ex-"flying mountie" who had been a flight commander with the unit for eleven months.

Some time after the war Wing Cdr. Archambault was heard to sum up his flying experiences with 423 Squadron by grumbling, "I flew like a son-of-a-gun, never saw anything, never shot at anything; nobody ever shot at me, not even my friends, and I never saw a German".

Despite the intensive operational pace being set by Coastal Command as a whole, by far the majority of 423's flying time during the latter half of July was devoted to training. The reason for this was the squadron's conversion to Mark III A.S.V.* homing equipment. The training period, which began on 20 July and continued through the first five days of August, was the squadron's first lengthy respite from operations in almost two years.

In August the squadron apportioned its sub-hunting effort mainly among three areas—the South-Western approaches, the North

Atlantic, and a strip of the North Sea along the coast of Norway. While so doing, it was once more dividing its talents among Nos. 19, 15, and 18 Groups, respectively. Some patrolling was also done in the English Channel proper. In this area one crew made two sightings in two sweeps, both less than 35 miles off Lizard Point, the southernmost extremity of the English mainland. In neither case was an aerial attack possible, but surface escorts were summoned to the position, and they undoubtedly made things thoroughly miserable for the enemy for at least the next couple of hours.

In September, when Allied ground forces were making a habit of overrunning French ports, all the U-boats in those ports which were able to put to sea did so, and headed for new shelters in Norwegian and Baltic harbours. Once re-established there, and now compelled by the pressure of events on land to continue the close investment of the British Isles, they began to operate with renewed intensity in or near such waters as the North Channel, the Irish Sea, and the Bristol and St. George's Channels. This attempted comeback by Doenitz probably accounted for the fact that, in point of sorties despatched by 423 Squadron, September was the top month of all. Operating on every day but one, the squadron piled up an even 100 over the period.

* * *

Coincident with the U-boats' stepped-up activity early in September, 423 caught its first glimpse of an enemy gadget which, its owners hoped, would enable them to regain the initiative at sea. That was the "schnorkel", a breathing device that permitted U-boats to charge their batteries without having to surface. Like many a German war-time invention, however, the schnorkel had a weak point. This was the fact that the ejection of

Diesel exhaust through one of its tubes during the recharging process gave away the U-boat's position. The escaping exhaust appeared as a cloud of vapour on the water, and, in the hours of light, was readily visible to sharp-eyed crews.

On the morning of 2 September Flying Officer P. B. C. Pepper and his crew of "N"-Nuts were engaged in a routine search over the Atlantic less than 50 miles north of the entrance to famed Donegal Bay and within 25 miles of the Irish mainland. They were cruising at 2000 feet under a layer of 5/10ths strato-cumulus. The visibility was unlimited. At 1026 the navigator, Flying Officer D. G. Steuart, noticed an incongruity in the expanse of blue-green. About eight miles away a cloud of what looked like white smoke was rising from the water, the volume of which was several times that normally given off by a smoke float. With the use of binoculars Pepper was presently able to see, on the far side of the cloud, a dark-coloured object of indeterminate size and shape. Suddenly the "smoke" stopped issuing, having obviously been choked off at the source. The squadron had seen its first schnorkel, but was unable to follow up with an attack.

But for a wretched turn of Fate it could have been a far different story the following day, when schnorkel smoke was sighted by Flt. Lt. J. K. Campbell and crew during a patrol over the same waters. The snout was still a good two feet out of the water when the *Sunderland* roared over it, 50 feet above. Unfortunately, when the skipper pressed the release button nothing happened. Before another run could be made, the breathing apparatus had disappeared.

An early-morning patrol on the 6th off the north-west point of Ireland ended prematurely and in disaster for one of the squadron's

*Air-to-Surface Vessel.

R.C.A.F. Staff College Journal

ESSAY CONTEST FOR 1958

An award of \$250.00 will be made to the member or former member of the Canadian armed forces or Civil Service who writes the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military, and particularly air force, matters. This includes strategy, operations, training, logistics, personnel administration, technical, research, production, or any other field.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents per word if his work is published in the Journal. Moreover, all entries will be considered for publication and those selected will be paid for at the basic rate of three cents a word.

Entries are not to contain classified information. Manuscripts must reach the Editor of the Journal by 1 June 1958.

The Board of Directors of the Journal will appoint the judges, whose decision will be final. Arrangements for the presentation of the award will be made known when the winner is announced. If no essay meets the standard of excellence set by the judges, the right to make no award will be reserved to them.

Send manuscripts to:

*The Editor,
R.C.A.F. Staff College Journal,
Armour Heights,
Toronto 12, Ont.*



Schnorkel "smoke" and U-boat wake on North Atlantic.

senior crews. Three hours after take-off "B"-Baker crashed into the sea after double engine failure. An R.A.F. flight engineer was the only survivor. The accident occurred after 427 consecutive casualty-free sorties.

On 11 September 1944 a crew was able to follow up a schnorkel sighting with an honest-to-goodness attack. Flying Officer J. N. Farren and crew, who had reached operational status with the unit only late in August, were sweeping the approaches to the North Channel when the captain spotted with binoculars the characteristic white cloud. Approaching to investigate, he had still two miles to go when the vapour production stopped. But a slight wake remained, and, fixing his point of aim 700 feet ahead of its apex, Farren attacked with four depth charges (four others were "hang-ups"). As the wake was barely noticeable, the position of entry of the depth charges relative to the apex was not established. A marker was dropped, attack reports were sent out, and homing transmissions were begun. Eventually three R.C.N. escort vessels appeared, and began to sow

a pattern of depth charges. Although by the time their endurance limit was reached they had been orbiting in the vicinity of the marker for nearly six and a half hours, Farren and company had seen nothing to suggest damage to a U-boat. Later, however, came irrefutable evidence of the destruction of the submarine, U484. Joint-

ly credited with the kill were the *Sunderland* and two of the escort vessels, H.M.C.S. "Dunver" and "Hespeler". Thus 423 Squadron achieved its fifth and final victory in a manner similar to the first—with an assist from the Royal Canadian Navy.

(to be concluded)

Left to right: Flying Officers R. A. Simpson, navigator (holding mascot mouse); J. N. Farren, captain; S. B. Hawthorne, second pilot.



What's the Score?

(Twenty dates or events important in the history of aviation form the basis of this month's questionnaire, suggested by Flying Officer L. R. N. Ashley of the Air Historical Branch. You may check your memory against the correct answers printed on page 32.—Editor.)

1. The first aeroplane raid on Britain took place:
 - (a) 3 September, 1939
 - (b) 21 December, 1914
 - (c) 13 November, 1939
 - (d) 13 June, 1917
2. First man to solo non-stop across the Atlantic, in May 1927, was:
 - (a) Alcock
 - (b) Lindbergh
 - (c) Brown
 - (d) Post
3. The famous raid of the "dam busters" on the Mohne and Eder dams, on 16/17 May 1943, was led by:
 - (a) Douglas Bader
 - (b) Johnny Fauquier
 - (c) Guy Gibson
 - (d) Geoffrey Cheshire
4. On 14 October 1947, man for the first time broke the sound barrier in level flight. The feat was accomplished by:
 - (a) Major Yeager in the *Bell X-1*
 - (b) Group Captain Whittle in the *Gloster Meteor*
 - (c) General Galland in the Me-262
 - (d) Aviation Captain Chetnikov in the MIG 15
5. This event occurred on 1 April 1918:
 - (a) The last German airship raid on Britain
 - (b) The formation of the R.A.F.
 - (c) The Canadian Air Force was formed in Britain
 - (d) Lieutenant "Eddie" Rickenbacker shot down his first enemy aircraft.
6. March, 1923, was the month in which:
 - (a) The Air Ministry was established
 - (b) The R.N.A.S. was disbanded
 - (c) The R.A.F. was formed
 - (d) The designation "R.C.A.F." came into use.
7. The first recorded jet air combat took place when:
 - (a) An American F-80 met a Russian MIG 15 over Korea in November, 1950
 - (b) A German Me 262 met a MIG over the Elbe in September, 1944
 - (c) A British *Gloster Meteor* met a German *Arado 234B* over Holland in April, 1945
 - (d) Two of Leonardo da Vinci's experimental models collided in mid-air in June, 1517
8. One of the Wright brothers accomplished the first sustained flight of a manned, powered aeroplane in December, 1903. The distance covered in that first flight was equal to:
 - (a) The span of a *Mosquito's* wing
 - (b) The length of a *Lincoln's* fuselage
 - (c) Twice the length of an *Argus*
 - (d) The height of Station Uplands A.S.L.
9. The first trans-Antarctic flight in a single-engined aircraft was accomplished in January, 1958, during the International Geophysical Year programme. The *Otter* was flown by:
 - (a) Major Cowan Hill, U.S.A.F.
 - (b) Flight Lieutenant Arthur Browning, R.N.Z.A.F.
 - (c) Squadron Leader John Lewis, R.A.F.
 - (d) Lieutenant Commander William Tucker, U.S.N.
10. The first enemy bombs of the Second World War to fall on the British Isles:
 - (a) dropped harmlessly in the Firth of Forth
 - (b) demolished an uninhabited house in the Shetland Islands
 - (c) hit a tenement in London's Wapping Old Stairs
 - (d) exploded a gas main in Coventry's High Street
11. In 1797 the first public exhibition of parachute jumping was given by:
 - (a) Minon de l'Enclos (a prize Persian cat)
 - (b) M. Andre J. Garnerin (a French aeronaut)
 - (c) A Derbyshire ram
 - (d) A Polish balloonist
12. On 9 August, 1884, the airship *La France* flew at a speed of 15 m.p.h. It was powered by:
 - (a) electricity
 - (b) steam
 - (c) gasoline
 - (d) paraffin
13. The first aeroplane crossing of the English Channel was made on 25 July 1909 by:
 - (a) Pegoud
 - (b) Fokker
 - (c) Grahame-White
 - (d) Bleriot
14. Dr. Ernst Heinkel's He. 178 marked the beginning of the jet age by completing its first flight on:
 - (a) 10 December, 1940
 - (b) 27 August, 1939
 - (c) 11 December, 1942
 - (d) 2 June, 1941
15. The first "thousand bomber" raid of the Second World War struck this city on the night of 30/31 May 1942:
 - (a) Hamburg
 - (b) Hull
 - (c) Cologne
 - (d) Coventry
16. Aeroplanes were first used in war during:
 - (a) The Boer War
 - (b) The War of the Austrian Succession
 - (c) The Great War
 - (d) The Turco-Italian War
17. On 2 July 1937 Mrs. Putnam and Captain Fred Noonan were lost in the Pacific during their attempt to fly around-the-world. Mrs. Putnam was better known as:
 - (a) Amy Mollison
 - (b) Ann Morrow
 - (c) Amelia Earhart
 - (d) Amy Semple MacPherson

18. Pilatre de Rozier became the world's first aeronaut in 1783 when:
- (a) He flew 100 feet with reinforced paper wings
 - (b) He rose 84 feet in the Montgolfier brothers' balloon
 - (c) He flew seven miles in an airship filled with coal-gas
 - (d) He ascended 250 feet in a box kite
19. Nazi plans to broadcast speeches by Goebbels and Goering, commemorating the tenth anniversary of Hitler's Third Reich, were foiled by the appearance of enemy aircraft over Berlin on 30 January 1943. This was the first daylight attack on the German capital, by:
- (a) R.A.F. Mosquitoes
 - (b) U.S.A.A.F. Liberators
 - (c) Russian Yaks
 - (d) R.C.A.F. Wellingtons
20. The earth's first living space traveller, launched into orbit on 3 November 1957, was nicknamed:
- (a) Big Apple
 - (b) Jumping Jupiter
 - (c) Little Lemon
 - (d) Nike

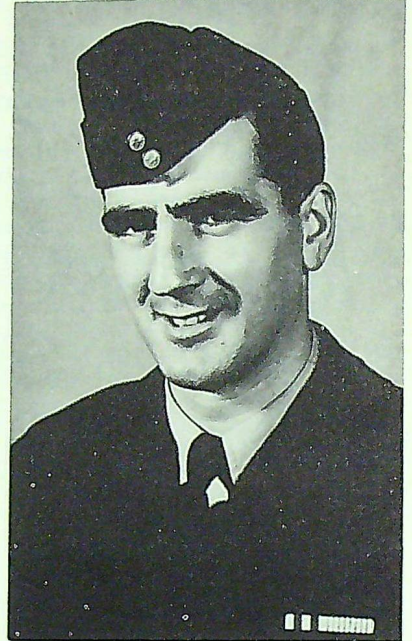
Commended by the C.A.S.

Air Marshal Hugh Campbell has written a personal Letter of Commendation to **Leading Aircraftman C. R. Benton**.

On 2 July 57, at 2 Fighter Wing, Grostenquin, France, LAC Benton was instrumental in saving the life of an eleven year old boy by the name of Christopher Bissell.

This boy fell 15 feet through a ventilator, suffered injuries and was trapped between two walls of the heating plant. After the lad's plight had been made known by his playmates, LAC Benton organized and directed the rescue, carrying out the most critical phase of the operation himself. This entailed breaking through a concrete block wall to extricate the boy.

LAC Benton's immediate appreciation of the situation and leadership in directing this successful act of saving a human life is indeed worthy of praise.



Leading Aircraftman C. R. Benton

National Honour for Greenwood



The grand award for fire prevention among all Canadian military, industrial and civil service establishments has been won by R.C.A.F. Station Greenwood.

This is the first time that a unit of the R.C.A.F. has received the annual award, and much favourable comment for the Nova Scotia air base has resulted.

Left to right: Flight Lieutenant R. Butcher, Station Greenwood fire prevention officer; Flight Sergeant L. O. Morash, fire chief; Group Captain J. C. Scott, D.S.O., commanding officer; Sergeant C. A. Wilson, deputy fire chief; Flying Officer W. W. Moir, public relations officer.

PARLIAMENT WORKS

PART TWO

BY E. RUSSELL HOPKINS

THE COMPOSITION OF PARLIAMENT

WHAT is the Parliament of Canada? In legal theory it is a trinity composed of the Queen, the Senate and the House of Commons. Each Act formally begins: "Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada". Here again, the form belies the substance and it is necessary to consider the role of each of these constituent elements in turn.

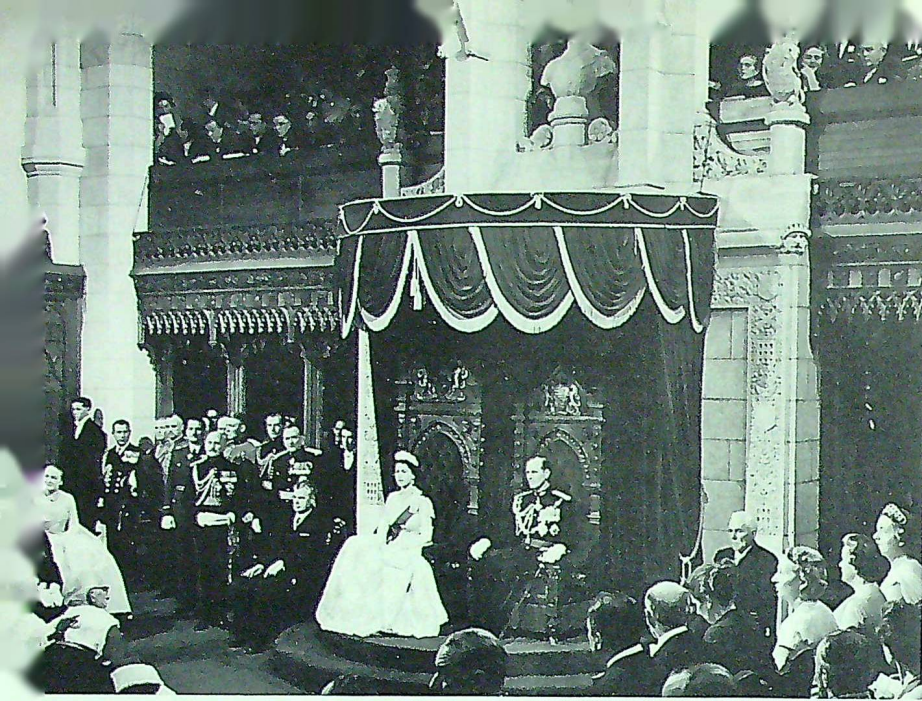
The Queen and the Executive

The prerogative powers of the Queen are exercised in Canada by the Queen's representative, the Governor General. The powers and duties of the Governor General are set out in Letters Patent last revised and re-issued by His Majesty, King George VI, in October, 1947. These powers are of course exercised only on the advice of Canadian ministers, and indeed the Letters Patent themselves were recommended to the late King George by the Government of

Canada and countersigned by the Prime Minister. Moreover, appointments to the office of Governor General of Canada, though nominally made by the reigning monarch, are invariably made in accordance with the expressed wishes of the Government of Canada. While the Crown retains certain reserve or latent powers, especially with respect to the formation of new governments in unusual circumstances (as where, for instance, a Prime Minister dies and there is no obvious successor) it has long ceased to have anything other than a formal voice in Canadian legislation. In theory, and according to the terms of the British North America Act, the Governor General may withhold assent to legislation passed by the Senate and the House of Commons or reserve it "for the signification of the Royal pleasure". Neither of these powers has been exercised for more than half a century and by well-established convention they are both now constitutionally extinct. Thus, the Royal Assent is invariably given by the Governor General to

bills which have passed both the Senate and the House of Commons.

It would be wrong to conclude from what has been said that the actual executive, as distinct from the formal executive, has an unimportant role in the legislative process. The opposite is true. Standing at the apex of the governmental pyramid in Canada and wielding the actual executive power (as in the United Kingdom) is the Prime Minister together with the Members of his Cabinet, sometimes hereinafter referred to as "the Government". These are the Prime Minister's colleagues, Members of Parliament, personally selected by him and appointed by the Governor General to the Queen's Privy Council for Canada. In general, each Minister is responsible for the administration of a department of government staffed by a body of civil servants, presided over, under the Minister, by a deputy head appointed by the Government (though there are sometimes several Ministers "without portfolio" having no specific departmental responsibility). When



In Senate Chamber, Queen Elizabeth II opens 23rd Parliament.

the Prime Minister and his Cabinet act formally—as in making an appointment to an office or in promulgating regulations or orders under authority of an Act of Parliament—they sit as members of the Council, and the Governor General, as the Queen's representative, invariably signifies his approval of what is there decided. The Council is much larger than the Cabinet, consisting of all who have at any time been appointed thereto—roughly speaking, of all living ex-Ministers and ex-Speakers of the House. In practice, however, only the current Cabinet Ministers are summoned to meetings of the Council and only four of these are needed to constitute a quorum.

When policy decisions are to be made, the Cabinet meets as a body of Ministers and not as the "Queen's Privy Council for Canada". It is in this informal role that the Cabinet determines the Government's legislative program for each session. It is each Minister's responsibility to recommend to the Cabinet proposed legislation affecting his department. When a government bill has been approved in principle by the Cabinet, it is drafted in

final form by the Department of Justice in concert with the officials of the department concerned. The draft must then be approved by the Cabinet and signed by the Prime Minister. Finally, it must be indicated whether the bill will be introduced in the Commons or the Senate. If in the Commons, it is introduced and sponsored by the Prime Minister or (more commonly) by the Minister whose department is most affected; if in the Senate, by the Government Leader in that body or by a Senator acting for him. Accordingly, although the final approval of the Crown (the Royal Assent) to bills passed by both Houses is a formality, the Cabinet has the initiative in, and the responsibility of seeking parliamentary sanction for, all government legislation.

The Senate

The Senate of Canada is composed of 102 Senators appointed for life by the Governor General under the Great Seal of Canada. [It should be mentioned that the Act contains a special provision whereby four, or eight, additional Senators representing the four main

divisions of Canada may be appointed. However, this provision has not been invoked since Confederation.] The actual power of appointing Senators resides by constitutional usage in the Prime Minister whose advice the Governor General accepts in this regard. Senators are representative of the following divisions of Canada: 24 Senators from Ontario, 24 from Quebec, 24 from the Maritimes (10 each from Nova Scotia and New Brunswick and 4 from Prince Edward Island), 6 from Newfoundland and 24 from Western Canada (6 from each of the four western provinces). In respect of each of these divisions, other than Quebec, Senators are appointed "at large", in the sense that they represent the whole of the territory for which they are appointed. In respect of Quebec, it is provided that there shall be one Senator for each of the 24 electoral divisions of what was formerly Lower Canada. Its deliberations are presided over by a Speaker appointed by the Governor General in Council (in effect by the Government) and government business in the Senate is sponsored by the Government Leader in the Senate, who is a member of the Senate and also of the Cabinet. Because of the special role which the Senate was expected to fulfil within the Parliament of Canada, the Act recites that certain requirements must be satisfied by a prospective Senator. He must be at least thirty years of age and a British subject. He must also own real property to the value of at least \$4000 over and above all encumbrances within the province for which he is appointed and his real and personal property must be worth at least \$4000 over and above his debts and liabilities. Moreover, in the case of Quebec, he must either own real property to the value of \$4000 in the electoral division for which he is appointed or be resident in that division.

The Senate was never intended to be a competitor of the House of Commons in the field of legislation. It was conceived of and in the main has acted as a second chamber which, in the words of Sir John A. Macdonald, can take a "sober second look" at legislation initiated in the House of Commons. Under the constitution, "money bills"—bills for appropriating any part of the public revenue or for imposing a tax or impost—must originate in the Commons, as they must in the United Kingdom. In every other respect, since both Houses must concur in every piece of legislation, the Senate has an equal voice with the House of Commons. It has in fact an absolute right of veto over all bills, which it has exercised from time to time. It has also asserted (and has indeed exercised) the right to amend money bills when such amendments will decrease the appropriation or reduce the tax imposed and not add to the burdens of the taxpayer.

Since shortly after Confederation, there have been periodic agitations for what has been termed "Senate reform". At various times the Senate has been actively and often contradictorily criticized as not being responsible to the people, as being a rubber stamp for the Commons, as being a potential threat to the supremacy of the Commons, as being over-loaded with the representatives of one political party or another, or as not bearing a fair share of the legislative burden. It has also been suggested from time to time that an age limit should be established for Senators, or that Senators should be appointed for fixed terms. However, there are many factors which have militated against any substantial changes being made in the composition, manner of appointment or functioning of the Senate. In the first place there has been a tendency to expect too much of the Senate: much of the criticism has been based on a misunder-

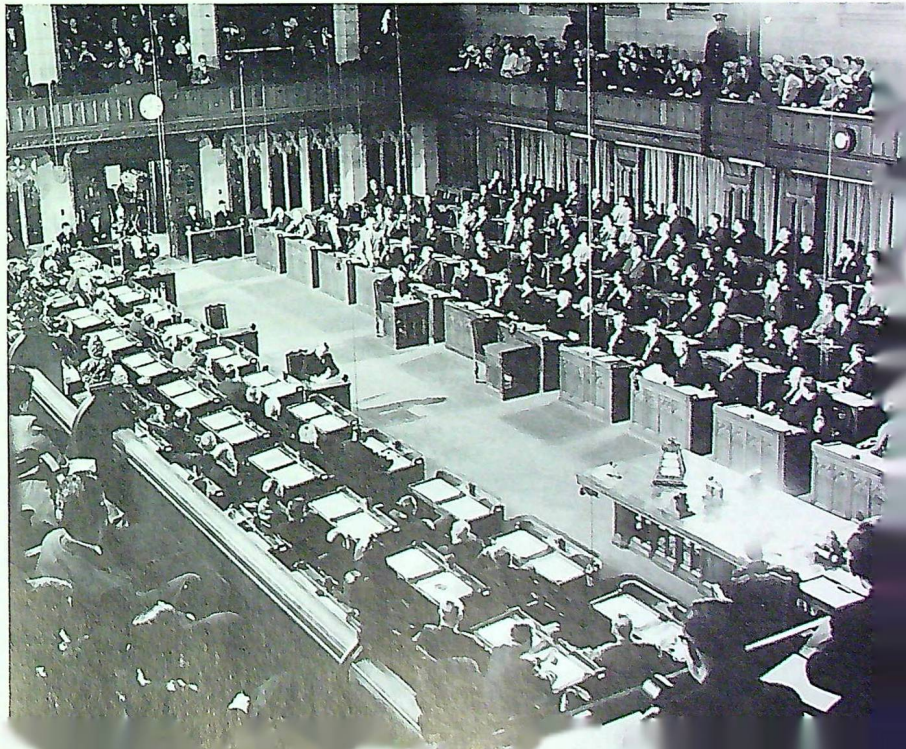
ing of its proper functions. As mentioned, the Senate was never intended to act as a competitor of the House of Commons, or, in the words of Sir Robert Borden, "to exercise its powers to the legal limit". It has never, for instance, resisted the adoption of a government measure for which the government has received a popular mandate in a general election. The Senate has been traditionally conscious of its special role in the legislative process, that it should act as a brake, rather than as a block, in relation to legislation originating in the Commons, and there has yet been no occasion on which a serious attempt has been made to curtail its powers, although by virtue of the Parliament Act the powers of the House of Lords, its counterpart in the United Kingdom, have long since been severely curtailed.

In the second place, there has been no crystallization of opinion as to how the Senate could or should be reformed. As indicated,

the possibilities are numerous and conflicting, and government (and opposition) views have understandably varied both as to the urgency of, and the basis for, reform according to whether or not there was a government (or opposition) majority in the Senate. Thirdly, all political parties in Canada appear to agree that the basic provisions of the British North America Act relating to the composition, manner of appointment and functions of the Senate should not be altered without consultation with the provincial governments, although presumably as a matter of law the Parliament of Canada could to a large extent act independently under the constitutional amendment of 1949 referred to above. Finally, the Senate itself must agree to any proposed reforms involving action on the part of the Parliament of Canada.

Despite the recurrent suggestions for reform, the impression should not be left that the Senate is a cipher in the legislative process.

In House of Commons, a new Speaker is elected.



The Red Chamber lacks the glamour and excitement, and even the political contention, of the Commons. The debates in the Senate are restrained and the speeches generally brief and to the point. As an eminent parliamentarian once said "it is a work-shop, not a theatre". Purely political speeches, procedural wrangles and filibusters are at a minimum. Bills are explained and discussed in what is usually a tranquil atmosphere. Thus, during a parliamentary session, the Senate meets less frequently and its sittings are shorter than those in the Commons where, as will be seen, there is an ever-present current, or at least a strong undercurrent, of political contention and where the Members must keep a constant eye on their own and their party's prospects for re-election.

The fact is that the Senate, especially through its committees, does a great deal of conscientious and effective parliamentary work without much credit or publicity. In practice, all private bills (including large and increasing numbers of divorce bills) originate in the Senate. All of them receive careful attention from the appropriate select committee of the Senate. The sponsors of these bills are required to "prove their cases" before the appropriate Senate committee and it is rarely that a private bill which has passed the Senate is materially amended or turned down in the Commons. Moreover, the Senate ably exercises critical functions in respect of public bills. When a government bill reaches the Senate it is often returned to the Commons with proposed amendments previously recommended to the Senate by one of its committees. These are often welcomed and adopted by the Commons. Further, as a matter of government policy, numerous government bills having a technical character and no direct financial

implications—such as the recent revisions of the Bankruptcy Act, the National Defence Act and the Criminal Code of Canada—are introduced in the Senate so that the Commons may have the benefit of their prior scrutiny by that body. Finally, the Senate regularly discusses, examines and reports upon various matters of public interest and concern—such as the recently concluded nation-wide survey of the narcotics problem and the current investigation of the problem of land utilization in Canada—and its recommendations frequently find ultimate expression (as did the report on narcotics) in government legislation.

The Commons

In practice, the Government has the principal initiative and the House of Commons the dominant voice in Canadian legislation. The Commons is a body of 265 Members elected by secret ballot from 263 electoral districts (two of them being dual constituencies each electing two Members). By the most recent amendment of the British North America Act, the number of Members to be elected from each province is computed on a mathematical basis in relation to population. The population of Canada, less the population of Prince Edward Island, the Yukon Territory and the Mackenzie district of the Northwest Territories, is divided by 257 and the number of Members for each province, other than Prince Edward Island, is determined by dividing the population of each province by the quotient so obtained. Thus, there is roughly one Member for every 60,000 Canadians. It is specially provided that the Yukon Territory and the Mackenzie district, though sparsely populated, shall each elect one Member. Prince Edward Island is also specially treated because of a provision in the British North America Act to the effect that each

province shall elect at least as many Members to the House of Commons as it has Senators. The Island, with a small population but with four Senators, is therefore excluded from the above-mentioned computation.

It is accordingly provided in the most recent Representation Act that 85 Members shall be elected for Ontario, 75 for Quebec, 12 for Nova Scotia, 10 for New Brunswick, 14 for Manitoba, 22 for British Columbia, 4 for Prince Edward Island, 17 for Saskatchewan, 17 for Alberta, 7 for Newfoundland, and 1 each for the Yukon Territory and the Mackenzie district. The boundaries of the individual electoral districts within each province are defined in a schedule to the Representation Act. Under the party system, leaving aside a small number of "Independent" Members elected in each parliament, each Member of the House represents one of the political parties functioning in Canada. Following a general election, the leader of the party winning the greatest number of seats normally becomes (or remains) Prime Minister and selects the members of his cabinet who are thereupon summoned to the Privy Council by the Governor General. The Prime Minister, his Cabinet Ministers and the elected supporters of the Government sit to the right of the Speaker in the rectangular Commons Chamber. The leader of the party winning the next largest number of seats normally becomes the Leader of the Official Opposition and, together with his elected supporters, sits to the left of the Speaker. The elected supporters of the other parties sit to the left of the representatives of the Official Opposition.

It is the function of the Government to declare and defend government measures and policies and to initiate and further the adoption of its legislative program. Conversely,

it is a function of the parties in opposition, and particularly of the Official Opposition, to search out any weaknesses in government policies or measures, or in its administration of public affairs generally, and to express objection or resist their adoption when they are considered to be open to criticism. On the positive side, the Official Opposition (and indeed the other parties in opposition) make proposals or counter-proposals as to national policy with which the Government has to contend in its turn. It has long been a theory, fundamental to the British parliamentary system, that the constant play of opposing forces upon national issues will result in their clarification and so enable the Members and the public at large to form a better judgment thereon, just as in a court of law the facts brought out by and the arguments adduced by opposing counsel assist the judge in reaching a decision. As a result of this system, the voters should, during a general election, be better able to form a sound judgment as to the record of the government with respect to policy, legislation and general administration and to decide whether it should be returned to office or a new government placed in power.

THE FUNCTIONS OF PARLIAMENT

Certain of the functions of Parliament have been alluded to above. It is, in these days, primarily a legislature. In the words of Sir William Anson: "The most prominent if not the most important function of Parliament is legislation . . . In making laws its control over conduct is direct and absolute". Sir William was of course speaking of the Parliament at Westminster. In Canada, as we have seen, the legislative functions of parliament must be exercised within the framework of the constitution. However, while the legislative jurisdiction of the Parliament of Canada is not unlimited, an increasing portion of its time is necessarily devoted to the enactment of legislation.

The present emphasis on legislation does not mean that parliament has no other important functions. Indeed, until the public demand—which has steadily mounted over the last century—for measures of remedial and social legislation, with a concomitant need for regulatory control over human conduct in many fields, the emphasis was otherwise. Parliament, as its name implies, was originally a "talking place". Even today, it is the principal forum for the free discus-

sion of national and international affairs, for the declaration and criticism of government actions and policies generally, and for the airing of particular grievances. Canada is a country of great economic, geographic and ethnic diversity, with an area covering more than half of North America. It needs ties to draw it together and to reconcile its differences. The most important of these is the Parliament of Canada. In either House, representative views from all parts of Canada may be fully expressed, and any idea or grievance, from whatever part of Canada it may emanate, may be fully ventilated under the protection of "parliamentary privilege". Parliament also exercises a general supervisory control over the executive. The Government is responsible to the House of Commons for every aspect of its administration of public affairs. When a government loses the confidence of the House of Commons, it comes to an end, and a new government is sworn in or a general election follows. Finally, as will be seen in next month's instalment, each House possesses some of the attributes of a court of law in that it may punish those who offend against its privileges.

(To be continued)



New Transport

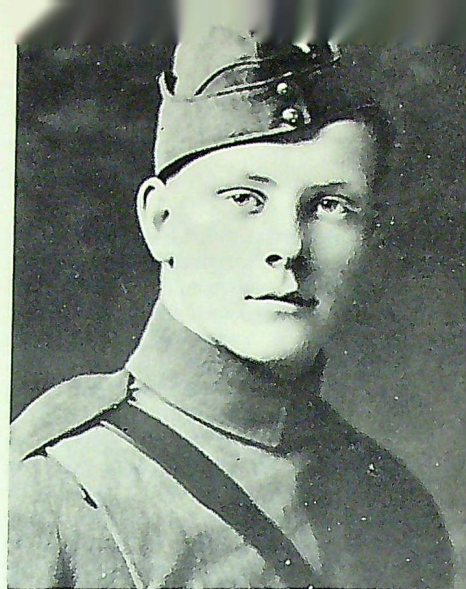
Ten Cosmopolitans will considerably modernize the facilities of Air Transport Command next year. Built for the R.C.A.F. by Canadair Ltd. in Montreal, these turboprop medium range aircraft will be fitted with British Napier "Eland" engines.

Gross weight 53,200 pounds, cruise speed 326 m.p.h., capacity 44 to 60 passengers or 10,000 to 15,000 pounds of cargo, maximum range 1,700 miles.



Pin-Points in the Past

(Forty years ago this month, one of the most stirring air combats of the Great War was fought over the Somme Valley in France. It resulted in an 18-year old pilot, Second Lieutenant Alan Arnett McLeod, becoming the second Canadian airman to win the Victoria Cross. The story is recalled here by Wing Commander F. H. Hitchins, R.C.A.F. Air Historian.—Editor.)



Second Lieutenant A. A. McLeod, V.C.

WHEN the German spring offensive was launched in March 1918, the Royal Flying Corps put every available aircraft into the air in an attempt to stem the enemy advance in the battle zone around Bapaume. Day and night they bombed roads and batteries, machine-gunned enemy concentrations, reported changes in the shifting battle lines and fought off swarms of hostile fighters.

On 27 March a slow, two-seater *Armstrong-Whitworth* from No. 2 Squadron, R.F.C., piloted by Second Lieutenant A. A. McLeod, was just about to release its bombload on a German battery in the Bray-sur-Somme area when an enemy *Fokker* triplane appeared directly ahead. Diverting from his ground target, McLeod attacked the *Fokker* and three short bursts from the Lewis guns manned by his observer, Lieutenant A. W. Hammond, M.C., sent it spinning out of control.

This brief action had attracted the attention of seven other tri-

planes flying above a gap in the clouds, and down they dived to the attack. Leader of the enemy formation was Leutnant Hans Kirschstein, a member of Jagdstaffel 6 in the famous Jagdgeschwader I commanded by Manfred von Richthofen.

McLeod and Hammond fought with all their skill, the pilot throwing his big 'bus around like a little scout while the observer got in short, well-aimed bursts at the hornets flashing around them. One triplane, hit squarely in the fuselage, tumbled erratically earthwards. But that short distraction had given Kirschstein his chance, and coming up beneath the *Ack-W*, he poured in a savage burst which hit both pilot and observer and set the petrol-tank on fire. The combat seemed over; they had fought a good fight, but the odds had been too great, and now it was to be either death from flames in the air or from the crash on the ground, two thousand feet below. Yet

neither was ready to give up the struggle.

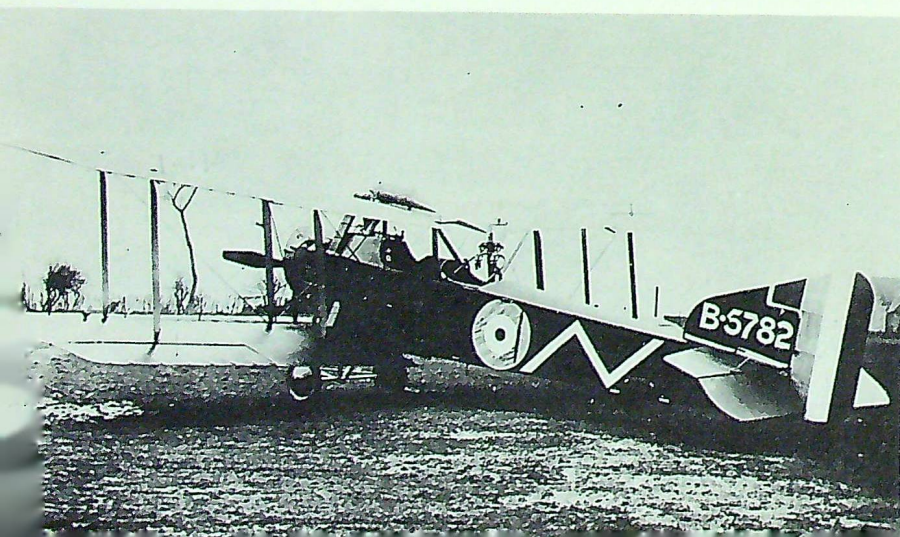
McLeod eased the 'plane into a gentle glide to earth and, when the cockpit got too hot, climbed out on the lower left wing and flew the 'plane from there, sideslipping to blow the flames away from himself and his observer. Hammond, feeling the flooring giving way beneath him, climbed up to his gunning and from that awkward and precarious position shot down another enemy aircraft, which had flown in close for one last look.

Kirschstein thereupon attacked again and riddled the *Ack-W*, left defenceless now by the jamming of the observer's guns. Leaving the "flaming coffin" to crash into the shell-torn battle field below, the German pilot flew off in search of another victim, and within a few minutes had shot down a *Camel* as another blazing torch. Back on the airfield at Lechelle, he wrote out the combat reports for his two victories.

* * *

Unknown to Kirschstein, however, there had been a dramatic sequel to his encounter with the *Ack-W*. Just before crashing, McLeod had been able to flatten out his dive and the 'plane piled up in a shell-hole, throwing the two men clear. Death had been cheated

Armstrong-Whitworth two-seater reconnaissance bomber.





Bust executed by Mrs. Hilliard Taylor, noted Canadian sculptress.

again, but only for the moment. In the midst of the blazing wreckage were eight bombs and hundreds of rounds of ammunition. As these began to explode, McLeod dragged his helpless companion to another shell-hole.

But they were not yet safe, for a quick survey showed McLeod that they were in No-Man's Land between the lines, and still in great danger. Despite the heavy firing, he again seized his observer and was painfully dragging him towards the British lines when a bullet struck him down. Some Tommies then dashed out and carried the airmen into the comparative safety of the trenches. Only after nightfall could the two wounded men be removed to the rear to receive medical treatment. McLeod, wounded five times in the air combat and a sixth time on the ground, was in critical condition and was rushed to a hospital in England. Hammond, who had been hit six times by Kirschstein's fire, was also seriously wounded and suffered the amputation of a leg.

Five weeks later the "London Gazette" announced the award of the Victoria Cross to Second Lt. McLeod, "for services displaying outstanding bravery". A short

time later Lt. Hammond received a bar to the Military Cross for his part in one of the bravest feats of the war. In less than a year from the date of his enlistment, the youth from Stonewall, Canada, had won his Empire's highest award for valour, three weeks before his nineteenth birthday.

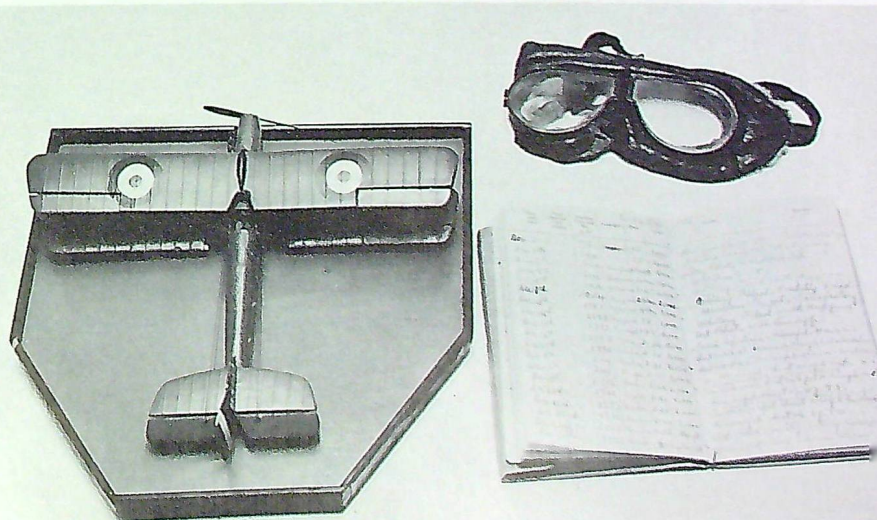
Alan McLeod's tour as a pilot with No. 2 Squadron had lasted four months. His opponent's career as a fighter pilot in von Richthofen's wing covered the same period of time, and he too gained his country's highest award for merit. Five days after joining his squadron in March 1918, Kirschstein won his first victory in air combat, and on 3 June he made his score an even twenty—the magic number for which the *Orden pour le Merite*, the highest German decoration, was usually awarded. Promoted to the command of his squadron, Kirschstein added seven more victories before the month was out. On 28 June the award of the coveted "Blue Max", as the German pilots called their country's V.C., was approved by the Kaiser. Within fifteen weeks of joining the

Richthofen "circus" as a novice fighter pilot, Kirschstein had established himself among the elite. Three weeks later, on 16 July 1918, he died in the crash of a two-seater in which one of his new pilots was flying him back to his squadron's airfield.

After months of treatment in hospital, McLeod began to recover from his grievous wounds, and early in September was able to go to Buckingham Palace to receive from the hands of his King the simple cross of bronze. Then he returned to Canada, hailed by his countrymen as the Dominion's youngest winner of the V.C. and the youngest V.C. of the air. Praise and honour left him unchanged; he was still the modest, boyish youth his comrades of No. 2 Squadron had become so fond of. A month after his return home, McLeod contracted the influenza which was then sweeping across Canada. His long illness had left him in poor condition to withstand this new attack, and on 6 November 1918 he died, a victim of the War as surely as if he had fallen on Flanders' fields.



Model of Second Lieutenant McLeod's aircraft, his goggles and logbook, donated to the Canadian War Museum in Ottawa by his mother.



The Suggestion Box



Flight Sergeant D. Robinson.

Air Marshal Hugh Campbell, Chief of the Air Staff, has written letters of thanks to the under-mentioned personnel for original suggestions which have been officially adopted by the R.C.A.F.:

Flight Sergeant D. Robinson, of Station North Bay, devised a modification to the canopy defrost manifold on *Sabre* 6 aircraft which, by preventing the hot air from coming into contact with the plexi-glass eliminates one possible cause of canopy failure. (Cash award.)

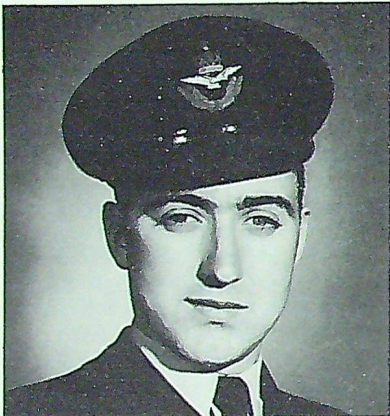
Flying Officer H. R. Shaver, of Station Penhold, developed an improved format for R.C.A.F. form R211A to facilitate neatness of preparation and safety in transit.



Flight Lieutenant H. F. Holgate.

Leading Aircraftman J. P. T. O'Keefe, of Station Falconbridge, suggested a modification to PPI oscilloscope, IP-56/CP56B (Cash award).

Flight Lieutenant H. F. Holgate, of 5 Comm. Unit, St. Hubert, made a suggestion concerning use of R.C.A.F. form G11, Document Transit and Receipt, which will effect considerable economy. (Cash award.)



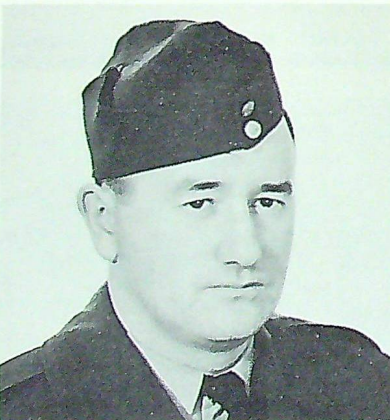
Flying Officer H. R. Shaver.

Corporal P. A. Grande, of Station Greenwood, designed and installed a six-inch general flare chute in the *Neptune* P2V7 aircraft for releasing small explosive charges.

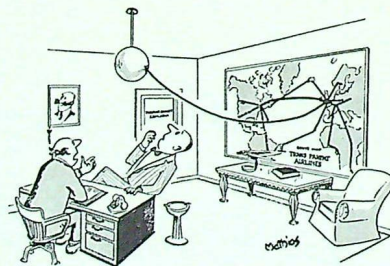


Corporal P. A. Grande.

Sergeant V. Korchmar, of Station Downsview, designed a light-weight metal stowage case for life-saving jackets carried on overseas air transport flights.



Leading Aircraftman J. P. T. O'Keefe.



"Of course, it's only proposed at present!"

(Courtesy "The Aeroplane")



Sergeant V. Korchmar.

R.C.A.F. Association



MEMBERSHIP CAMPAIGN RESULTS

Final returns of the Membership Drive, which closed 31 January 1958, are still coming in. It is quite apparent that in excess of 2000 new members have been secured—a creditable number, indeed. George Penfold and the members of his committee are to be congratulated for the splendid job they have done on this drive, resulting in such an increase again this year.

Wings are reminded that delegate representation to the National Convention in Edmonton is based on the number of paid-up regular members as of 31 March 1958.

ANNUAL WING DUES

May we remind all Wing members that dues, which include your subscription to "The Roundel", are payable 1 April 1958. This year Wings are being asked to pay their dues in advance. To assist in making this method a successful one, please pay your dues to your Secretary promptly.

(This section of "The Roundel" is prepared by R.C.A.F. Association Headquarters, 424 Metcalfe St., Ottawa, Ont.)

EIGHTH NATIONAL CONVENTION - EDMONTON, ALTA.
5, 6 and 7 JUNE, 1958



Raymond Ward, 601 (Moose Jaw) Wing President, presents cheque to the president of the United Handicapped Civilians of Moose Jaw.

The National Executive Council, 1957-58. At table, left to right: S. Malack, A. Gould, A/V/M A. L. James, G. Ellis, E. Carlyle, T. Frazer, P. Connell, G. Penfold, D. Cain, J. Stewart, A/V/M F. G. Wait, L. Fulton, M. Graham, J. Williamson, M. Smith, S. Sznuk, H. Ogden, A. Black, L. N. Baldock, A/V/M K. M. Guthrie. Standing, left to right: A/V/M G. E. Brookes, G. Ault, D. Budd.





Enthusiastic group of curlers in 302 (Quebec) Wing.

R.C.A.F. ASSOCIATION WING NEWS

No. 302 (City of Quebec) Wing.

Under the sponsorship of Pat Haberlin and Skip Power, the members of 302 Wing have taken up curling seriously. Balmoral hats, complete with Association badges, identify the rink, which is already winning local prizes. They have entered a rink in the "International Bohnspiel"—the first time that the R.C.A.F.A. has been so represented.



Wing's annual dinner dance in Montreal, left to right: Mr. J. Gustave, Air Cadet League President; Mrs. Jardine; Mr. J. Ritchie, Wing; Mrs. James; Mrs. LeDroit; Air Vice Marshal A. L. James; Mrs. LeDroit; Group Captain A. M. Jardine, Commanding Officer, R.C.A.F. Station.

No. 306 (Maple Leaf) Wing.

Another "first" has been chalked up by 306—an informal mess dinner at Station Lachine, preceded by a reception at the United Services Club in Montreal.

Brigadier K. O. Sanborn, Commander of the 820th Air Division, Strategic Air Command, U.S.A.F. at Plattsburg, N.Y., was guest speaker on this occasion. Head table guests included the National President, senior R.C.A.F. officers of the area and representatives of the aviation industry.

Members of 310 and 313 Wings joined with 306 on this occasion.

No. 408 (Toronto) Wing.

Climaxing a wonderful year for this revitalized Toronto Wing was the occasion of assuming sponsorship of No. 618 Air Cadet Squadron.

Night at 107 (Morfee) Wing.



408 (Toronto) Wing takes over sponsorship of 618 Air Cadet Squadron. Air Vice-Marshal G. E. Brookes on receiving base; Wing Commander W. M. Smith; Mr. D. Roden, Air Cadet League, and officiating members in background.



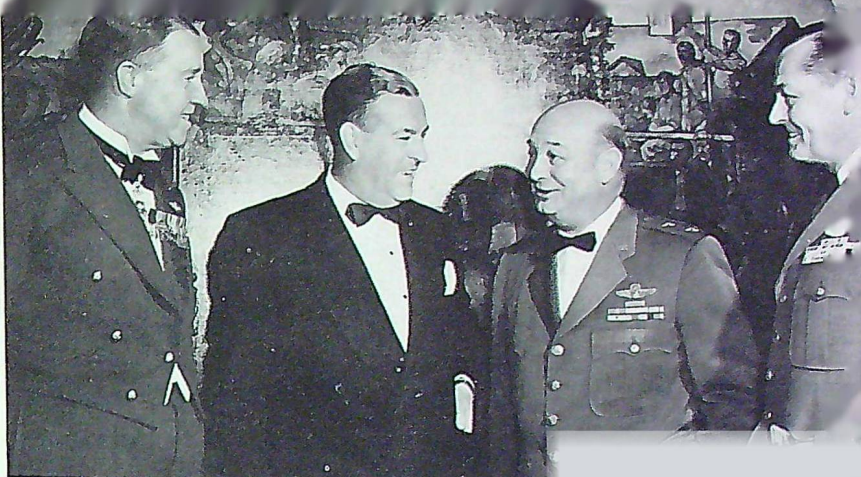
Canadian in Cadets

Over 100 delegates from all ten provinces gathered at the Seigniory P.Q., on February 12 and 13 for the 17th annual meeting of the Air Cadet League of Canada. League President J. G. LeDroit, Montreal, reported 1957 a record breaking year. New highs were set in several categories—an outstanding example being the success of the special summer activities program, in which over 6,000 cadets took part. Summer camp attendance totalled 5,500, 328 qualified for flying training, and 59 for the leadership courses at Borden and 59 top cadets chosen for international exchange visits.

Other agenda items covered plans for the commemoration of the 50th Anniversary of Canadian aviation in 1959, the possibility of offering advanced flying training to outstanding graduates of the Air Cadet flying scholarship scheme leading to the training program to retain the interest of senior cadets.

(Photos by Capital Press Service, Ottawa.)

Air Marshal Campbell presents the R.C.A.F. Scroll to B. Smith, of St. Catharines, named the League's "of the Year".

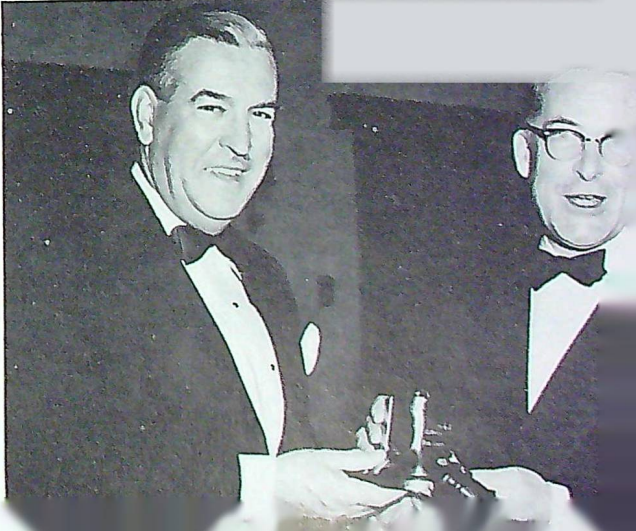


In addition to the 100 League delegates, there were several observers from the United Kingdom and the United States in attendance. Left to right: Air Marshal Sir Douglas Macfadyen, Air Officer Commanding in Chief, Home Command, R.A.F.; C. Douglas Taylor, Honorary President of the Air Cadet League; Major General W. R. Agee, National Commander, U.S. Civil Air Patrol; and Major General R. H. Carmichael, U.S.A.F.



The Honourable George R. Pearkes, Minister of National Defence, was guest of honour and principal speaker at the League's annual dinner. He is shown here chatting with J. G. LeDroit, re-elected President of the League, and Air Marshal Hugh Campbell, Chief of the Air Cadet League.

C. Douglas Taylor of Montreal, Honorary President of the Air Cadet League, presents an engraved bell and gavel to League President J. G. LeDroit.



TWO REVIEWS

ARCTIC CANADA FROM THE AIR

Reviewed by

SVENN ORVIG, MSc., Ph.D.

Associate Professor, Department
of Geography,
McGill University, Montreal

Six years ago there appeared a book called "Arctic Air Navigation", published by the Defence Research Board of Canada. The author was Flight Lieutenant (now Wing Commander) Keith R. Greenaway, R.C.A.F. The book was intended to act as a guide and reference manual for navigators and pilots engaged in northern flying, and to supplement basic navigation text books.

The present high standard of arctic air navigation is due, in no small measure, to Greenaway's work, both as author of that book and as a tireless worker in theoretical and practical navigation. His collaboration with Miss Moira Dunbar of the D.R.B.'s Geophysics Section on this new book* establishes them as a fine team, which has done Canada a great service in completing an almost overwhelming assignment.

Canada has enormous areas of land and water within its borders, north of the tree-line, and it is a staggering task to learn to know these arctic regions. The basic tool for practically all arctic research is the air photograph, and complete photographic coverage of Canada is now available. The work of preparing maps from these photographs, of the whole Canadian Arctic, is now nearing completion. It is a credit to the D.R.B. that a book like "Arctic Canada from the

Air" has appeared at this early date. The work of writing this book was undertaken at the request of the R.C.A.F., and it is intended to replace an earlier publication (1948), "An Aerial Reconnaissance of Arctic North America", by Greenaway and Lt. S. E. Colthorpe (U.S.A.F.), which is now outdated. The new book is "intended for use as an aid to map reading from the air and as a source of general information which may be of value or interest to airmen flying in the vast and frequently monotonous expanses of the Canadian Arctic." The authors, rather modestly, hope that "the book may be of some interest to geographers and others as well as airmen."

There can be no doubt that it will be. Indeed, it may well be that its most important contribution is as an aerial geography of the Canadian Arctic. Air-age geography must of necessity use methods different from those of earlier days. Both war and peace are now of global character, and modern advances in science and technology make essential the flier's-eye view.

Aerial geographies of selected regions, for use by airmen, are not quite new. During the Second World War the German "Generalstab der Luftwaffe" prepared such handbooks. An example is "Luftgeographisches Einzelheft — Island mit Färöer, Südgrönland und Jan Mayen", published for service use in 1942. It was intended for use by German aircrews in flight planning, and also as in-flight reference. As all aircrews know, the use of maps,

books, tables, etc., in the air presents certain difficulties, and the German publications were specially constructed to increase their usefulness. The book would stay open to the page selected, the photographs had compass directions marked on them, the different chapters (climatology, meteorology, general geography, flying conditions, geographical regions) had tabs marking their location in the book. No time was lost in finding any desired subject or geographical area. Such special features make a book purely operational, of course, and make its appearance much less pleasing.

* * *

The new Canadian book is not such an operational handbook. It is a textbook on the Canadian Arctic, containing a wealth of general information on the arctic islands, the seas of arctic Canada, the Arctic Ocean, the history of exploration, the weather, and a most interesting chapter on arctic aviation giving the history of aviation in the North. Over 500 airphotographs, most of them clearly reproduced, form the most important part of the book. These are excellent illustrations of the varied landforms that are present in the Arctic, and the glossary of geographic and ice terms will help the non-specialist in reading and understanding the text. The value of the book is also greatly enhanced by the list of reference sources. This is, in effect, a most useful bibliographic compilation for all interested in the history of northern

(Dr. Orvig, a former Director of the Montreal Office of the Arctic Institute of North America, has been a member of several expeditions to the Canadian Arctic. As a meteorologist and geographer, he is mainly engaged at McGill in teaching and research in the field of arctic meteorology. During the Second World War he was a pilot in the R.A.F., serving for four years in Ferry and Coastal Commands, and from bases in Iceland, Scotland and the Shetland Islands did much of his flying over northern waters.—Editor.)

*"Arctic Canada from the Air," by Moira Dunbar and Keith R. Greenaway. Canada, Defence Research Board, 1956. 7x10 inches, illustrations, maps, 541 pp. The Queen's Printer, Ottawa. \$8.00.

exploration and in the geography and geophysics of the Arctic.

It is not a handbook for Service use only; it is a book that should be used as a text in courses on the history of arctic exploration, the geography of the Canadian Arctic, and as an illustration in courses on photo interpretation and studies of landforms.

WING LEADER

Reviewed by

WING COMMANDER F. H. HITCHINS,
Air Historian.

"Good wine needs no bush"; and here is a book* that needs no further recommendation than the author's name on the title-page. With a total of 38 enemy aircraft destroyed, Group Captain "Johnnie" Johnson heads the list of fighter pilots of the Royal Air Forces in the Second World War. In this story of his experiences he shows that his hand is as skilful with a pen as it was at the controls of a *Spitfire*.

"Wing Leader" is more than a record of individual achievement in air combat. It is also an account of the evolution of fighter operations and tactics in the North-West European theatre from September 1939 to May 1945, written by one who speaks from firsthand personal knowledge. Group Capt. Johnson's long career as a fighter pilot spanned almost the whole range of the air war in the West, from the early defensive patrols over Britain to the final victorious sweeps over Germany to the shores of the Baltic.

Unable to enter the ranks of the R.A.F.'s select and "socially in-

*"Wing Leader", by Group Captain J. E. Johnson, D.S.O., D.F.C.; with a foreword by Group Captain Douglas Bader, C.B.E., D.S.O., D.F.C. Pp. 320; illustrated. Clarke, Irwin & Company Limited, Toronto; 1956. \$3.75.

clined" Auxiliary Air Force, Johnson joined the Volunteer Reserve in pre-war days and became a week-end flyer. Late in August 1939 he was mobilized as a sergeant pilot under training, gained his wings and a commission and, after passing through a *Spitfire* O.T.U., joined a fighter squadron late in August 1940 when the Battle of Britain was at its height. Before the novice had an opportunity to go on operations, he was posted to No. 616 Squadron which had been withdrawn from the line to recuperate from heavy losses sustained in the Battle. Johnson's debut as a fighter pilot was again postponed when he had to enter hospital for treatment of an old shoulder injury and he did not return to the squadron until late in December. The opportunity for which he had been waiting and training for over a year finally came in January 1941 when he fought his first combat against a Do. 17 bomber over the North Sea.

A few weeks later Johnson's squadron was moved south to Tangmere and entered the air offensive which the R.A.F. was then waging over northern France. Here the squadron presently came under the leadership of Wing Commander Bader, "the greatest tactician of them all". Under this brilliant leader, Johnson served his fighting apprenticeship on "circuses" and fighter sweeps across the Channel. He paints an excellent picture of these operations and also of the "rhubarbs", or ground-strafting sorties, which he "loathed with a deep, dark hatred". Later in his career Johnson was able to have "rhubarb" operations suspended because he did not believe the dividends justified the cost.

After winning his second stripe, command of a flight and the D.F.C. with No. 616, Johnson was promoted to command of another one-time Auxiliary squadron, No. 610, which he led in the air battle over Dieppe in August 1942. From

squadron leader, Johnson stepped up to wing commander in the spring of 1943 as leader of the Kenley Wing—which at that time consisted of two Canadian fighter squadrons, Nos. 403 and 416. For the next two years he served continuously as wing leader for R.C.A.F. squadrons, except for a six-months "rest" on the staff of Group Headquarters.

When he became leader of the Kenley (later 127) Wing, Johnson's score was "a modest eight" (plus five probably destroyed and a like number damaged); in the next five months he added 17 enemy aircraft to his total. His debut as a Canadian wing leader was auspicious: in the first week-end after he took over the wing, Johnson's two squadrons shot down eleven *Focke-Wulfs* for the loss of three pilots. Following their first big dogfight together, his pilots gave Johnson a pair of "Canada" shoulder flashes to "convert" him—"a simple gesture, but for me it had a deep significance".

Early in September 1943 Johnson ended his first tour as wing leader, feeling "washed out" after leading his squadrons on 120 operations in six months. For a rest he was given an appointment on the planning staff at 11 Group Headquarters. Then in March 1944, when two new R.C.A.F. wings were being formed in Britain, Johnson returned to operations as leader of 144 Wing, one of the new formations. The aerial preparation for the invasion of Normandy was then under way with the emphasis on dive-bombing of V1 sites, bridges, rail junctions and such targets; fighter sweeps rarely encountered the *Luftwaffe*. Then came D-Day, the move across the Channel and the reappearance of the enemy air force in the Battle of Normandy.

When Johnson's "happy aggressive Canadian wing" was broken up in July 1944, he returned to 127 Wing to lead it again through the

Letters to the Editor

holocaust of the Nazi army in the Falaise pocket, the advance across the Seine and on into Belgium, the tragic battle at Arnhem, the German counter-offensive in the Ardennes, the *Luftwaffe's* "Big Blow" on New Year's Day 1945 (which Johnson says, was tactically well planned but was spoiled by poor shooting and poor flying), and the crossing of the Rhine at Wesel which opened the way for the final drive into Germany. At this point—"the end of a memorable period in my life"—Johnson left his Canadian wing to take command of another R.A.F. wing through the final weeks of the war. On his second tour with 144 and 127 Wings he had won 13 further victories to make his total score 38, of which 30 had been tallied while he was a Canadian wing leader.

Of particular interest to Canadian readers are the brief sketches which Group Capt. Johnson gives of many of the pilots with whom he flew—including "Buzz" Beurling, Danny Browne, Wally Conrad, Syd Ford, George Keefer, "Wee Mac" McLachlan, Wally McLeod, "Buck" McNair, Dal Russel and Stan Turner.

In his foreword, Group Captain Bader refers to the tradition of the great "aces" of the 1914-18 war—Ball, McCudden, Mannock and Bishop: "Never let it be forgotten that our generation of fighter pilots learned the basic rules of air fighting from them." Group Capt. Johnson's book merits a place in that gallant company, and as a manual of fighter tactics it will be read with interest and profit by new generations of pilots, as long as manned fighter aircraft are in use.

Diplomacy is to do and say
The nastiest thing in the nicest way.

(Isaac Goldberg.)

GOLDFISH CLUB OBITUARY

Dear Sir:

I recently learned that the founder of the "Goldfish Club", Colonel F. Baden-Powell Weil, died in England on 10 November 1957 after a short illness. As you know, the Goldfish Club was one of the unofficial clubs created during the Second World War for airmen whose lives had been saved by the use of a mae-west or rubber dinghy.

Col. Weil was managing director of P. B. Cow and Company, manufacturers of such equipment. Both he and his wife, who suggested the club's name, entertained many Commonwealth airmen in their home during the war. Recently retired from active business, Col. Weil with his wife and son trained race horses at their "Castleman's Stud and Farm" near Twyford, Berkshire.

G. D. Aitken,
10516 - 66 Ave.,
Edmonton, Alta.

(Several hundred Canadian "Goldfish" join us in extending sympathy to Mrs. Weil and son. Pictured below is the badge, acquired after a memorable ditching 22 March 1944, which we wore surreptitiously under our battle-dress lapel for the remainder of our tour.—Editor.)



STALAG 7A REVISITED

Dear Sir:

Any former "Krieges" in the P.O.W. camp Stalag 7A, Moosburg, Germany, who would like a set of pictures of the camp as it is now, please write to the undersigned. I would be pleased to send also an interesting pamphlet on the history of the town of Moosburg.

I visited the Steinlehner family last fall in Moosburg, where four of our crew were placed after liberation, and enjoyed sharing their wine, blood sausage and black bread.

Flying Officer J. R. Gendron,
1 Air Div. H.Q. (R.C.A.F.),
C.A.P.O. 5052,
Canadian Armed Forces, Europe.

CALLING MR. FITZGIBBON

Dear Sir:

I am very much interested in hearing from Harry Fitzgibbon, who played hockey and was stationed in Halifax in 1942-43. Would anyone knowing of his whereabouts please pass the information along to me?

Carl Ripley,
Melrose St.,
Amherst, N S.

Answers to "What's the Score?"

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

In grave matters, truth is essential. But in life's inconsequential trappings, a little fabrication, like lipstick, improves the outline.

(Justin Hammond)

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.
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- 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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