

The **CROWNDDEL**



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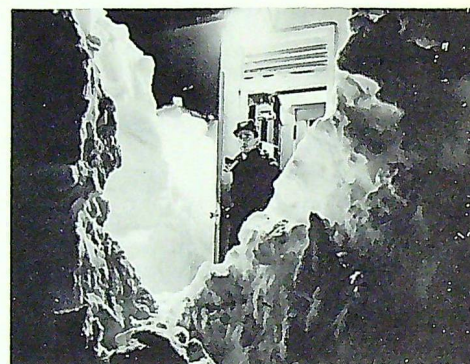


ROYAL CANADIAN AIR FORCE

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THIS MONTH'S COVER



Airmen at several stations located much farther south this past winter will sympathize with Corporal R. L. Crepeau, who has just tunneled through 10-foot snow drifts to escape the barracks at a Mid-Canada Line site.

"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



For more than a year, Pinetree Sector Control Stations and the Combat Operations Centre at Air Defence Command Headquarters have been receiving terse messages like this:

"Unknown — outer-inner — YYT — 15 - south - 20,000 — 450."

The messages originate from an area, previously uninhabited except for isolated mining camps and native bands, which now contains our longest automation project—the Mid-Canada Line. Conceived in 1953 and effective operationally in 1957, this \$200,000,000 radar chain is undoubtedly Canada's major construction achievement.

Beginning on page 2, we print the first of three instalments telling the story of this development. The author is no stranger to regular readers, having written such articles as "The North-West Staging Route" for "The Roundel". Mr. French is now a lecturer at the University of Virginia, where he is studying towards his doctorate in philosophy.

* * *

Wasn't it Pilot Officer Prune who wrote, in that delightful wartime R. A. F. publication "Tee Emm", these lines?

"A book for Official Use Only
Must not mention authors by name,
Thus nobody gets any credit,
But nobody gets any blame."

We follow that general maxim, as far as regular staff goes. Nevertheless, it was an oversight that we did not give a by-line in the March issue to Flying Officer T. G. Coughlin for his article on D. O. T.'s Air Services. Tom has now resumed his pilot's career, after serving two years on "The Roundel" staff, during which time he wrote such stories as "The Royal Visit" and "R.C.A.F. Station Cold Lake."

Speaking of last issue, how many readers puzzled over the unlikely situation, related in "The T-Shirt Report", of an airman being *sucked into* the tail-pipe of an F86? One other discrepancy, brought to our attention after the issue was printed, was our quaint announcement of the U.S.A.F.'s *Stragetic* Air Command, tucked away on page 28. We can't even hide

behind the excuse of spelling differences (see "This ENGLISH Language" on page 26) for that one!

* * *

This may appear something like the minister who from his pulpit verbally lambastes the members of his congregation who aren't at church. Nevertheless, we want to say a word to you who should, but don't, see "The Roundel" regularly. It's prompted by our dismay at finding so many airforce people who say they haven't seen a copy of their own magazine in months!

Circulation within the service goes by this rule of thumb: one copy for every seven members. We base our bulk distribution figures on A.F.H.Q. Form No. Stats. 700, which may not mean a thing to you, but which to us means that if your unit shows a strength of 210, we ask the Queen's Printer to send 30 copies to your Commanding Officer. Presumably, unit distribution follows much the same rule, either by sections or by placing proportionate numbers in the library, canteens, messes, hospital, etc.

The point is (and this question is directed at the poor, overworked adjutants throughout the R.C.A.F.), "Is your unit receiving an adequate supply to cover your requirements?" You've only got to drop us a line and we'll increase or decrease the number of copies as you wish—in line with the overall quota, of course.

To those readers outside the service—and you may be amazed to know they outnumber those in uniform—here's how you may get your copy of "The Roundel" regularly. Members of the R.C.A.F. Association receive an automatic subscription with their Wing dues. However, they should ensure that Association Headquarters are advised promptly of changes in address. Circulation to Air Cadet Squadrons is now controlled by Air Cadet League Headquarters, so correspondence regarding this subject should be directed there, not to the editorial office.

Finally, as we note on the inside front cover every issue, anyone may have his own individual copy by sending two dollars annually direct to the Queen's Printer.

The Editor



THE MID-CANADA LINE

PART ONE

BY FLYING OFFICER S. G. FRENCH

AIR DEFENCE OF NORTH AMERICA

THE PURPOSE of the air defence of North America is to contribute to the deterrence of war. This is accomplished, for the most part, in two ways: (a) by protecting the main deterrent, namely, the atomic strike force based in the U.S.A.; and (b) by forcing an enemy to expend such great resources and effort in offensive preparations, before he dare risk an attack, that he will be discouraged from doing so.

The concept of air defence is based on two essential requirements: early warning of the impending attack, and destruction of the attackers. Early warning is necessary to give the strike force time to get airborne and preserve its counter-effectiveness before its bases are attacked, to alert and position the active air defence forces, and to provide warning for the civilian population.

The D.E.W., Mid-Canada, and Pinetree Lines are located to give maximum alert time and guidance to the strike force, civil defence, and to the active air defence forces. The land segment of the D.E.W. Line, located along the 70th parallel, will give a minimum of two hours' warning to the closest North American targets against a 600-knot bomber. This Line also alerts the entire system. The Mid-Canada Line will give a minimum of one hour's warning and, in addition, will serve to confirm the attack, indicate its direction, and provide the signal to send manned interceptors into the air under the control of the Pinetree system, located roughly along the 50th parallel.

Both the Mid-Canada and the Pinetree systems are for the detection of airborne objects; however, the Mid-Canada Line's facilities

are more limited, having been designed to give early warning detection at a more economical figure than is possible with the conventional type of radar equipments. The largest portion of the cost of a system of the Mid-Canada Line type has been expended on buildings, power installations, roads, re-supply and storage facilities, and transportation costs. Of the money spent on electronic equipment, by far the largest portion was for communications equipment. The Mid-Canada Line is designed so that it can be readily modified to meet the changing technological advances of the electronic field as more suitable devices are developed for defence.

The main difference between the Mid-Canada Line and the D.E.W. Line is that the latter is primarily an active radar system augmented for low coverage by passive radars, whereas the Mid-Canada Line uses only the passive type of radar. Operationally, the D.E.W. Line provides more data, giving azimuth and range, height, and speed, and may be used in a defensive role as G.C.I. stations. The Mid-Canada Line, on the other hand, is completely passive. It is a "fence" of semi-automatic electronic equipment running roughly 2,600 miles along the 55th parallel of latitude from Labrador to British Columbia.

EARLY PLANNING

Shortly after the Second World War, the Defence Research Board together with the R.C.A.F. demonstrated that a McGill Fence type of detection line could detect aircraft with a high degree of reliability. Early in 1951, Professor G. A. Wootton of McGill visited Washington, D.C., to discuss plans for increasing the effectiveness of radar warning in North America. At that meeting, the use of a McGill Fence, or doppler system, was proposed and discussed.

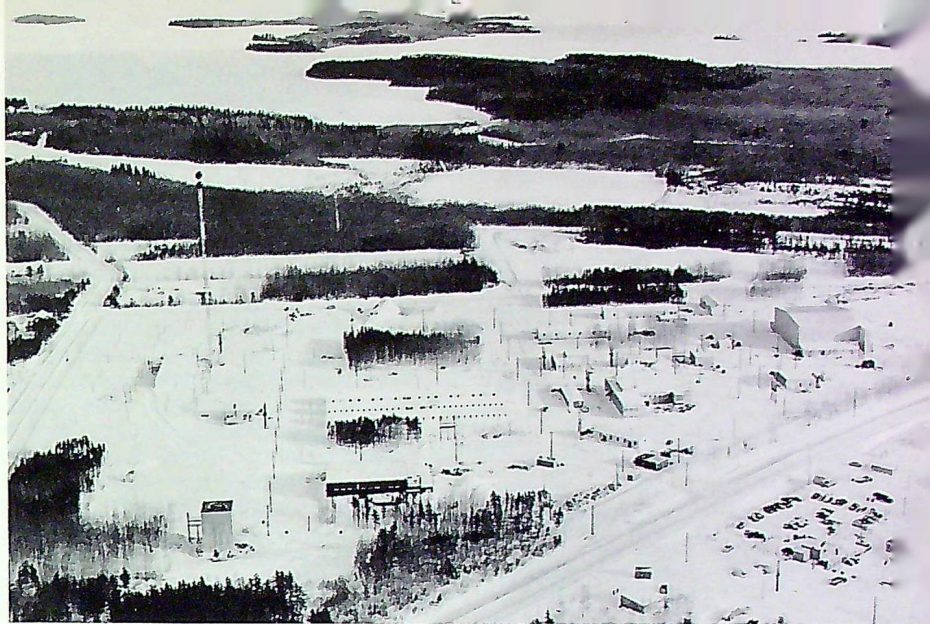
In the fall of 1951, D.R.B. began

further studies into the principles of doppler. By January 1952, D.R.B. had decided to measure and demonstrate the effectiveness of doppler systems. Several systems were flight tested during the next eight months, from which D.R.B. prepared its final report and recommendations.

The Canadian and U.S. Governments, in February 1953, asked the Canada-U.S. Military Study Group (M.S.G.) "to study those aspects of the North American defence system in general, and the early warning system in particular, which are of mutual concern to the two countries." The two Governments had established the Canada-U.S. Scientific Advisory Team (C.U.S.S.A.T.)—a group of American and Canadian scientists whose purpose it was at that time to provide scientific advice to the M.S.G. The Air Defence Commanders of Canada and the U.S.A. were asked by M.S.G. to submit separate briefs. By July 1953, Air Defence Command had prepared a document entitled "Study—Air Defence of Canada—Requirements for Early Warning and Tracking." Both this report and that presented by American defence authorities attached first priority to the construction of an early warning line along the 55th parallel. Meanwhile, C.U.S.S.A.T. had been performing an analytical study of the same problem; their report supported the views expressed by the respective Air Defence Commanders.

On 8 October 1953, the M.S.G. recommended to the Governments of Canada and the U.S.A.: "That there be established at the earliest practicable date an Early Warning Line located generally along the 55th parallel between Alaska and Newfoundland," and outlined what the minimum operational requirements for this early warning line should be.

Less than one month later, on 3 November 1953, the Canadian



A control station on the MCL.

Cabinet Defence Committee issued the following directions:

- (a) An early warning line should be established along the 55th parallel of latitude;
- (b) The Chiefs of Staff should instruct the Canadian section of the M.S.G. to urge the Study Group to complete the selection and specifications for equipment for the early warning line;
- (c) The R.C.A.F. in consultation with the U.S.A.F., should carry out a detailed survey of the proposed early warning line and the sites along it;
- (d) Canada should undertake the planning and construction of the early warning line, without prejudice to a later decision on the division of costs.

Before the month was out, the Mid-Canada Line had been approved in principle.

SPECIFIC PLANNING

In December 1953, the R.C.A.F. undertook to investigate the logistical and construction implications of the Mid-Canada Line. This project involved tractor train operations in western Canada, and confirmed the fact that an early warning "fence" along the 55th parallel was both possible and practical.

The reader, were he to travel along the length of this 20th Century fortification from east to

west, would experience remarkable variations in topography, climate, and accessibility. In the Labrador-Ungava region he would discover high, north-south ridges of rock and rugged bushland surrounded by thousands of lakes. The climate is very severe, for most of its weather originates in the Arctic polar regions. Moving westward, he would pass through the sub-Arctic tundra of the south-west shore of Hudson Bay. It is right here, on the shore of Hudson Bay, that the muskeg begins—continuing through Manitoba, Saskatchewan, and into Alberta. Eventually, the country changes from flat muskeg to rolling, heavily wooded country—but the muskeg is there, nevertheless. It is not until he reaches the last few hundred miles of the Line that he escapes the treacherous muskeg. As he moves west into the area affected by the warm Pacific currents, the climate becomes more and more moderate.

During the winter of 1954-55, the R.C.A.F. prepared an official "Operational Requirement" for the Line. The most important of the requirements may be summarized as follows. The Line was to be designed in order to:

- (i) Provide detection of moving objects in the air.

- (ii) Have an extremely high degree of reliability.
- (iii) Indicate whether the object is inbound or outbound.
- (iv) Be capable of indicating the point of penetration within a specified radius.
- (v) Provide direct communication between the penetration reporter and the A.D.C.C.
- (vi) Have the capacity for transmitting Air Traffic Movements and Ground Observer Corps information.
- (vii) Give maximum possible immunity to E.C.M.
- (viii) Be economical in terms of construction and operation.
- (ix) Be in operation before January 1957.

Quite obviously, these specifications were and are still very demanding.

* * *

While the "Operational Requirement" was being prepared, the R.C.A.F. established the necessary organization to plan and implement the operation. A Steering Committee composed of representatives of various Government departments was organized for the pur-

pose of providing policy direction. In the spring of 1954, at the direction of the Steering Committee, a Systems Engineering Group (S.E.G.) was established under Group Captain G. M. Fawcett to study and make recommendations by 1 June 1954. Grp. Capt. Fawcett was succeeded in October 1954 by Grp. Capt. E. C. Poole, who directed the activities of S.E.G. after that time. By April 1954 the S.E.G. consisted of the following staff:

- 3 R.C.A.F. construction engineering officers,
- 13 R.C.A.F. telecommunications officers,
- 2 R.C.A.F. operations officers,
- 1 R.C.A.F. supply officer,
- 10 industrial, electrical and civil engineers,
- 1 clerk from the Civil Service.

The U.S.A.F. was invited to participate to any degree it wished, and supplied five of its operations and telecommunications officers, who worked with the S.E.G. in the original planning phase but left before completion of the "Final

Report". The 10 civilian engineers, referred to above, came to the S.E.G. staff on contract between their parent companies and the Department of Defence Production. Much credit is due to the Canadian electronic industry for unselfishly supplying these top engineers on a short-term basis.

During the same spring period, topographical maps were produced of a 15-mile wide strip along the 55th parallel in preparation for the final physical siting. From aerial photographs taken especially for the job by Air Transport Command, the Canadian Army produced accurate contour maps on a top priority basis. From these maps the initial, but tentative, sites were chosen. D.R.B., meanwhile, continued to test and measure the capabilities and limitations of doppler systems by installing test links both in the Ottawa area and in South Ontario. D.R.B. and S.E.G. personnel worked very closely and were in daily contact with each other until a final decision was made on the type of equipment which ultimately would be used.

The S.E.G., in its investigations, considered four different possible systems for the Line and eventually recommended the adoption of the single doppler line (Mark II). Their study was not finished by the 1 June deadline; however, an interim report was submitted on that date. On 27 August 1954, the S.E.G. "Final Report" was presented through the Steering Committee to both Air Forces and their respective Governments.

In essence, what the S.E.G. recommended were detailed plans for a detection line across Canada from the Atlantic to Pacific roughly along the 55th parallel, making use wherever possible of existing radar or other detection devices. It was to be serviced by a high grade multi-channel communications network, completely integrated into the overall air defence system. The

Group Captain E. C. Poole, Systems Engineering Group director, and Mr. A. G. Lester, Bell Special Contract Department general manager, inspecting a MCL site in northern Manitoba.



"Final Report" of the S.E.G. was approved by both Canadian and U.S. Governments in September 1954, and the planning stage gave way to the designing stage.

THE BIG PUSH BEGINS

In the fall of 1954 the Trans-Canada Telephone System was officially appointed Management Contractor for the construction of the Line. The members of this System are the Maritimes Telegraph and Telephone Company (of Nova Scotia and Prince Edward Island), the New Brunswick Telephone Co., the Bell Telephone Co. of Canada (in Quebec and Ontario), the Manitoba Telephone System, the Saskatchewan Government Telephones, the Alberta Government Telephones, and the British Columbia Telephone Co.

The Trans-Canada Telephone System is not incorporated, but is an association of the seven major Canadian Telephone Companies mentioned above for planning, operation, and division of revenues on long haul telephone traffic. The Government contract was with all seven members of the System, each of whom signed the contract and appointed the Bell Telephone Company of Canada, acting through its Special Contract Department, as Project Agent. The top resources of all members of the System were utilized by the Project Agent throughout the construction period.

The Trans-Canada Telephone System, through its Project Agent, was responsible for the overall supervision, co-ordination and timing of the entire project. The Project Agent had to work closely with the Design Authority (the R.C.A.F.'s S.E.G.) on organization and planning; and had to provide engineering, consultant advice, technical reports, costing information, and detailed drawings and specifications to meet the system's requirements established in the

"Final Report". It had to develop a master time schedule and carry out siting and other field surveys at the request of Design Authority or as indicated by the requirements of the work. The Project Agent also had to co-ordinate reports, arrange for special packing, storage and transportation of equipment, and arrange for tests of equipments, structures or systems as required. In short, the Bell had to turn over to the Government a complete and workable early warning Line in accordance with the overall design indicated by the Design Authority.

When it originally came into being in June 1953, the Special Contract Department of the Bell consisted of an Assistant General Manager with six people reporting to him. When the Mid-Canada Line contract was awarded to them, the Department was separated from the Telephone Toll Area and headed by a General Manager. The function of the Department had always been as a top level contractor in defence communications

and associated construction for the Trans-Canada Telephone System and the Canadian Government.

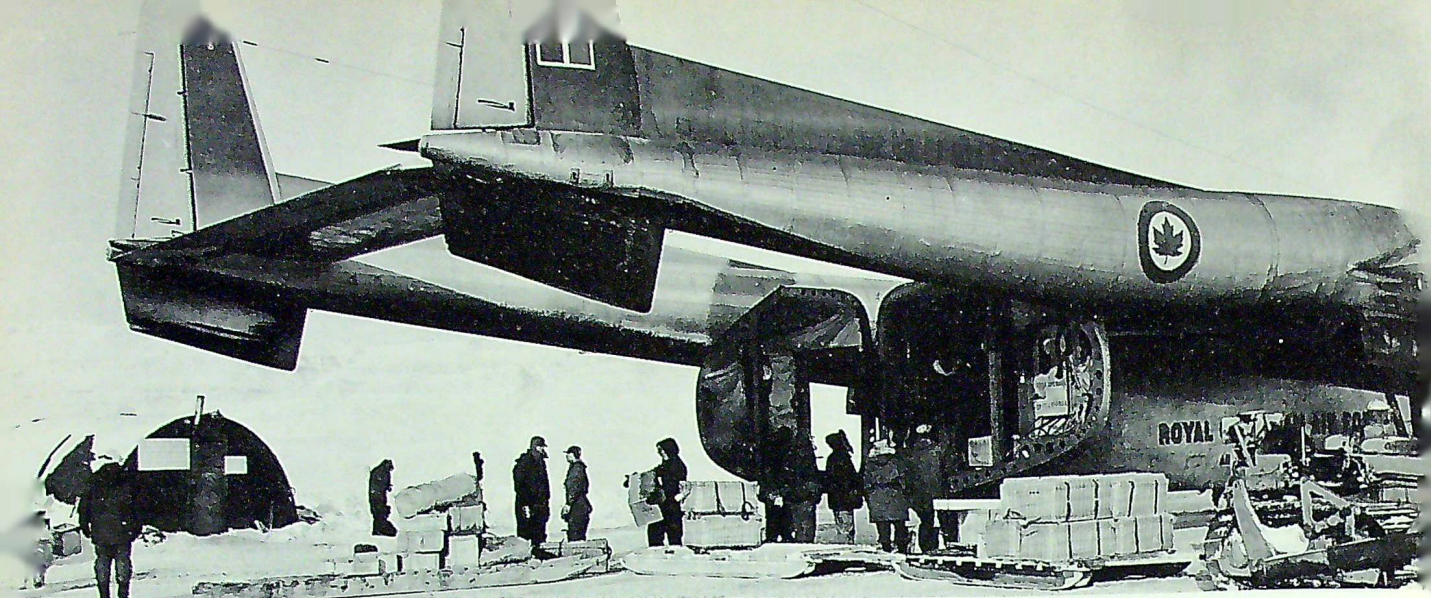
The personnel who manned the Department were engineers and technicians who had been obtained on loan from other member companies in the System, and from Canadian industries such as Canadian Marconi, Northern Electric, Westinghouse, R.C.A. Victor, Rogers-Majestic, Canadian General Electric, Canadian Aviation Electronics, Standard Telephones and Cables, and Racey-McCallum.

The organization of the Special Contract Department was compact and functional. Reporting to the General Manager, Alexander George Lester, was a Chief Engineer, an Assistant General Manager and a Personnel Supervisor. The Chief Engineer had a series of division heads reporting to him. First there was the Siting Engineer, whose job it was to establish the locations of the various sites on the Line. Using helicopter, snowmo-

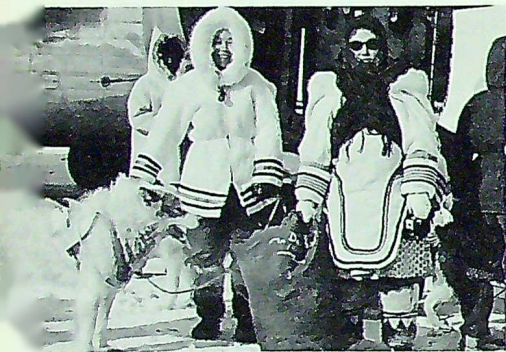
(continued on page 31)

Mrs. K. McRae, stenographer, and Mrs. M. McEachern, telephone operator, at their posts on the MCL, where women are definitely in the minority.





Supply loading at Eureka for airdrop to an exploration party.



Eskimos (complete with camera) view the operation on Cornwallis Island.

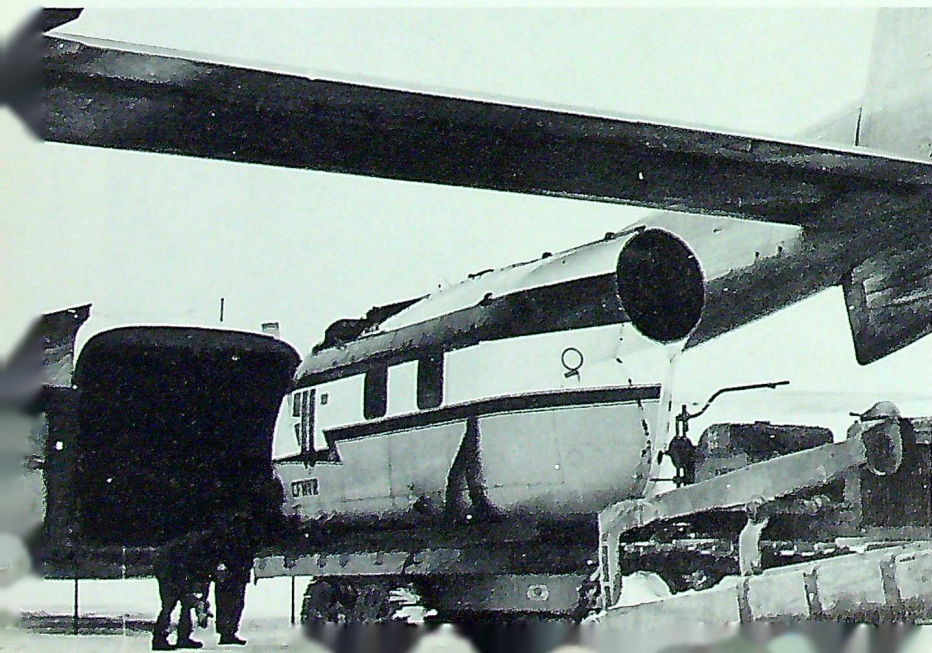
Arctic Airlift

THIS month the R.C.A.F. conducted its semi-annual airlift of supplies to the far north, carrying everything from helicopters and bulldozers to radio tubes. The resupply of Department of Transport weather stations has been a standing commitment for some years, but the present operation and the one last fall were especially large due to the increased activity

in the arctic during the International Geophysical Year.

The C119s of 435 and 436 Squadrons work out of Resolute Bay, making trips to such remote D.O.T. stations as Alert and Eureka on Ellesmere Island, Mould Bay on Prince Patrick Island and Isachsen on Ellef Ringnes Island. Needless to say, their arrival at these tiny outposts is heralded as the big event of the season.

H19 emerges from C119 at Resolute Bay. Helicopter was used by Department of Mines and Resources on mineral survey work.



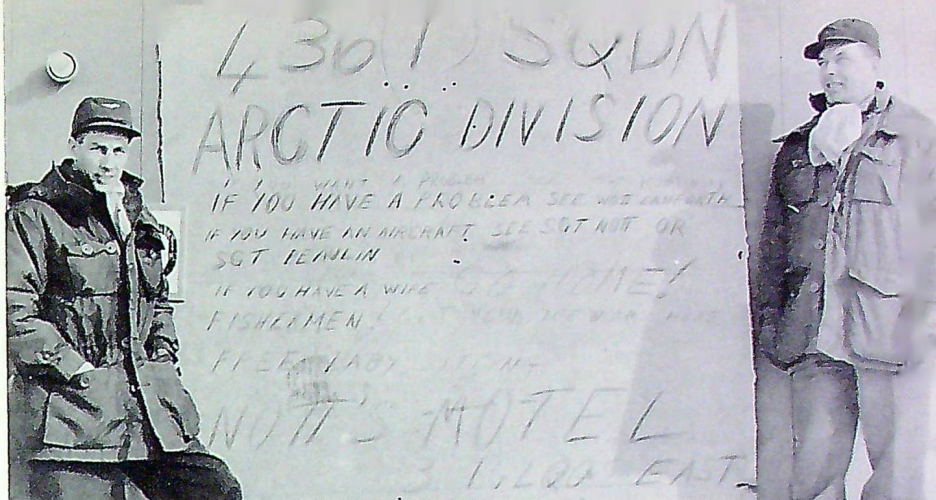
Weather is the greatest hazard, just as it was in the days of the early explorers. This is the land where Franklin and many others died of hunger and exposure. Aircrews look down on the route of Captain G. S. Nares, R.N., who in 1875-76 sailed in H.M.S. "Alert" almost to the northern tip of Ellesmere Island. They fly over Cape Sabine, where in 1884 Lieutenant A. W. Greely and his U.S. Army group were marooned for weeks, existing on a diet of shrimps, boots, seal skin, moss and lichens. In 1948 a party of R.C.A.F. officers located the cairn erected by Commander R. E. Peary, U.S.N., during his bid for the North Pole over 40 years previously.



Flt. Lieuts. H. Berk and V. Eldridge at Mould Bay (Population, normally, eight men and three dogs.)

Every man concerned with the resupply operation is keen to complete the task in the shortest possible time. Maintenance personnel pounce on the aircraft as soon as engines are cut. The cold temperatures contribute to gas leaks, oleo legs going flat, blown oil tank and metal supports. Air movements personnel display great ingenuity in loading the C119s—particularly when confronted with such items as the H19 helicopter.

When the "flying boxcars" land at the airstrips, aircrews turn stevedores. Crewman and engineer jump out the aft doors and open the cam shell, navigator and radio officer run to untie the load, while pilot and first officer start pushing it out into the waiting arms of the weather station operators. A spontaneous competition between aircrews has developed, and last fall's "C119 Unloading Championship" was claimed by a crew of 435 Squadron who unloaded their aircraft in three and one half minutes—bettering by a few seconds the mark set previously by a 436 Squadron crew.



W.O.2 D. Danforth, i/c maintenance, and Sgt. R. Knott, servicing.

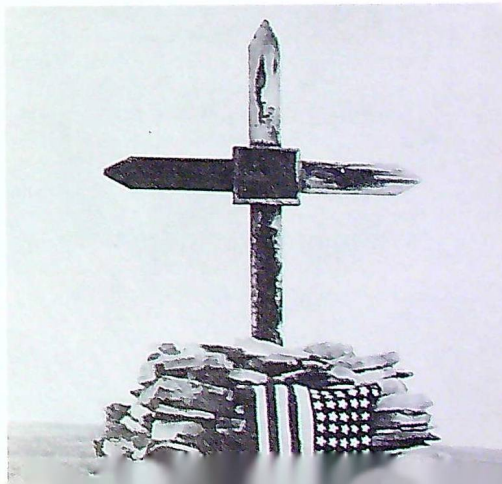


J. Sookachoff, i/c D.O.T.'s Alert weather station and Ground Observer Corps representative there, welcomes G. Ob. C. visitor Flying Officer N. Dick to his lonely outpost at the top of Ellesmere Island.

Plaque placed by crew of HMS "Alert" on Ellesmere Island, May 1876.



Cairn erected by Peary Expedition at Cape Sheridan, September 1905.



No. 423 SQUADRON

PART FOUR

BY FLIGHT LIEUTENANT A. P. HEATHCOTE,

Air Historical Branch.

Lough Erne, January 1945.

ON 18 SEPTEMBER 1944, a new twist was added to No. 423 Squadron's operations. At 2000 hours that evening, and at approximately the same hour every evening up to the 29th, a single aircraft was sent out on anti-submarine patrol carrying a load of flares in addition to depth charges. In each case the area covered was along the approaches to the North Channel. The aircraft would patrol back and forth over a narrow rectangle of water perhaps 20 miles long and only a very few miles wide. A flare would be dropped every four minutes until 0630 or 0700 hours the next morning, when the patrol would be discontinued. As many as 150 flares were dropped in a single night, and assigned areas were covered up to 16 times. Since the patrol area was little more than an hour's flying time from base, crews could stay on patrol for anywhere from 10 to 11 hours. Rather surprisingly, not one sighting was made during these flare-dropping expeditions. In point of fact, it was never learned just what effect they had on prowlers in the area.

In the last quarter of 1944, by far the greater percentage of the unit's 160-odd completed sorties led again to the North-Western Approaches. Its *Sunderlands* were often to be seen over the North Channel bottleneck, or only

a few miles off Ireland's northern shore. But they also covered more distant ocean reaches, some patrols stretching as far as 500 miles out, a few beginning 100 miles or so west of Malin Head and running westward, and yet others being farther north—almost equidistant from the nearest islands of the Faeroes, Outer Hebrides, and Shetlands. Visual sightings of any kind were rare, consisting of five schnorkels and/or periscopes. Even radar contacts were few and far between, the reason being that U-boats, when battery-charging just below the surface with their schnorkels, were now much more difficult to pick up on radar than before, when completely exposed.

Having already proven its value as a protector of convoys, a hunter of U-boats, and a discoverer of shipwrecked seamen, the squadron was able, on 30 October, to perform the role of mine detector. While patrolling over rather widely separated areas, two crews, both led by skippers named Grant, came upon floating mines. At 1012 hours, "while investigating a puff of greyish-white smoke", Flight Lieutenant F. J. Grant's team detected a deceptively innocent-looking mine bobbing about on the calm sea. After a thorough marking of the position with flame floats and marine markers, the position was

passed to a nearby escort group and homing assistance was also provided. Eventually, an escort vessel was seen to deal with the mine in its own effective way. At 1600 hours, an escorting *Sunderland* skippered by Wing Commander P. J. Grant was swung around to allow the captain "to investigate bluish-grey smoke ten miles ahead of convoy." A few minutes later a mine was sighted. The wingco reported its presence to the SOE*, then marked its position prominently with flame floats as an unmistakable warning both to merchantmen and men o'war. The discoveries of the mines under identical circumstances (i.e., in areas in which schnorkel smoke had been seen immediately before) was probably no mere coincidence. The enemy, now largely balked in his attempts to sink our shipping by orthodox means, may have been trying new tactics with his 1600-ton minelayer submarines. Their usual haunts were the immediate approaches to harbours rather than shipping lanes in the open sea.

Two sightings of schnorkel smoke in November led to attacks on surface "disturbances," considered fresh enough to indicate the presence in the immediate vicinity of U-boats. Neither attack was thought to have resulted in damage.

* * *

It was three days after Christmas before the squadron next smelled a U-boat. *Sunderland* "B"-Baker was scarcely five miles from Achill Island, off the west coast of Eire, when Flying Officer C. Strobl (second pilot) indicated to his captain, Flying Officer J. N. Farren, a cloud of schnorkel smoke some 20 miles to the south. As the *Sunderland* approached the phenomenon, a second materialized a little closer. Realizing that one U-boat might well have been the source of both clouds, Farren

*Senior Officer Escort.

chose the nearer one. The cloud had all but dissipated before the gap was reduced to a half-mile. In its place there remained a foot or so of periscope. Periodically, the seeing eye dipped into the swell, but front gunner Flight Sergeant C. E. Goebel could still perceive a gradual turning of the thing, which suggested that the U-boat was still unaware of the attack to come. Eight depth charges were dropped, and the splash of one engulfed the periscope. The explosions' immediate aftermath was the bubbling of much heavy oil to the surface, which, 20 minutes later, covered an area at least 300 yards across. This evidence was strong enough to elicit an official assessment of "damaged." This partial victory, coupled with the kill of the previous September, made Farren and company top dogs on the squadron. Members of the crew who took part in both attacks were, in addition to those already mentioned, Flt. Lieut. R. A. W. Simpson (nav.), Flying Officer S. B. Hawthorne (first wop/ag), Warrant Officer S. Semenchuk (second wop/ag), Flying Officer R. B. Cope (wop/mech), and Flt. Sgt G. F. Tait (fitter).

Although three schnorkels and certain suspicious phenomena were manifest to the squadron in the first three weeks of 1945, no opportunities for accurate attack presented themselves, the targets being in every instance too vague to permit effective action. Three attacks were delivered, however, one being made over what was for this squadron a new hunting-ground—the Irish Sea itself.

But for a rare and completely unforeseen unserviceability, the next sighting, over these same waters, might well have had its sequel in a victory. During a late-morning CLA* search, "E"-Easy's crew spotted a schnorkel. As they closed to within half a mile, the

breathing apparatus was still visible; a potential kill was at hand. At this point the unexpected happened. With the depth charges still inside the aircraft, the port bomb door jammed half open. The attack was unavoidably abortive, only a marker being dropped. A second attempt was made 75 seconds later, using the marker as a bombing reference, but there was no sign of a hit. Cold comfort was derived from the fact that, on the first run, nose gunner Flt. Sgt. G. McDonald had directed 600 rounds at the schnorkel, a good number of which had found their mark. So even if the U-boat had avoided destruction by depth charge, the wishful thinkers aboard the *Sunderland* at least dared to hope it had taken enough water down the wrong pipe to choke to death.

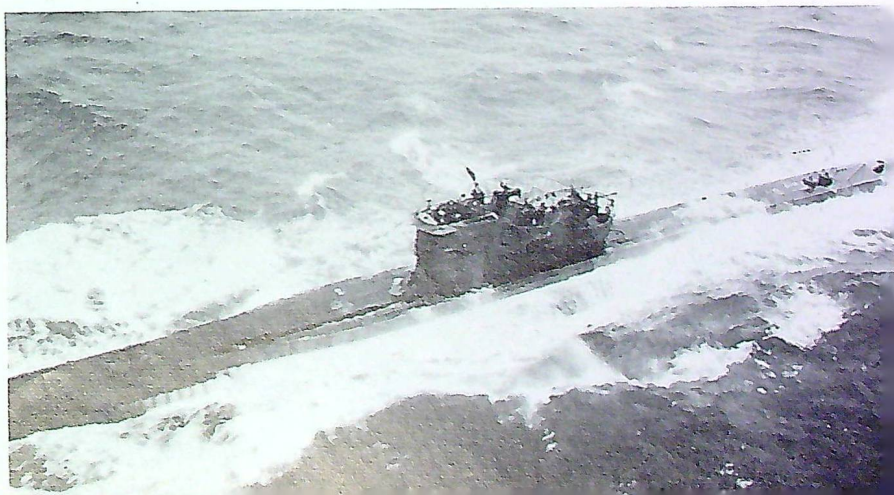
After this sortie, adversity got the upper hand and held it for 18 days. The elements put on a show of fog, low cloud, and snow showers, adding a final touch that produced perhaps the most serious problem of all for a flying boat unit. The attendant low temperature (extremely low for Ireland) caused ice to form first on the hulls of aircraft and then on sections of Lough Erne itself. In four or five days, extensive areas of the lake were covered by ice four inches thick. Through 23-25 Jan. 1945, briefings alternated

with cancelled operations; then all ideas of operations were temporarily abandoned as the problem of preventing serious ice damage to precious aircraft was given top priority.

Nineteen aircraft were waterborne, of which 14 were bombed up and fuelled for operations. Speed in their beaching was most important, but it was limited by factors such as the number of beaching legs available, the number of personnel experienced in beaching operations, the existence of but a single slipway, and confined marshalling space ashore. In order to make beaching possible, and to protect those aircraft still waterborne, the water in the mooring area had to be kept free of ice and approach lanes to the slip had to be maintained. Stout, iron-clad craft of the Marine Section, such as refuellers and bomb scows, were conscripted for this purpose. Before beaching operations could be started, 8000 gallons of fuel and 105 depth charges had to be removed from the aircraft. The de-bombing was done in the record time of six hours, under anything but ideal conditions. The effect of the precautionary measures was to limit ice damage to only six punctured floats and one dented hull.

The fourth operational take-off after the freeze-up was followed by engine failure and a crash that

German U-boat flies the black flag of surrender.



*Creeping Line Ahead.



Flight Lieutenant F. J. Grant (seated, third from left) and crew.

took the lives of the five officers and six NCOs aboard. These were the squadron's first losses in more than five months. They were also its last.

In its final four months of operations, almost 90 percent of the unit's sorties were over the Irish Sea, the North Channel, or the North-Western Approaches thereto. The rest were over the South-Western Approaches and were concerned mostly with convoy escort duties. The first action of the period came during an Irish Sea patrol on 22 February, when Flt. Lieut. Grant and crew made two attacks in nine minutes, having only stale schnorkel smoke to use as a bombing reference. Neither attempt produced any evidence of damage, but other aircraft were successfully homed to the position and put on the scent. Another attack on schnorkel smoke, under somewhat similar circumstances, was made by the same crew on 5 March. Apparently unsuccessful in doing damage themselves, they summoned a *Liberator* to continue the attack. Equipped with sonobuoy, that aircraft soon tracked down the U-boat again, and attacked it twice. The second attack was believed to have scored a kill.

Obsessed as they were by a feverish urge to "sight a sub and sink same", crews could be excused

for occasionally waxing over-enthusiastic or acting prematurely. Once "a moving stream of white smoke" turned out to originate from an innocent pyrotechnic. But the latter discovery came a little too late to prevent an over-eager skipper from atomizing the poor marker with eight depth charges. On another occasion, a destroyer circling tightly at high speed brought a 423 *Sunderland* roaring to the scene, its crew sensing a possible kill. All aboard the flying-boat felt a distinct let-down when the ship signalled, "My steering gear is jammed. That is all." Whales were fair game, too. More than once Jonah's nemesis, initially mistaken for a U-boat, came near incurring a prodigious headache before his true identity was established. He could even carry the masquerade a step further, releasing a streak of blubber oil when excited. On the other hand, crews were especially alert to spot a blinking light emanating from a submarine. If it flashed "the letters of the day", the sub was one of ours. One such vessel, encountered on 17 March, was the first surfaced submarine, friendly or enemy, seen by the squadron since the previous August.

The squadron's next attack on a real or imagined enemy took place on 7 April. In squadron scuttlebutt

it came to be associated with "the mystery of the moving oil slick." Skipper Flying Officer W. W. Moody was first to see the slick, barely visible just below his starboard wing. He followed it for eight miles before it abruptly ended, in an active, bubbly patch. It was soon noticed that the streak was developing slowly (one to two knots) in an east south-east direction. Its well defined development in a set direction convinced Moody that an attack was in order, and he forthwith dropped six DCs* just ahead of the bubbling. Shortly after the explosions, the still-moving slick "changed course" to starboard, and its continued movement and change in direction was considered suspicious enough to warrant further investigation. (Its source could well have been a damaged U-boat.) The *Sunderland* stayed with it for another two hours, the crew watching the bubbling thing change its heading through south to west, on which course it appeared to settle down. Then another pair of DCs were dropped on it, but it continued on as before. After reports were sent out on the phenomenon's position and behaviour, the *Sunderland* was recalled to base. The case of the wandering oil slick was never solved.

The unit's last attempt to blast a submarine occurred on 24 April. That was the only time it was able to use its recently acquired sonobuoy equipment in conjunction with an attack. It was just past dawn when Flt. Lieut. A. R. Pinder's team began its patrol, working north-east over the Irish Sea. Some four hours later, the rear gunner reported schnorkel smoke a half-mile away. An attack was delivered only seconds after the smoke stopped issuing. No immediate results were seen as the *Sunderland* circled low over the point of attack. Then four sono-

*Depth charges.

buoys—orange, blue, yellow and red—were dropped in what was referred to in the trade as a “basic high tea pattern.” About a half-hour later, the first wireless operator heard “on blue” a succession of hollow thumping noises. After another minute or two, the second wop/ag picked up loud clangings, followed by a rhythmic and rapid succession of loud hammerings (such as might be produced by a pneumatic drill) lasting for ten seconds. Then the first wop/ag again heard thumping noises “on blue”, but fainter than before. Ten minutes later, five vessels of the Second Escort Group arrived and began a search. After briefing the SOE on the situation, Pinder began to fulfil the naval gentleman’s request to search parallel to the west coast of the Isle of Man and eight miles out. The search was fruitless. Having been on actual patrol for nearly 12½ hours, the *Sunderland* was steered for base. Though used several more times by the squadron, sonobuoy never did become a prime factor in its operations.

* * *

V-E Day was just another working day to 423 Squadron, which continued its convoy escort and patrol duties through 8 May and on to the 12th without experiencing anything out of the ordinary. On the 13th, a new team, skippered by Flt. Lieut. J. F. Magor, was airborne in time to watch dawn break over the North-Western Approaches. An hour or so later they came upon a fully surfaced U-boat. Another was discovered, and challenged, four minutes later. As much as he would have liked to despatch both of them, Magor was prevented from doing so by two pieces of black cloth. No doubt in compliance with orders from the grand admiral, each was flying the black flag of surrender, probably fashioned from the captain’s old sweater or second best trousers.

Later in the day, still another surrendering submarine was reconnoitred by Flt. Lieut. H. D. Hughes and crew. In every case, to guard against possible treachery, photographs were taken, full particulars were forwarded to Control, and nearby convoys were informed accordingly.

The above U-boats may have been among several which, shortly after, arrived at the Londonderry naval base to undergo the formalities of surrender. Late in May, a group of squadron personnel journeyed to the port to inspect the decommissioned raiders at close range. Photographs of their visit occupy two pages of the unit scrapbook, and the picture series is aptly headed “Jerry comes to ‘Derry”’. Clearly showing in some of the picture series is the same formidable armament with which the vessels had so often slugged it out on the surface with our aircraft.

Even as late as the end of May, all precautions were being taken to prevent treacherous acts by Nazi fanatics who might be in command of U-boats still at large. The squadron flew 28 sweeps after the cease-fire had been declared.

At 0449 hours on 31 May, *Sunderland* “F”—Freddie was lifted off a tranquil Lough Erne by Flt. Lieut. Magor. His crew companions were Flt. Lieut. E. L. Hughes, Flying Officers F. W. Gorse, S. Solmundson, and J. Ross, Warrant Officers S. McKimm and R. H. Pierce, and Flt. Sgts. H. V. Kidd and J. R. Todd. They carried out 423’s last sweep, a CLA search to the south-west of Ireland. The unit’s operational effort came to an end at 1845 hours, at which time “Freddie” touched down at Castle Archdale.

* * *

A statistical rundown of 423 Squadron’s aerial accomplishments reveals that its crews flew 1,401 operational sorties, of which 41 were rendered abortive by bad weather or in-flight unserviceabilities. More than 300 times, convoys were entrusted to its protection, and only eight times were they denied that protection through not being located out there on the broad Atlantic. (The reason was nearly always poor weather, but it was by no means uncommon for a convoy to be quite far removed from the position given at briefing.)

Flight Lieutenant A. R. Pinder (seated, third from left) and crew.





"Jerry comes to 'Derry'".

June was still young when the squadron was affected by its first major change respecting parent formations, being transferred on 5 June from Coastal Command to 301 Wing, Transport Command. Even at the end of June, aircrew were still being posted in, but flying was at a standstill—the change in function having made the *Sunderlands* no longer useful. All ranks, therefore, concentrated on preparations for the unit's move to Bassingbourn, Hertfordshire, which began on 25 July and ended on 8 August.

Before V-J Day ended, the unit was ordered to commence conversion training and give all possible assistance in returning personnel and equipment from the Pacific Theatre. As it turned out, however, the projected conversion (to *Liberators*) programme was to no avail, for within a week after its first take-off (21 August) in a *Liberator*, the squadron was ordered to cease flying. Thenceforth, as a cohesive unit, it was grounded, pending further instructions regarding its dissolution.

It developed that when the time came to choose between repatriation and continued flying duty with Transport Command, a sizeable proportion of 423 Squadron's aircrew, 65 in fact, decided on the latter. Thus, though the unit was officially disbanded on 4 September, many of its ex-personnel remained overseas and were active in their aerial trades for a considerable period.

It has been seen that the work of the wartime 423 Squadron's crews was mostly unspectacular, mostly devoid of visible returns. Theirs was not the exhilaration of pulverizing an oil plant, downing an *Me. 109*, strafing a column of "Tiger" tanks, or carpet-bombing the dug-in *Wehrmacht*. Yet, how seemingly inordinate were the demands for vigilance, patience, and perseverance which were made

Of far greater significance, however, considering the nature of the squadron's work, was its total time logged on operations.

Actually operating over a period of two years and nine months, 423's accumulated operational flying time was very nearly two years, while its grand total was just over two and a half years. For those many long hours of scanning and squinting over the rolling sea, more often than not in dirty weather, the unit was rewarded with 25 sightings of actual submarines, periscopes, or schnorkels, ten sightings of schnorkel smoke and six sightings of "disturbances", swirls, or suspicious oil slicks. Its crews delivered 26 attacks, or an average of one every 648 operational hours. Out of those, they scored five official kills (one, and possibly two, shared with escort vessels), added an unofficial kill, assisted a *Liberator* in scoring still another, damaged three U-boats, and possibly damaged one.

Their record stamped them as the foremost sub-killers among R.C.A.F. squadrons based in the U.K. It is, of course, impossible to estimate how many of the enemy were frightened away from their would-be victims by the mere presence of 423's *Sunderlands*,

but the number must have been considerable. In addition to its hunting expeditions, the squadron also contributed to several search and rescue operations, and three times was instrumental in saving the lives of seamen whose ships had been torpedoed from under them. Finally, it should not be forgotten that one of 423's mighty "Sunderbolts" sent a *Ju. 88* packing in a damaged state.

* * *

Considering its large number of operational hours logged in near zero-zero weather and its several attacks on U-boats that chose to shoot it out on the surface with their superior armament, the squadron's losses were surprisingly light. Two aircraft were classified as missing on operations, one was shot down into the sea, two more crashed when setting out on patrol, and a sixth crashed when returning from patrol. Operational casualties amounted to 40 killed or missing, two wounded by enemy fire, and one seriously injured. Non-operational casualties totalled nine killed and five seriously injured.

Listed among the squadron's honours and awards were four D.F.C.s, one D.F.M., and several Mentions in Despatches.

of them. Perhaps their sole reward was a special satisfaction derived from the knowledge that they were, after all, manning the first line of defence: they were guarding the materials and sustenances of war without which the struggle could not be continued and the long-awaited offensives could not even be contemplated.

* * *

For nearly eight years the designation "423" lay dormant. Resurrected on 1 July 1953, it was applied to a squadron being formed at St. Hubert. Equipped with the CF-100, this second edition of 423 was also the second of our all-weather fighter squadrons to be organized. Now, though the trespasser of the air had replaced the prowler of the sea as the very reason for its existence, its official motto, "Quaerimus et Petimus" ("We Search and Strike") was every bit as meaningful and appropriate as before.

For some three and a half years, 423 Squadron was an important link in the chain of Canada's air defence. In the fall of 1956 it learned of its selection, along with other R.C.A.F. all-weather units, for duty overseas. As part of a programme to bolster N.A.T.O.'s air defences, these squadrons were to help establish a condition of 24-hour readiness in Western Europe by flying the night watch, thereby sealing any possible chink in the N.A.T.O. armour between darkness and dawn. Accordingly, on 12 February 1957, Operation "Nimble Bat II" began, the squadron taking off that day from St. Hubert on the first leg of the long flight to 2 (F) Wing, Gros Tenquin. Its 18-ton jets needed but nine and a half hours of air time to make the entire hop. 423 was the second CF-100 squadron to fly the Atlantic and take its place with the air forces of N.A.T.O. in Europe.

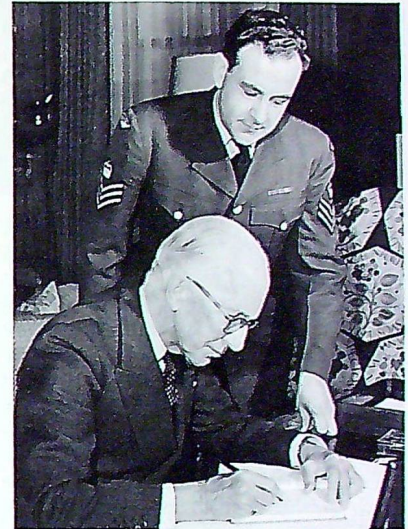
THE END

Top G.C.A. Controller

FLIGHT Sergeant J. G. Petit passed a distinguished milestone in his career recently, becoming the first R.C.A.F. aircraft control operator to achieve 10,000 radar controlled landings of military and civilian aircraft.

For the memorable run, the aircraft he "talked in" to Uplands airport was the famous C5, four-engined VIP transport, R.C.A.F. number 10,000. On board was Governor General Vincent Massey, who later signed Flt. Sgt. Petit's logbook in commemoration of the event.

An aircraft controller since joining the R.C.A.F. in 1942, Flt. Sgt. Petit has served at over a dozen stations both in Canada and Europe. In 1951 at Greenwood, N.S., he took a special course in the radar control of aircraft during bad weather landings. Since then he has achieved his 10,000 runs at



Bagotville, P.Q., Baden Baden, Germany, and Uplands, where he is stationed at present.

Nurse - School Marm - Boat Builder

WHEN Flight Lieutenant Nursing Sister Norma Fieldhouse was posted as relief nurse to R.C.A.F. Station Holdberg recently, she took on a couple of occupations she hadn't bargained for.



Shortly after her arrival at the isolated west coast station, she volunteered to fill in for a teacher, who had to leave the airforce school, until her replacement arrived. Although the children seemed to enjoy the experience, Flt. Lieut. Fieldhouse was glad to relinquish her pedagogic duties the following week.

As a hobby, she took up model boat building—something she admitted she "wouldn't have dreamed of before", but described as quite fascinating.

First nursing sister to join the R.C.A.F. Reserve in 1947, she has been to Europe twice in the past ten years—the second visit on a full-time basis in No. 1 Air Division in 1956. While there, she bought a small car, drove 12,000 miles in five months, then brought it back to Canada and drove alone across the continent.

RCAF ATHABASKA

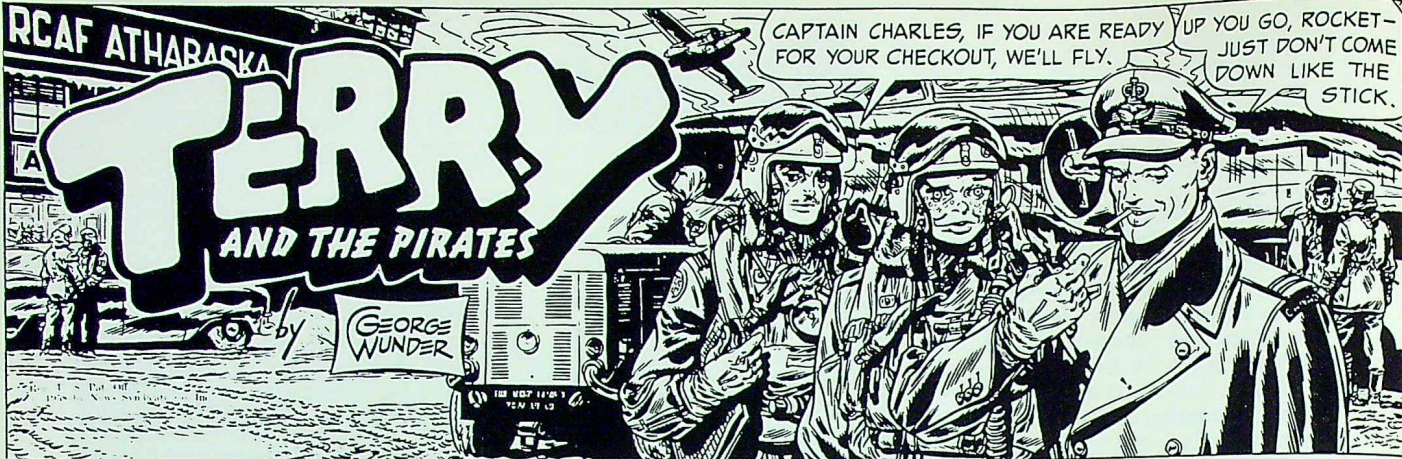
TERRY AND THE PIRATES

AND THE PIRATES

by GEORGE WUNDER

CAPTAIN CHARLES, IF YOU ARE READY FOR YOUR CHECKOUT, WE'LL FLY.

UP YOU GO, ROCKET— JUST DON'T COME DOWN LIKE THE STICK.



FOLLOWERS of the adventure strip, "Terry and the Pirates", have commented on the aura of authenticity in the current story sequence, involving the R.C.A.F. and a northern Canadian setting. They may marvel even more to learn that the author, Mr. George Wunder, has never set foot on an R.C.A.F. station, and, until a few months ago, was quite unfamiliar with our service customs, uniforms and little eccentricities.

How, then, do "Hotshot" Charlie and his pals at "R.C.A.F. Station Athabaska" seem so natural? The answer lies in Mr. Wunder's zeal for factual and technical correctness, the research this necessitates before brush can be put to drawing board, and the co-operation of both U.S.A.F. and R.C.A.F. in helping bring the story to life.

The idea of the present plot—in which the diminutive Captain Charles, a U.S.A.F. exchange pilot, and his R.C.A.F. navigator become involved in a weird chase for a Russian sputnik, down somewhere in the Canadian polar regions—was born well over a year ago. Mr. Fred Hotson, manager of the Toronto Star Syndicate, is credited



George Wunder

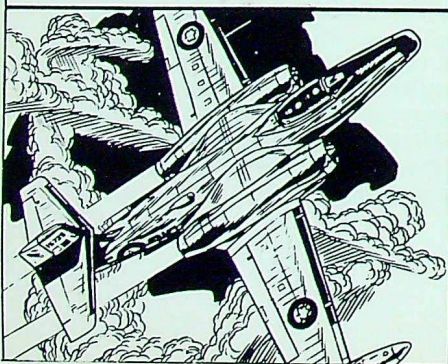
with suggesting that the R.C.A.F. be introduced into the strip. He discussed the general plan with officials of the Chicago Tribune-New York News Syndicate at their convention early in 1957. As a result, Mr. Wunder and U.S.A.F. public information officer, Captain R. L. Spaulding, got their heads together on the plot outline and detailed research.

The R.C.A.F. Directorate of Public Relations entered the act about this time. Flight Lieutenant K. G. Roberts provided the artist

with copious quantities of background material and illustrations. Eventually, the draft story was sent from New York to Ottawa for vetting, and several R.C.A.F. suggestions were incorporated before the actual drawing board work commenced. Late last fall the final proofs were finished, and the public began to see the results of this labour in February. (The sequence will run through the middle of May, but we aren't going to spoil it by giving you the outcome.)

Here's a glimpse into the life of the 47-year old author, a left-handed artist who spends seven days a week at his work. Born in New York, Mr. Wunder still resides there with his wife, who gives him material assistance in aeronautical detail and working out colour schemes. Described as "a truly great friend of the U.S.A.F.", he served during the Second World War in Army Intelligence, using his artistic talents in preparing maps and charts. He flew in Army Transport Command aircraft on charting trips throughout Europe, the Middle and Far East to many territories which now provide the locale of the Terry strip.

THEN FOLLOW HOURS OF INDOCTRINATION FLIGHTS IN THE ROYAL CANADIAN AIR FORCE'S CF-100 RADAR INTERCEPTOR...



UNTIL...

HOPE YOU DON'T MIND IF I CLOSE MY EYES WHEN WE TAKE OFF, CHARLESY. WHAT YOU'LL PROBABLY DO, I'M TOO YOUNG TO SEE.

JUST IGNORE YOUR SCOPE, MINGO, SONNY. I'LL CHIP BLAZES IN THE CLOUDS WE PASS, THEN WE'RE SURE TO FIND OUR WAY BACK.



I'D SAY THAT PAIR WAS ABOUT READY, WOULDN'T YOU, SIR?

PUT THEM ON THE LIST!

2-9



HOW PARLIAMENT WORKS

PART THREE

BY E. RUSSELL HOPKINS

THE INDEPENDENCE OF PARLIAMENT

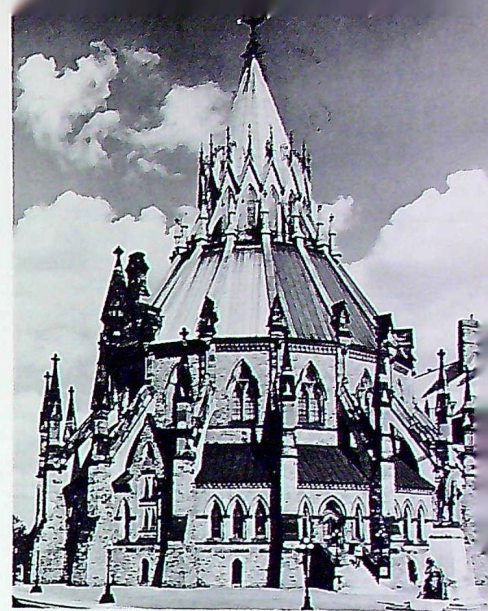
One of the principles inherited by Canada as part of the British tradition is that parliament must be as independent as possible, and individual Members and Senators as free as possible of external restraints and pressures, in the transaction of public business. The privileges of each House of Parliament, and of the members thereof, are based upon those enjoyed by the House of Commons in the United Kingdom as part of the *lex et consuetudo parliamenti*, the ancient law of parliament. In general, any act or omission which obstructs or impedes either House, or any member or officer thereof, in the performance of parliamentary duties, is a breach of privilege—a contempt of parliament—which is punishable as such by the House concerned. An offender may be brought before the bar of the House and admonished or even imprisoned for the breach. In addition, each member of either House has the privilege of freedom of speech in anything he may say in pursuance of his parliamentary duty. On the other hand, each member of either House is required to observe the rules of order in debate imposed by the House, and may be punished at the bar of the House by admonition, expulsion or even imprisonment for any violation thereof.

Moreover, certain safeguards have been provided for, in the Senate and House of Commons Act, in order to ensure that no member of either House has a financial

interest which might conflict with the performance of his parliamentary duty. For instance, except for Cabinet Ministers and their Parliamentary Assistants, the acceptance of an office of emolument under the Crown disqualifies a person both as a member and as a candidate for election to the House of Commons. Further, any person who accepts any office or commission in connection with, or any profit deriving from, a contract for which any public money is paid or to be paid, is similarly disqualified. Moreover, if any Member or Senator violates this injunction, he is liable, to the extent of \$200 a day for each day in which he is in default, at the suit of any person who may sue for the same in a court of competent jurisdiction. Members of either House may, however, be shareholders in any company, including a company having a contract with the Crown, other than a contract for the construction of a public work, although no member may vote on any matter arising in parliament in which he has a financial interest. These statutory safeguards are neither absolute nor complete and it has been well said that "in the final analysis, the independence of parliament cannot depend on law, but is based on the integrity of its members". Indeed, no man-made institution can be any better than the people who compose it and the officials who serve it.

PARLIAMENTARY PRACTICE

Parliamentary practice is the sum of the rules and principles



The Parliamentary Library.

followed by parliament in the transaction of its business. The importance of procedure in relation to the activities of deliberative assemblies is often discounted or taken for granted. Sound procedure, based on tested principles and related to particular needs, is of importance at all levels, governmental or otherwise, within a state, but in a parliamentary democracy the procedure followed by parliament itself is of paramount importance. This is partly because of parliament's special position atop the hierarchy of public institutions and partly because its conduct of affairs is under constant scrutiny by the press and public. In addition, parliamentary practice has a pervasive influence which extends far beyond the limits of the Parliament Buildings in Ottawa. When it is said of any meeting that its proceedings should be conducted "in accordance with parliamentary procedure", what is meant is that it should be conducted, so far as circumstances allow, in accordance with the principal rules followed by the Parliament of Canada, and in particular by the House of Commons. While the rules of the Senate are roughly comparable to those of the Commons, as indeed are those of the

provincial legislatures, this publication concentrates attention on the processes of the popularly elected body.

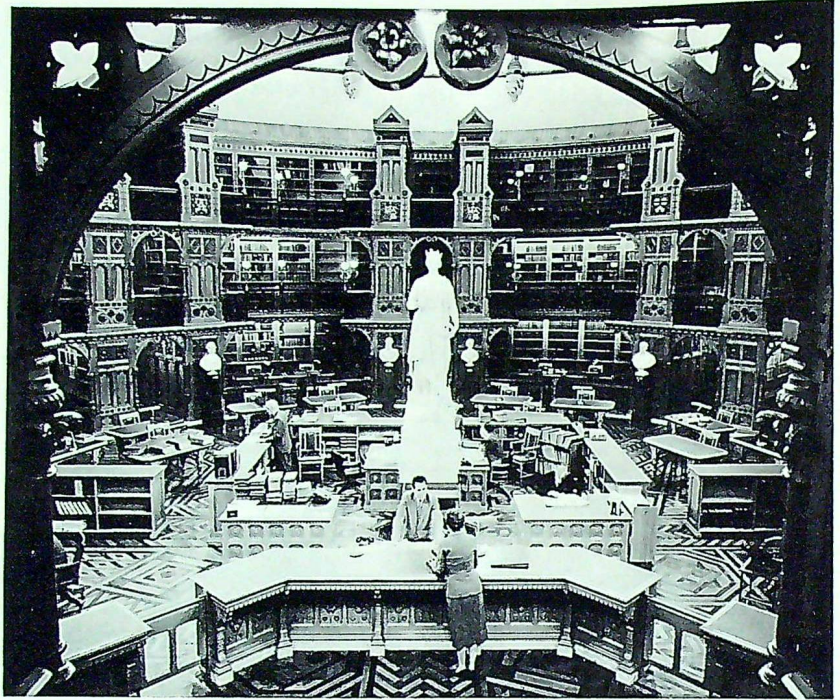
The Principles

There is not far to look for a classic exposition of the principles upon which, in a parliamentary democracy, a sound code of procedure should be based. These have been stated by Sir John Bourinot (one-time Clerk of the House of Commons) as follows:—"The principles that lie at the basis of English parliamentary law have, however, been always kept steadily in view by the Canadian Parliament: these are—to protect a minority and restrain the improvidence or tyranny of a majority; to secure the transaction of public business in an orderly manner; to enable every member to express his opinion within the limits necessary to preserve decorum and prevent an unnecessary waste of time; and to prevent any legislative action being taken on sudden impulse."

The root and ever-present problem of parliamentary procedure is to reconcile two primary needs—the need to expedite the orderly transaction of the nation's business and the need to preserve freedom of debate.

The Sources

Canadian parliamentary practice, like the Canadian constitution itself, was transplanted from the United Kingdom and still bears the marks of its origin. It would nevertheless be wrong to assume that the two systems are identical or even nearly identical. Canadian procedure has, through the years, developed and acquired rules and practices which give it a distinctly Canadian character. The formal sources of Canadian parliamentary practice are as follows:—The British North America Act, certain Acts of the Parliament of Canada, the



Inside the circular Parliamentary Library.

Standing Orders of the two Houses, the Debates and Journals of the two Canadian Houses and the two Houses in the United Kingdom, the writings of recognized authorities (such as Bourinot, Beauchesne and May) and the rulings of Speakers. The rules set out formally by no means constitute a complete code. If the bare bones were left to operate by themselves, without the flesh and sinew of practice and usage, the skeleton would soon disintegrate. Accordingly, when the formal rules are silent or obscure, resort is had to "the practice". In respect of the House of Commons, this means the practice traditionally followed in that House, and, if no such practice is discoverable, the practice of the House of Commons at Westminster. In respect of the Senate, if a local practice cannot be discovered, final resort is had to the practice of the House of Lords.

The Speaker's Role

The Speaker of each House presides over its deliberations, represents it in all external matters, and, most importantly, decides all questions of procedure as they arise, quoting the relevant authorities. The Speaker of the Senate is appointed by the Governor in Council and serves traditionally for one parliament, an English-speaking Senator succeeding a French-speaking Senator and *vice versa*. The Speaker of the Commons is elected by a majority of the Members at the commencement of each new Parliament and as in the case of the Senate the incumbents of the office are alternately English-speaking and French-speaking in successive parliaments (though Mr. Speaker Lemieux was elected in three parliaments in a row).

No meeting of any kind can be much better than its chairman and

certainly the qualities required of a Speaker—especially of the Speaker of the House of Commons where lively procedural disputes arise more or less constantly—are of a high order. He must be firm and impartial, command the confidence and respect of the Members generally, and maintain decorum. This is no easy task when, as often happens, government and opposition forces are locked in mortal political combat. Under Canadian practice, his rulings are subject to an appeal to the House which is the final master of its own procedure. However, since Canadian Speakers are traditionally chosen from among the supporters of the Government, his rulings are almost invariably sustained on appeal. In the United Kingdom House, a different tradition has developed. There, the Speaker, though a sitting Member, makes a career of the position. He usually serves for three or four Parliaments and immediately on his appointment severs his political connections. There is no appeal from his rulings, and a question has arisen as to whether the tradition established at Westminster in this regard might not be adopted in some form by the Canadian House.

The Speech from the Throne

The opening of each session of parliament is marked by the reading of a "Speech from the Throne" in the Senate Chamber. The Speech is delivered by the Queen personally (when in Canada) or by the Governor General in the Queen's name—a survival from the days in which the Crown had a substantial voice in the legislation. However, it is in fact prepared by the Government and is at once a review of national affairs and an indication of the measures the government intends to introduce in the new session. Both in the Senate and House of Commons, consideration of the Speech is the first item of business—save one. The first item

is the introduction of a *pro forma* bill which is given first reading and then not proceeded with further. This practice dates from 1517 and serves to demonstrate the right of each House to proceed with the consideration of its own business without first dealing with the "causes of summons" set forth in the Speech from the Throne.

When the opening of a session also marks the commencement of a new parliament there is one important step prior to the reading of the Speech from the Throne. Before hearing the Speech, the House of Commons must elect a Speaker. Accordingly, the Members of the House when first summoned to the Senate Chamber are informed as follows by the Speaker of the Senate: "I have it in command to let you know that His Excellency the Governor General does not see fit to declare the causes of his summoning the present Parliament of Canada until the Speaker of the House of Commons shall have been chosen according to law."

When the Speaker has been duly elected, parliament is "assembled", and the session proceeds in the usual way with the reading of the Speech from the Throne. Following the introduction of the *pro forma* bill, a motion is made, usually by two recently-elected supporters of the Government, for an "Address in reply to the Speech from the Throne". This motion, in effect, congratulates the Government on its achievements and program as outlined in the Speech. There is no limit to the number of amendments that may be moved to such a motion, but the matter has usually worked out as follows: The Official Opposition moves an amendment to the Motion for an Address which criticizes some aspect or aspects of government policy. One of the other parties in opposition then moves a sub-amendment, also critical of the Government. When this sub-amendment is debated and voted on, another party moves a

new sub-amendment, also critical in character. These amendments and sub-amendments are all motions of want of confidence in the Government and if carried would call for its resignation, the formation of an alternative government or a general election. Almost invariably, however, they are defeated and the motion for an Address is carried.

The debate on the Motion for an Address has always been regarded as "at large", in the sense that the usual injunction of relevancy is dispensed with. It is therefore an occasion on which the House provides a forum for the general discussion of public affairs without limitation as to subject matter, and its importance in this connection is widely recognized. Until recently, however, there was no time-limit on the debate which could, and often did, drag on interminably. Accordingly, as part of a series of procedural reforms adopted by the House of Commons in the session of 1955, it is now provided in the Standing Orders that the debate shall conclude in ten days and that any amendments or sub-amendments shall be disposed of at stated intervals prior to the tenth day. This new provision worked satisfactorily in the sessions of 1956 and 1957. It allows a reasonable opportunity for a full-dress debate and enables each session to get off to an early and orderly start.

Order of Business in the Commons

The first question to be settled in any code of procedure designed for a deliberative assembly is the order of business to be followed day by day. Standing Order 15 disposes of this question so far as the Commons is concerned. Each sitting day begins in the same way, with the Speaker reading a Christian prayer, on alternate days in English and French. Then follows the daily routine of business. First, reports of committees of the House are

presented by the chairman of the committee concerned. At this point, any motions relating to the proceedings of the House are entertained, government bills introduced and public bills from the Senate given first reading. Government notices of motion are then dealt with. Ministerial statements on government policy may then be made and questions asked of Ministers by private Members. Such questions are asked before the first order for that day is called and are referred to as questions asked "on the Orders of the Day". While these routine proceedings are dealt with daily in the same order, once the motion for an Address in reply to the Speech from the Throne has been disposed of an important distinction is drawn between "Private Members' days" and "Government days".

Private Members' Days

Six Mondays and two Thursdays following the adoption of the motion for an Address are devoted to business sponsored by private Members. All other sitting days are devoted to government business, with the proviso that, throughout the session, the hour from 5.00 p.m. to 6 p.m. on Tuesdays and Fridays is devoted to private and public bills sponsored by private Members. A private Member, on giving forty-eight hours' notice, may introduce any public bill or resolution which does not provide for the imposition of taxes or the expenditure of public funds. Financial matters are solely within the prerogative of the Government, for the technical reason that under the British North America Act any "money" bill or resolution must be "recommended" to the House by the Governor General, who acts constitutionally on the advice of the Government and not on the advice of private Members. "Money bills" must be sponsored by the Government as well as introduced in the Commons. Private Members

may nevertheless introduce resolutions related to financial matters by moving that "the Government consider the advisability of" adopting such and such a course of action involving finance. That type of resolution is admissible because its adoption would not of itself impose any tax or authorize any expenditure of public funds.

Private Members' public bills and resolutions have only a slight chance of adoption or even of coming to a vote. This is partly because of the limited time allotted for their consideration, and partly because they must command the support, or at least the acquiescence, of the Government and its supporters before they can be brought to a vote or be carried. Private Members' resolutions and bills must be dealt with strictly in accordance with the precedence assigned to them by the Standing Orders and indicated on the Order Paper (a printed document which sets out the order of business for each day). Without the unanimous consent of the House there can be no change in the order in which the business of private Members is dealt with.

Private bills—which are not to be confused with private Members' public bills—are of special and not of general application, examples being a bill to incorporate a religious order or an interprovincial pipeline company. These are always sponsored by private Members and are almost invariably introduced in the Senate. Such bills—unlike public bills of general application sponsored by private Members—have an excellent chance of coming to a vote in the Commons, once they have passed the Senate. This is because of the priority given to their consideration for an hour on Tuesdays and Fridays throughout each session and because—though there are exceptions—they do not usually involve any contentious political issues.

Government Days

Most of the time of the Commons is taken up with the consideration of Government business, which appears on the Order Paper under the heading "Government Orders". Government bills and resolutions, on Government days, may be taken up in such order as the Government may determine. Assuming that there are nine items of business on the Order Paper, the Government may decide to take up Item 9 first, then Item 2, and so on. Such decisions are taken by the Prime Minister and his Cabinet—the collective brain of the Government. However, the demands on the Prime Minister's time being heavy, it has been the custom for him to appoint a Cabinet Minister to "lead the House" on his behalf. In practice therefore, in association with his colleagues and often after "behind-the-curtain" arrangements have been made with representatives of the other parties, the "Leader of the House" arranges for the conduct of Government business in the House and for the order in which the various items are to be taken up. It has been the custom, also, for the House Leader to announce, at the close of each sitting day, the order of business for the following day. This alerts potential speakers as to what is coming up and tends to reduce the delays which might take place if the parties in opposition, claiming surprise, were to take full advantage of the procedural opportunities available to them under the rules to restrain the progress of government business.

Rules of Debate

The foregoing leads logically to a consideration of the rules governing debate in the Commons. In the first place, it should be emphasized again that the House operates constantly in an atmosphere, if not of tension, at least of contention. The area of contention is practically



In the Memorial Chamber of the Peace Tower, a page is turned daily in the Book of Remembrance.

unlimited when a new session begins, but the rules of debate operate almost at once to restrict the area until finally all contentious matters have been disposed of or held over for the next session. This is because once an issue has been decided by a vote of the House it cannot be raised again (except by unanimous consent) during that session. This does not mean that the debates are any less acrimonious towards the end of a session. The reverse is often true. But the matters upon which debate may proceed will have been vastly reduced in number. All questions are decided by majority vote (which must be recorded if demanded by at least five Members) the Speaker having a deciding vote when "the voices are equal".

Another important rule is to the effect that, in order to institute a debate, there must always be a motion before the House, 48 hours' notice of which as a general rule must have been given and to which the remarks of Members must strictly relate. No Member may speak more than once to any motion except that the mover of a substantial motion is accorded a right of reply. In general, there is a

forty minute time limit on Members' speeches in the House and a thirty minute time limit in committee. There may be no more than two proposed amendments before the House at any one time—a motion to amend the original motion, and a further motion to amend the amendment (a sub-amendment). Once a sub-amendment has been voted down, a new sub-amendment may be moved. Similarly, if the amendment is voted down, a new amendment (and indeed a new sub-amendment) may be moved.

Since each Member may speak for forty minutes on the main motion and on each amendment and sub-amendment, the discussion of any issue could seemingly continue indefinitely if a filibuster were conducted by a minority of Members determined to prevent it from coming to a vote. There are, however, indirect and practical—as well as direct and formal—limitations on protracted discussion. On the practical side, the limitations arise from three rules of procedure, the first of which requires that, in general, any amendment (or sub-amendment) must be relevant: it must relate to the motion and vary it in some particular or particulars. It must not introduce an entirely new concept since this would require a separate motion for which forty-eight hours' notice is required. The second rule is that which precludes the reintroduction of any issue on which the House has already reached a decision. The third rule is to the effect that Members must not indulge in repetitious or irrelevant remarks. The limits of human ingenuity and physical endurance accordingly suggest that sooner or later Members will run out of admissible amendments and arguments.

The direct and formal limitations are represented by the "closure" and the "previous question". Closure was first introduced into Canadian parliamentary procedure by Sir Robert Borden in 1913. Under the Canadian rules, any Minister of the Crown may, if he has given notice of his intention at an earlier sitting, move that the further consideration of a given question be not further adjourned or postponed. His motion must be put to the House at once without debate. If the motion is carried, no Member can speak for more than twenty minutes on the question to which the closure has been applied, and in any event, the question must be put to a vote not later than one a.m. on the following morning. Closure has been applied rarely in the Canadian House, but it has been applied by both Liberal and Conservative governments. It is usually applied only as a last resort when a government considers it vital that a particular measure be adopted by a given time and when in its opinion the parties in opposition, or some of them, are determined to prevent the matter from coming to a vote within that time. Almost invariably, the application of closure results in acute political controversy, with the Government accusing the Opposition of attempting to frustrate the will of Parliament and the Opposition accusing the Government of stifling free discussion. Generally, also, the application of closure, its appropriateness or otherwise, becomes an issue in the next ensuing general election. Striking examples of this are to be found in connection with the Conservative Government's Naval Aid bill in 1913, when closure was introduced and first applied, and the Trans-Canada natural gas pipeline bill, when closure was most

recently applied, in this instance by a Liberal Government.

The "previous question" is a procedural device which is not aptly named and is somewhat difficult to explain. It is a qualified version of the closure. A Member may, at any time during a debate on any motion, move that "the question be now put". Debate may proceed in the usual way on such a motion, but no amendment is permitted to be moved thereto, or to the main motion itself, which must be put to a vote immediately on the conclusion of the debate on the motion that the question be now put. The device is referred to as the "previous question" because it is disposed of immediately before the vote is taken on the main motion. It may not be moved when

any amendment is under debate, but if an amendment to a motion is carried, it may be moved on the main motion as amended. It may be moved only in the House itself, and not in any committee thereof. The "previous question", though not the closure, is also provided for in the Standing Orders of the Senate.

One of the principal ways in which a party in opposition may restrain the progress of a government measure of which it disapproves is by moving a series of amendments, each of which is fully debatable. Accordingly, the "previous question" is a powerful weapon in the hands of any government, though not so effective as the closure itself. Being restrictive of debate it has been resorted

to infrequently, though more frequently than the closure. It is used as a kind of second last resort and (as in the case of the closure) careful consideration is given to the question of whether its application is fully justified in the circumstances. Regard is had to the relative urgency and importance of the issue and as to whether and to what extent a "filibuster" is in progress—that is, a determined effort to extend the debate in order to prevent the issue from coming to a vote. For the application of either of these two extraordinary procedures, the closure or the "previous question", any government must of course ultimately justify its actions to the electorate.

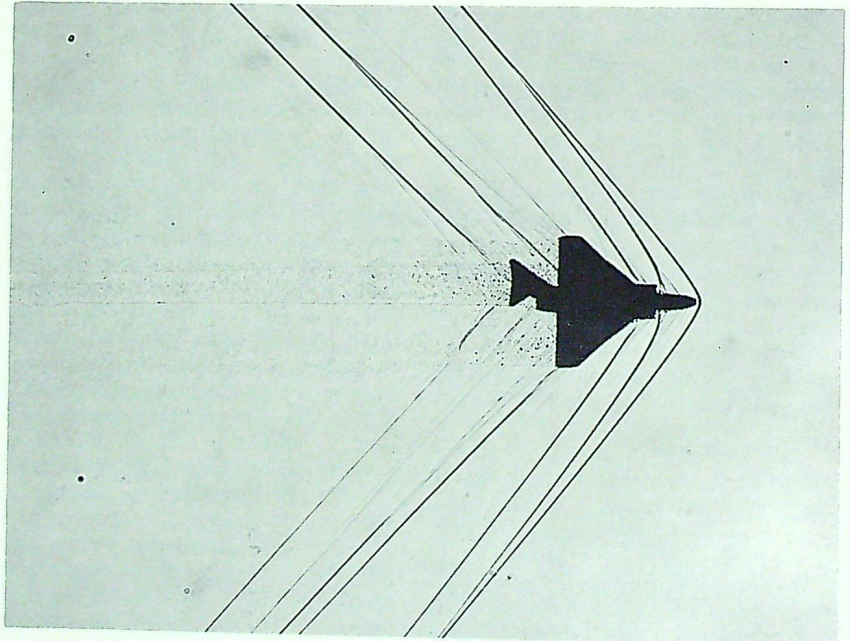
(To be concluded)

Dinky Toy Saves D.R.B. Money

A CHILD's toy aeroplane, used as a demonstration model in the aeroballistics range, is proving economical to the Defence Research Board's Canadian Armament Research and Development Establishment at Valcartier, P.Q. The Dinky Toy *Javelin* delta-wing fighter now replaces relatively expensive, carefully machined operational models for demonstration purposes at CARDE.

The landing gear of the toy aircraft is filed off and the model is then fired from a 17-pdr. anti-tank gun with the rifling removed. The model is carried through the bore inside a sabot, which protects it from hot gun gases and provides a pusher base for propelling the model down the bore and into the range. On emerging from the gun, the sabot falls away while the model continues in free flight.

The toys are photographed in flight by a shadowgraph optical system that pictures the air disturbances caused by the model's motion down the range. Observa-



tions along the 750-ft. range have shown the toy *Javelin* to be a stable aircraft when moving at supersonic speeds.

Cited for Heroism



Flt. Lieut. A. G. Carswell, A.F.C.

HER MAJESTY the Queen has approved gallantry awards to two R.C.A.F. members for their part in the rescue of two fishermen from a sinking vessel off Canada's west coast.

Flight Lieutenant Andrew G. Carswell has been awarded the Air Force Cross, and Sergeant Ian J. McPherson has been awarded the British Empire Medal.

The incident resulting in the awards took place on 28 June 1956, when an R.C.A.F. search and rescue *Canso*, piloted by Flt. Lieut. Carswell, was despatched from Sea Island airport, outside Vancouver, to aid a sinking fishing craft near Galiano Island in the Straits of Georgia.

Despite strong winds and heavy seas, Flt. Lieut. Carswell landed the aircraft and managed to manoeuvre it close to the distressed vessel. The bow of the fishing craft was about six feet above the water, with the two survivors clinging to it, being beaten by eight-foot waves.

As the rescue plane approached, the vessel sank from sight, and the two fishermen were left struggling in the water. In the words of the citation, Sgt. McPherson "without hesitation and with complete disregard for his own safety" left the crew compartment and climbed on the aircraft wing.

Sgt. McPherson managed to maintain his perilous position on the wing of the violently pitching plane, close to the milling propellers. Heavy seas were breaking over the top of the wing surface. He crawled to the wing tip and threw a line to the two fishermen, maintaining tension on it while they were pulled to safety.

The citation covering the awards states that "Sgt. McPherson, despite a broken hand in a cast, by his unselfish act, during which he hazarded his own life, was undoubtedly responsible for the saving of the survivors." Sgt. McPherson's B.E.M. will bear the recently adopted Silver Oak Leaf emblem, signifying that it was won by an act of gallantry. This emblem was instituted in January of this year.

The aircraft had been severely damaged by the heavy seas when landing, and during the rescue operation was shipping water faster than the pumps could handle it.

The takeoff in the heavy seas was particularly hazardous, but was accomplished safely by Flt. Lieut. Carswell, who flew the *Canso* back to Sea Island, with the survivors aboard, without further incident.

The citation covering Flt. Lieut. Carswell's award refers to another



Sgt. I. J. McPherson, B.E.M.

incident on 6 September 1956, when "under difficult conditions" he landed a *Canso* aircraft 600 miles at sea off the west coast of Vancouver Island, to pick up a critically-ill crew member of the Department of Transport weather ship "St. Catharines". The transfer was carried out with considerable difficulty, and a jet-assisted takeoff was made from the rough seas, with the seaman aboard.

Both men have been transferred from Sea Island since the rescue incidents outlined. Flt. Lieut. Carswell now is serving with the R.C.A.F. Recruiting Unit in Toronto, and Sgt. McPherson is serving at R.C.A.F. Station Trenton, Ont.



Lord Tedder is against complete integration of the Fighting Services, which must preserve their individuality. He believes in some integration at the top of all three. As he put it: "I am now inclined to be a Unitarian at the top while remaining a firm Trinitarian all the way below." (*"The Aeroplane"*: U.K.)

R.C.A.F. Association



(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

CONVENTION SPEAKERS

Air Vice-Marshal K. M. Guthrie, Chairman of the host Wing Convention Committee, reports that the roster of speakers for the National Convention has been completed. Dr. David A. Keyes, Chief Scientific Advisor to the President of Atomic Energy of Canada Ltd., Chalk River, will be the guest speaker at the annual dinner. The luncheon speakers will be Air Marshal Hugh L. Campbell, Chief of the Air Staff; Mr. John L. Plant, Executive Vice-President and General Manager of Avro Aircraft Ltd.; and the Honourable Gordon Taylor, Minister of Highways for the Province of Alberta. The Association has indeed been honoured by such a distinguished group having accepted the invitation to speak to us on this occasion.

NEW WINGS

It is a pleasure to report the formation of two new Wings in the Association. These are No. 440 (Oxford) Wing, Woodstock, Ont., and No. 441 (Kempfenfeldt) Wing, Barrie, Ont. The Executive officers of the Woodstock Wing are: President —Mr. D. Underhill
Secretary —Miss M. Mark
Treasurer —Mr. H. Mighton
and of the Barrie Wing:
President —Mr. H. E. Partridge
Sec.-Treas.—Mr. F. Arthur Bourne

Welcome to these two new Wings, from all members of the Association.

NATIONAL OFFICE STAFF CHANGES

Flight Lieutenant R. R. Rowlands has come to us from R.C.A.F. Station London to replace Flight Lieutenant M. E. Ferguson, who has retired from the R.C.A.F. We are most grateful to "Fergie" for the splendid work he did for the Association over the past two years, and we welcome Flt. Lieut. Rowlands to our midst.

WING NEWS

438 (Algonquin) Pembroke

This enterprising Wing is now in the second year of its sponsorship of No. 638 Air Cadet Squadron. Recently, to provide funds for this splendid work, they held a "peanut day" and raised in excess of \$500.00.

408 (Toronto)

This has been a banner year for this revitalized Wing. The acquisition of the sponsorship of No. 618 Air Cadet Squadron has provided a real incentive. Among the activities of the Air Cadet Squadron is its hockey team in the Air Cadet league in the city of Toronto. The success of this wing is one of the best examples of what a Wing can do when they assume a real challenge for their membership.

253 (Moncton)

This Wing recently extended its community work to include assistance to the Moncton Boy's Club, dedicated to the training in many sports of our younger citizens. This initial financial support is only a beginner, and the Moncton Wing expects to provide more help in the future. This is the type of community effort which is recommended for all Wings.

427 (London)

The London Wing has been sponsoring bingos and the turnouts have been averaging around 1,000. Proceeds are to be turned over to

At 432 (Sault Ste. Marie) Wing's annual dinner dance, left to right: Mrs. O'Donnell; Mr. J. O'Donnell, vice-president; Mrs. Topling; Flight Lieutenant F. Topling; Mrs. Mathewson; Mr. A. Mathewson, president.



the Air Cadet Squadron in the way of flying scholarships. It is encouraging to note the revival of interest which is evident in one of our older Wings.

Wing Commander W. G. Welstead, A.F.C., Commanding Officer, R.C.A.F. Station London, addressing members of 427 (London) Wing.



MEMBERSHIP CAMPAIGN GAINS 1500 RECRUITS

Fifteen hundred new Wing members were secured during the campaign from September to February, bringing the total new members for the year to date to 2,100. The following were responsible for obtaining 12 members or more:—

| | <i>Wing</i> | <i>Total</i> |
|---------------------|-------------|--------------|
| Mr. A. McDonald | 408 | 31 |
| Mr. A. C. Mathewson | 432 | 27 |
| Mr. J. C. Anderson | 408 | 23 |
| Mr. G. E. Penfold | 437 | 19 |
| Mr. R. Argue | 437 | 15 |
| Miss M. Graham | 602 | 13 |
| Mr. E. S. Searl | 700 | 13 |
| Mr. L. Gallant | 200 | 13 |
| Mr. P. Martel | 309 | 13 |
| Mr. H. Gauthier | 408 | 13 |

A/V/M

| | | |
|-------------------|-----|----|
| K. M. Guthrie | 700 | 12 |
| Mr. D. Herrington | 701 | 12 |

Individual prizes will be mailed, in due course, to the Secretary of each Wing for distribution to those members who are entitled to them. The impressive list of prizes includes: a gold wire blazer crest, engraved stein, monogrammed cufflinks and tie clasp. The 'doers' in the Association will be recognizable by the jewellery they wear.

Through the efforts of this well organized campaign the Association will be in a position to report an increase in the over-all membership for the year.

ANNUAL GROUP MEETINGS

All Groups held their annual meetings during the latter part of February. The practice of holding the Group meetings at different centres within the area each year has brought about better and bigger functions.

Excellent speakers were obtained. Much time and effort was spent on publicising the Association on this occasion and the effect on the community results in very favourable reaction to the work being done by our Association. A full report of each Group meeting, together with pictures, will appear in the next issue of "Wings at Home".

The following are the newly elected Group Executives for the coming year:

MARITIME GROUP

| | |
|-----------------|-------------------|
| Immediate | |
| Past-President: | Mr. P. F. Connell |
| President: | Mr. Harry Roberts |
| Secretary: | Miss Florence Day |
| Treasurer: | Mr. Paul McGee |

QUEBEC GROUP

| | |
|-----------------|------------------|
| Immediate | |
| Past-President: | Mr. G. R. Ellis |
| President: | Mr. L. E. Fulton |
| Secretary: | Miss M. Pineo |
| Treasurer: | Mr. M. Simon |



At the annual dinner of the Ontario Group in North Bay, left to right: W. Johnson, North Bay; W. Cherry, Kingston; Air Commodore J. A. Easton, O.B.E., guest speaker; and Air Vice-Marshal F. G. Wait, C.B.E.

ONTARIO GROUP

| | |
|-----------------|----------------------------|
| Immediate | |
| Past-President: | Mr. D. W. Cain |
| President: | Mr. G. E. Penfold |
| Secretary: | Mr. L. Schedlin-Czarlinski |
| Treasurer: | Mr. J. Barr |

MANITOBA-N.W. ONT. GROUP

| | |
|-----------------|-------------------|
| Immediate | |
| Past-President: | Mr. E. A. Carlyle |
| President: | Mr. R. Rosenberg |
| Sec.-Treasurer: | Mr. T. Penton |

SASKATCHEWAN GROUP

| | |
|-----------------|---------------------|
| Immediate | |
| Past-President: | Miss M. Graham |
| President: | Mr. J. Ambler |
| Sec.-Treasurer: | Mrs. C. J. Thurgood |

ALBERTA GROUP

| | |
|-----------------|-----------------|
| Immediate | |
| Past-President: | Mr. R. Bullough |
| President: | Mr. M. Moffatt |
| Secretary: | Mr. N. Bullied |
| Treasurer: | Mr. S. Jones |

103 (Cabot) Wing, Sydney, N.S., was host to delegates attending the Maritime Group Convention. This attractively decorated window on the main street welcomed the delegates.



Royal Canadian Air Cadets

(This section of "The Roundel" is prepared by Air Cadet League Headquarters, 424 Metcalfe St., Ottawa, Ont.)

SPONSORING COMMITTEE KEY TO SUCCESS

CANADA now has over 300 Air Cadet squadrons, each of which has a sponsoring committee made up of public spirited citizens who, in their desire to support the work of the Air Cadet League of Canada, look after the welfare of the cadets. This responsibility ranges from the selection of suitable officers and instructors to the raising of money to provide the squadron with "extras" such as band equipment, entertainment, sports equipment, and educational trips. Sponsoring committee members are also expected to visit squadron parades and maintain close liaison with the squadron officers and instructors.

Ideally, the members of a sponsoring committee should be leading members of the community, who are in a position to enlist co-operation and support for the operation of the squadron.

It is a recognized fact that the degree of a squadron's success depends on the vigour and resourcefulness of its sponsoring committee. Suitable officers and instructors have to be chosen, squadron quarters have to be modified and added to at times, and money and services have to be located. Any innovations or suggestions that might advance this phase of the League's work should, of course, be passed along to the above address for the benefit of all concerned.

* * *

An outstanding example of a successful committee is that of 333 Lord Beaverbrook Squadron at Fredericton, N.B., sponsored by the Royal Canadian Air Force Association Wing of the same name. Some very serious thought was given to the selection of members for this committee. As the chairman, Jim Freeman, explains: "We took our time, and approached the men who, in our opinion, could do the cadets the most good. We have



Canada's top teenage pilot and winner of the Tudhope Trophy, Warrant Officer J. M. Ashton of South Burnaby, B.C., at Uplands Airport before enjoying a flight in a CF-100.

found that although our squadron budget amounts to \$2,000, we receive at least another \$1,000 worth of services at no charge, thanks to the efforts of our sponsoring committee."

Who are some of these men, and what do they do, specifically? Al Tunis arranges for the use of the gymnasium and swimming pool at

An event of interest occurred on the west coast recently when all the lower mainland squadrons in British Columbia held a senior N.C.O.'s mess dinner at R.C.A.F. Station Sea Island.





Fight Sergeant Peter Roche of 89 Kinsmen Squadron, Victoria, B.C., qualified as the leading novice rifle shot in Canada at the DCRA championship in Ottawa last fall. His C.O., Squadron Leader E. A. McGowan, presents him with yet another award to add to his collection.

the University of New Brunswick. A. E. Brown, manager of J. D. Creaghans, a large clothing store, arranges for prizes and entertainment through the local Merchants' Association. Dr. B. L. Jewett, a member of the Board of Directors of U.N.B. helps the squadron get hockey time on the university rink. R. A. Lambert, who is on the provincial committee of the League, is a member of the city school board and arranges for the use of two school auditoriums for band work, a "defendo" course and basketball practice.

The squadron is composed of 110 cadets, four officers, and according to the Commanding Officer, Squad-

Royal Visit

His Royal Highness Prince Philip is greeted by Air Vice Marshal H. B. Godwin, C.B.E., as he alights from his aircraft to visit the R.C.A.F.'s No. 4 Fighter Wing base at Baden-Soellingen, Germany. The Prince spent a week in the Baden area, touring the base and being briefed on the role of the R.C.A.F.'s N.A.T.O. Air Division in Europe.

ron Leader R. Young, who has been with the squadron seven years, "ten of the most highly qualified instructors in Canada".

The chief instructor was formerly John Clark, head of the Forest Biology Lab of the federal government at U.N.B. The new C.I. is Mr. Butler. Their calibre may be judged by the fact that both of these gentlemen have developed training aids for the squadron in which the R.C.A.F. has expressed interest.

Other organizations have given fine co-operation towards the successful operation of this community squadron. Lance Corporal Boyd, a graduate of the Army Sports School, who took an Army judo team to the C.N.E. gives a "defendo" course and the Army also gives a helping hand when it comes to bus transportation. The R.C.M.P. is represented by Cpl. L.

Pantry, who instructs in drill and discipline.

With the help of these capable citizens, 333 Squadron does a lot of fine work with young men of high school age, and through the efforts of Les McCabe, secretary-treasurer of the sponsoring committee, the people of New Brunswick's capital city are kept well informed of their squadron's activities. The fact that Les' wife is office manager of the "Fredericton Gleaner" and a brother-in-law is manager of radio station CFNB, doesn't do any harm either! With Les' help, the cadets have obtained a 10-15 minute radio program every Monday evening, giving information of Air Cadets that is slanted towards the parents and also features routine orders and interviews. All details are handled by the cadets, and a couple in particular have shown considerable aptitude for this type of work.

Nothing succeeds like success, and the carefully planned, well-publicized activities of 333 Squadron have provided the squadron with an abundance of recruits, whose well-informed parents are all for Air Cadet training.



This ENGLISH Language!

(We feel that even the solemn countenance of Sgt. Shatterproof, rtd., might break into a sly grin at this commentary on the running battle between the Concise Oxford and Webster dictionaries. It comes from the Office of Information Services, 64th Air Division (Defense) Headquarters, Pepperrell Air Force Base, St. John's, Newfoundland.—Editor.)

UNITED STATES' Armed Forces serving in Canada learn much of their northern neighbors. Among the national characteristics which frequently affect the Air Force is the Canadian system of spelling, which generally follows the British system.

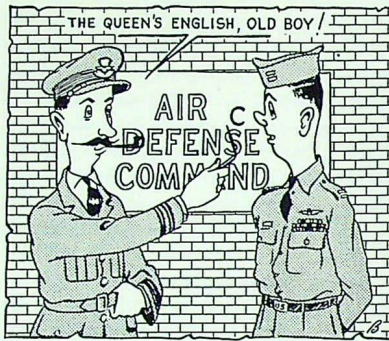
The following are some of the niceties practised by the Air Force in writing of and for the Canadians:

Both the R.C.A.F. and the U.S.A.F. carefully maintain the "defence vs defense" distinction in official booklets, regulations, instructions and letters. Aside from the courtesy of acknowledging the other fellow's way of doing things, it helps also to identify whom one is talking about.

In writing to the Canadians we use our own spelling, except when we refer to such things as their official designations for units, i.e., "R.C.A.F. Air Defence Command", but use "air defense" in general discussion. The distinction is preserved in the D.O.D.-D.N.D. (U.S. Department of Defense—Canada's Department of National Defence) abbreviating.

In the United States, the Ground Observer Corps is usually shortened to GOC. In Canada, however, it is GOBc, because of the Canadian term GOC for General Officer Commanding.

All U.S.A.F. leaders of formations down to squadron level are titled "Commander". (There are two exceptions; both the Strategic Air Command and the Canadian-U.S. joint service North American



Air Defense Command have Commanders-in-Chief). In the R.C.A.F., each echelon has its own title form. Their major air commands are headed by an "Air Officer Commanding". Lower echelons are successively "Commanding Officer" and "Officer Commanding".

When our pilots land C-47s at R.C.A.F. stations, they are likely to have a ground crew sergeant cheerily greet them with, "A Bowser will be along to your Dak in a minute." Having been flying an aircraft he knew officially as a "Sky Train" and affectionately as a "Gooney Bird", and completely surprised by "Bowser", he asks for a translation. "Dak" is short for *Dakota*, the R.C.A.F. nickname for their version of the cargo transport known commercially as a DC-3. The Bowser is the refueling truck made by the Bowser Company, Limited.

To provide a better understanding and greater appreciation of the R.C.A.F.'s training program, the

U.S.A.F.'s Air Training Command published a booklet several years ago entitled, "Training in the Royal Canadian Air Force". The authors of the various articles were members of the R.C.A.F. Training Command, and thus wrote with their own spelling such words as "programme", "centre", etc. None of the U.S.A.F. copy or proof readers destroyed the character of the booklet by conforming to U.S. spelling.

These practices are routine to the air, military and naval forces who work with them. The general public, however, is apt to err. Newspaper linotypers, for instance, frequently have "defense" precede "centre".

When the Air Defense Command's 64th Air Division (Defense) took over the headquarters building of the former Northeast Air Command at Pepperrell A.F.B., Newfoundland, the bronze plaque by the door had to be recast to reflect the new owners. The contract was given to a local foundry and, naturally, was written with the U.S. spelling of defense. This was translated by the engraver to "defence". It has been decided to keep the plaque as is, for it visually reminds, as much as the Canadian red ensign flying beside the stars and stripes, that Canada is our partner in defence (whoops, defense).



"Oxley here is Captain of the local Ground Observer Corps."

(Courtesy "AIRCRAFT")

Levelhead and the Night

BY MARK RICHARD POLKING

(Reprinted from "Aviation Week". Second Lt. Mark Richard Polking, USAF, was an all-weather fighter pilot in Air Defence Command, flying F-86Ds out of McGuire AFB, N. J. Like some other gifted pilots, Lt. Polking hoped to combine writing and flying. He planned to return to the University of Michigan after his term of USAF active duty to complete his academic degree. Lt. Polking died at the age of 22 in the crash of his F-86D after its jet engine flamed out on a GCA approach to McGuire. He was returning from a scramble after unidentified targets similar to the mission of "Levelhead".—Editor.)

"Levelhead, Levelhead, scramble one, runway."
The silence of the night is broken by the bell.
Ground crews race, the pilot leaps, the time is recorded.
The night rebels against this sudden burst of

unnatural activity.

But sleeping nature must awaken too,
For when does nature sleep if man deems otherwise?

The pilot disrespectfully kills the peacefulness
of the night.

The whine of the spinning turbine increases, increases,
And then passes beyond the range of human sensitivity,
The huge hangar doors unnaturally creep open,
The roar of the fire-cans drown out the night,
And, forcing it back, leave a noisy emptiness.

Unsuspecting humans, hearing the death of night,
stir in their beds.

The husband says, as he hears his child cry,
"These damn flyboys must have their fun and
rob us all of sleep."

Another pilot—off duty—thinks—
"There goes Bill—may God be with him."
One wife awakens fully to the roaring of the jet.
"Dear God, be kind to Levelhead and country, but
especially Levelhead."

Despite their showy bravery, the world of pilots
respect the night.

"Tower, Levelhead, red one, scramble one."
"Roger, Levelhead, red one—three zero, wind calm,
call Dora ten."

The pilot looks at the glowing dials—
Instruments that look like children bred of hell.
"Tail pipe, fuel pressure, eyelids and tachometer."
The afterburner splits the night in two.

The husband hears the night slip back and tosses.
The other pilot dreams a fitful dream.
The child whimpers, then sleeps,
The wife looks at the clock and waits.
The night waits too, for as the roar of man decreases,
The night waits to rule once again, and swallow up
the airbase.

Somewhere below, a tiny white speck on a radar scope
moves relentlessly

Slowly but relentlessly toward the city—
Toward the husband once again asleep—
Toward the child now quiet—
Toward the airbase and the wife watching the clock—
Toward the radar operator who watches the scope.

The radar operator speaks to the night, and
the night relays his message,
"Levelhead, Dora, Vector zero six zero, angels thirteen."
"Bogie now twelve o'clock, thirty."
The pilot, now relaxed, thinks of thirteen angels—
Thirteen separate thousand feet, each an angel
very real.

Thinks of the radar, Dora, very real.
But to the night at Angels thirteen,
only the night is real.

Now there are two white specks on the scope,
converging rapidly.

Through the night come the welcome words of the pilot.
"Dora, I have contact."
"Dora, I have Judy."
"Dora, tally ho, friendly."

The radar operator breathes a deep sigh and takes
down the numbers of the strayed aircraft.
The pilot of the aircraft curses himself and the night.
Both for having strayed and causing Levelhead
to scramble.

The husband sleeps—the child sleeps—the city sleeps,
While the wife watches the clock, for the night is
wide awake.

The pilot watches his fuel for the night is
wide awake and black.
"Levelhead, Dora. Pigeons two seven zero, one twenty."
The night watches, the plane speeds, the minutes fly.
The pilot falls in love with Dora as he sights his base.

The night at the airbase is shattered again.
The husband awakens once more.
The child cries.
But the wife sleeps—
The city sleeps.
The city sleeps in peace because
Levelhead destroyed the night.

TWO REVIEWS

When Aces were Kings

A book review by

WING COMMANDER F. H. HITCHINS

The sub-title to Mr. Reynolds' new book "They Fought for the Sky"* calls it "the dramatic story of the first war in the air." In the introduction, which he ingeniously calls "Confessions of a Thief", the author explains that he found that "there had never been a book written which embraced the activities of all air forces during the first World War. And I knew I had to write this book." He admits, however, that it is "in no way a definitive history of air fighting . . . it is of course impossible to paint on so small a canvas as one book the complete picture of the air forces of the warring nations; this is at best a sketch, not a definitive mural."

The author is equally frank about the method of compiling his book. Quoting the old tag that stealing from one book is plagiarism while stealing from a hundred is research, he refers to his bibliography and hopes that if he is accused of theft it will at least be grand larceny. A "predatory professional writer", he confesses he merely "typewrote" the book by picking the brains and the words of hundreds of men.

After so disarming a confession it may seem ungracious to look too closely at the details of the sketch. Certainly there are gaps in the picture of the first war in the air. It is concerned only with the Western Front and, although the broad development of the air weapon is briefly referred to—there is, for example, one chapter which tells something of the *Zeppelin* and *Gotha* raids on

Britain—the emphasis throughout is on air combat. The figures that dominate the pages are those of the "aces" of the British, French, American and German air forces. The fighter pilots of Italy, Belgium, Russia and Austria-Hungary have no place in the sketch; nor do the bomber, army co-operation, reconnaissance, flying-boat and other air crews who also had their part in the war in the air.

In detail, the sketch is not free from slips and errors. A few instances must suffice. The Canadian ace D. R. MacLaren (who appears in the book as Donald McLoren) was prominent in 1918 rather than 1917; he did not reach the front until late in November 1917. The aircraft which Billy Bishop flew on his "final day" in June 1918 was an *S.E.5*, not a *Nieuport*. Roy Brown was born in Carleton Place, not Edmonton. W. G. Barker was awarded the D.S.O., not the D.S.C. (a naval decoration); and he was not "back in France" in the early months of 1918; he went to the Italian front in November 1917 and remained there until the end of September 1918. "Boom" Trenchard was not 50 when he learned to fly; he obtained his pilot's license in August 1912 when he was 39.

The author's statement on page 167 that "by arrangement with Washington the Canadians had been allowed to train in flying schools opened in Texas" is misleading as it tells only part of the story. In the spring of 1917, after the United States entered the war, a reciprocal agreement was made between the British and the Americans whereby the Royal Flying Corps trained ten U.S. squadrons in Canada during the summer and autumn of 1917, and in return, the Americans provided three fields in Texas for the training of both R.F.C. and U.S. airmen through the winter months.

Despite the oft-repeated legend, Max Immelmann did not fly a *Taube* over Paris in August 1914; the German ace did not join the air service until November of that year. Hermann Goering did not learn to fly with the Richthofen "circus", although he did lead it during the last months of the war. Referring to German reports that the British fighter pilot, Capt. Albert Ball, was shot down in combat by Lothar, the younger of the von Richthofen brothers, Mr. Reynolds dismisses the claim as propaganda because, he says, Lothar had been wounded two days previously and was in hospital on 7 May 1917, the day of Ball's death. Available German records disagree on the date on which Lothar was wounded, but the propaganda aspect of the German claim rests upon more than a doubtful date. According to the German version of the combat, Ball was flying a *Sopwith* triplane, whereas he was in fact flying an *S.E.5* biplane. A German publicity writer might not know the difference between a triplane and a biplane, but an airman of Richthofen's experience would not make such an error.

Finally, Frank Luke and Eddie Rickenbacker were not the only American airmen awarded the Congressional Medal of Honor in the 1914-1918 war. Mr. Reynolds is not alone in making this error; indeed it has been repeated so often that 1/Lt. H. E. Goettler (pilot) and 2/Lt. E. R. Bleckley (observer) of the 50th Aero Squadron, who lost their lives while dropping supplies to the "Lost Battalion" of the 77th Division on 6 October 1918, have now become the unknown heroes of the American air service.

Such points as these, and others that could be cited, are perhaps of interest only to the serious student of air history (which the author of the book confesses he is

*"They Fought for the Sky—The Dramatic Story of the First War in the Air," by Quentin Reynolds, Clarke, Irwin & Company Limited, Toronto, 1957. Pp. xiv—304; illustrated; bibliography; index. Price \$4.00.

not). For the general reader not concerned with such details, Mr. Reynolds' "cursory story of aerial fighting in World War I" presents an interesting, if not meticulously accurate, anthology of some of the great aces who forty years ago "fought for the sky."

"Periscope Patrol"

Reviewed by

SQN. LDR. N. W. EMMOTT, D.F.C.

Submarine and aircraft have much in common. Both have freedom in three dimensions; sometimes they work in concert, sometimes independently; both depend utterly upon the skill of those who maintain them. It is this similarity that makes airmen and "submariners" respect each other, even when they are mortal enemies.

"Periscope Patrol" is a story of submariners who, operating from Malta, earned the admiration of the world and the heartfelt thanks of both the Desert Air Force and the Eighth Army for their contribution to the cutting of Rommel's supply lines.

The book* is a stirring story of the difficult and dangerous operations of our own "U-boats" (*Upholder*, *Utmost*, *Urge*, *Unbeaten*, and others) when they sank 400,000 tons of enemy shipping in sixteen months — from January 1941 to the summer of 1942. During this time, besides carrying out their perilous patrols, the submarines had to put up with a continuous pounding from the air, in which the *Luftwaffe* went even to the lengths of bombing stretches of water in case a sub-

*"Periscope Patrol", by John Frayn Turner. Pub'd in Canada by Clarke Irwin & Co. Ltd. 216 pp. \$3.15.

merged submarine should be there.

The hero of the book is Commander David Wanklyn, V.C., D.S.O., whose *Upholder* sank 128,000 tons of shipping including three submarines. He was lost on his 25th patrol.

"Periscope Patrol" is well written, absorbingly interesting, and technically correct. It is also well illustrated. All who are interested in the techniques of war, as well as those who simply like a good adventure story, will be well advised to read it.

The author, who was articled to a chartered accountant after leaving school, went to serve early in the war with H.M.S. *Vernon* (the Navy's mine and torpedo shorebase at Portsmouth) as a civilian experimental officer attached to the Admiralty. Later he joined the Navy, and part of his work was connected with the trials of British acoustic mines.

Royal Swedish Airforce Equipment

THE Royal Swedish Air Force's Saab-32 *Lansen* all-weather attack aircraft, now in service with all attack units, will carry a new Swedish-developed air-to-surface guided missile, known as the 304. The new missile, two of which can be carried by the *Lansen*, is powered by a rocket motor.

Meantime, quantity production of the Saab-35A *Draken* (J35A) is now underway. This supersonic single-seat fighter is powered by the Rolls-Royce Avon engine and a new Swedish-designed afterburner, both built by Svenska Flygmotor. The J35B will feature new fire-control equipment for collision-course tactics, and the J35C is a two-seat, dual-control version for training purposes.



BADGES OF THE R.C.A.F. : 10

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

NO. 405 SQUADRON

(September 1946)

An eagle's head erased, facing to the sinister and holding in the beak a sprig of maple.

Ducimus
(We lead)

The motto indicates that this was the first R.C.A.F. bomber squadron formed overseas and the only R.C.A.F. Pathfinder squadron. The eagle's head, facing to the left to suggest leadership, is derived from the Pathfinder badge.



Formed at Driffield, Yorkshire, on 2 April 1941, No. 405 carried out the R.C.A.F.'s first bombing operation ten weeks later, on 12 June. It flew *Wellingtons* until April 1942, when it converted to the *Halifax* heavy bomber. Late in October 1942 the squadron was attached to Coastal Command for several months to strengthen our air defences in the Biscay area at the time of the North African convoy movements. Returning to Bomber Command in March 1943, No. 405 flew with No. 6 (R.C.A.F.) Group for a few weeks before being selected for No. 8 (Pathfinder) Group, with which it served until the end of the war. Through the last 20 months of the bomber offensive the squadron was equipped with *Lancasters*. During its four years on operations, No. 405 qualified for ten battle honours: Fortress Europe 1941-1944, France and Germany 1944-1945, Biscay Ports 1941-1945, Ruhr 1941-1945, Berlin 1941, 1943-1944, German Ports 1941-1945, Normandy 1944, Walcheren, Rhine, and Biscay 1942-1943.

The squadron flew back to Canada in June 1945 and was disbanded at Scoudouc, N.B., in September. Five years later, on 31 March 1950, No. 405 was re-formed at Greenwood, N.S., as the R.C.A.F.'s first maritime squadron. It was equipped with the same type of aircraft — the *Lancaster* — on which it had won fame as a Pathfinder unit.

NO. 409 SQUADRON

(March 1944)

In front of a cloak, a cross-bow.
Media Nox Meridies Noster
(Midnight is our noon)

The cross-bow in front of a dark cloak symbolizes the unit's wartime role as a night-fighter squadron.

Formed at Digby, Lincolnshire, on 17 June 1941, No. 409 Squadron was equipped initially with *Defiant* night-fighters before converting to the twin-engined *Beaufighter* and, later, the *Mosquito*. For almost three years it was engaged chiefly in the night defence of the east coast of England. D-Day opened a new chapter in the squadron's history and it soon became one of the top-scoring night-fighter units in 2nd T.A.F. In August 1944, when it moved to an airfield in France, No. 409 became the first R.A.F. night-fighter unit based on the continent. When the war ended it was stationed at Rheine in



Germany. Its combat claims were 67 enemy aircraft and 12 flying-bombs destroyed, plus 31 aircraft and a number of locomotives and vehicles probably destroyed or damaged. The squadron's battle honours are Defence of Britain 1941-1944, Fortress Europe 1942-1944, France and Germany 1944-1945, Normandy 1944, and Rhine.

Disbanded at Twente, in the Netherlands, on 1 July 1945, No. 409 was re-formed at Comox, B.C., on 1 November 1954, as a CF-100 all-weather fighter squadron.

R.C.A.F. STATION TORBAY (June 1944)

A unicorn rampant holding between the forelegs a winged axe.
Fidus et Audax
(Faithful and intrepid)

The unicorn is derived from the arms of Newfoundland. The winged axe symbolizes the pioneers, Alcock and Brown, who made the first non-stop trans-Atlantic flight in June 1919 from an airfield near Torbay.

R.C.A.F. Station Torbay was officially formed on 15 December 1941 as a base for bomber reconnaissance squadrons engaged in the Battle of the Atlantic against enemy U-boats. Local defence against possible hostile attack was provided by a *Hurricane* fighter squadron. Other units stationed at, or attached to, Torbay included a composite detachment, a sub-equipment depot, and three radio units. Throughout the greater part of the war period, from May 1942 to December 1945, the station was commanded by Group Captain R. S. Grandy, O.B.E., a native Newfoundlander. Aircraft operating from Torbay made fifteen attacks on enemy submarines, two of which resulted in confirmed "kills". All but one of these attacks occurred in 1942 and 1943. As the submarine menace receded from the north-western



Atlantic area, activities at Torbay diminished, and before V-E Day most of the units stationed there had been withdrawn or disbanded. On 1 April 1946 the station was disbanded and the site was turned over to the Department of Transport. Reopened on 15 April 1953, R.C.A.F. Station Torbay is now the base of No. 107 Rescue Unit.

It is not the strength but the duration of great sentiments that makes great men. (*Nietzsche.*)

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.

THE MID-CANADA LINE

(continued from page 5)

bile, and foot, his men formed the vanguard of the project. Then there was the Buildings and Structures Engineer, who was responsible for planning and field supervision of construction for all outside structures, the equipment housings, the quarters for the construction crews, the ropeways that take the place of roads in mountainous terrain, and the transportation job that this work involved. Next, there was the Equipment Engineer who, together with his men, was concerned with the engineering and procurement of radio, carrier, and detection equipment. This involved the drawing up of detailed specifications and having sub-contractors work from these. Finally, there was the Transmission Engineer, who was responsible for design co-ordination and for the overall quality of the electronic job. One Transport Advisor worked closely with these men on a consulting basis, advising on transportation channels.

The Personnel Supervisor had the formidable task of caring for a constantly growing staff, drawn from many companies, and scattered over most of Canada. The Assistant General Manager, in addition to helping the General Manager in a number of his duties, had specific responsibility for planning and supervising the installation of equipment, for the training of personnel to do lineup, test and maintenance work and, through the Contracts and Accounts Supervisor, for all contractual and accounting work. To carry out his engineering and co-ordinating function, the Project Agent placed contracts for the services of engineers, consultants, etc., for necessary engineering equipment and materials and, where applicable, for transportation. Contracts so placed were awarded as sub-con-

Letters to the Editor

tracts of the Management Contract, using the normal procedure of obtaining approval where necessary from the Department of Defence Production.

It was mentioned above that the Management Contractor was responsible for the training of installation and maintenance personnel. In the year 1653, Sister Marguerite Bourgeoys journeyed from France to Ville Marie, a tiny settlement on what is now the Island of Montreal, and there she established the Congregation of Notre Dame, a children's school. On this same site, in July 1955, the Bell Telephone Company established an electronic school for modern frontiersmen. This defence communications school provided a course covering the entire range of modern communications as used on this project. Training was in two stages, basic and advanced, each of approximately 12 weeks. (R.C.A.F. personnel of telecommunication trades are trained at Clinton. Instructors for the advanced courses at Clinton were trained at Bell's Montreal school, and at the Montreal-Ormstown test line—a four-station line built for system test, evaluation and training.) As one romanticist put it, "An exciting 300 years of toil, progress and understanding lies between the A B C's of Marguerite Bourgeoys' school-house and the strange words 'polarization', 'tropospheric scatter', 'klystron', 'precision attenuators', and 'ultra-high frequency', which are now uttered daily on the same ground."

On 3 April 1956 the first installation crews were in the field, pleased to find that all the necessary electronic equipment had arrived and was ready for installation. This equipment had been manufactured by several Canadian firms, and, without exception, had been delivered for shipment to the sites on very rigid schedules.

(To be continued)

2 F. W. REUNION

Dear Sir:

Plans are now being made for a grand reunion of former members of No. 2 Fighter Wing, to be held in Ottawa 24 May 1958. It will be the first large scale get-together of Grostenquinites since the base opened in 1952.

Early response forecasts a good attendance. We are expecting about 700, but knowing the enthusiasm being built up, the number may go much higher. Wives are invited also, and replies should include whether personnel will be accompanied or stag.

Correspondence should be addressed to either:

Corporal Howard Hughes; or
Corporal June Strachan,
Grostenquin Reunion Committee,
Air Defence Command HQ.,
R.C.A.F. St. Hubert, P.Q.
Sergeant N. R. Avery,
P.R. Co-ordinator,
2 F.W. Reunion Committee.

BACK FILE OFFERED

Dear Sir:

If you will give me shipping instructions, I'll be glad to send some station or library almost every copy of "The Roundel" since first publication. I don't want to discard them.

R. L. Crollick,
732 Derwyn Road,
Drexel Hill, Penn., U.S.A.

No. 401 Sqn. Pipe Band in action.



SHATTERPROOF'S GAP

Dear Sir:

May an "outsider" express his regrets at the resignation of "Sgt. Shatterproof" from the pages of your excellent publication, and say that many of us, looking over the shoulders of your own readers, will feel acutely with them the gap left in "The Roundel" by the disappearance of his individual style and caustic wit?

WO1 D.N. Rainford,
Canadian Army (Regular),
H.Q. Prairie Command, Winnipeg.

(The venerable sergeant may yet be enticed to send us the odd contribution from his valhalla of retirement.)
—Editor.)

PIPES ACROSS THE BORDER

Dear Sir:

Last fall our squadron Pipe Band was invited to play at the "Kids' Day Open House" held at Griffiss Air Force Base, Rome, N.Y., following its rather successful entry into two U.S. competitions. The band took four of seven first places in the Scottish Games at Syracuse, N.Y., when 11 bands competed; and four of seven firsts against 10 other bands at Schenectady.

Many of the band members are natives of Scotland who previously played in pipe bands in that country. Their kilts, of course, are made of the R.C.A.F. tartan. We feel these visits across the border help maintain the friendly relationships which exist between our two countries.

Flying Officer J. E. Ployart,
Public Relations Officer,
401 (Fighter) Squadron (Aux.),
Montreal, P.Q.

THE R.C.A.F. BENEVOLENT FUND

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

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

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

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

Edward Cloutier

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