

The **ROUNDDEL**



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SEPTEMBER 1958



ROYAL CANADIAN AIR FORCE

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THIS MONTH'S COVER



Seven R.C.A.F. jet aircraft, four F-86 Sabres and three T-33 Silver Stars, over the Victoria Gates at the Canadian National Exhibition, Toronto, introduce the International Air Show, September 1957.

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 Ottawa, Ont.**

ON THE BREAK



THIS month, coincidental with the staging of the 1958 International Air Show at the C.N.E., we present our modest contribution to the continuous campaign for flight safety in the R.C.A.F. We have purposely linked this subject to the most spectacular form of R.C.A.F. public demonstration—the air show—because we feel the two are really inseparable.

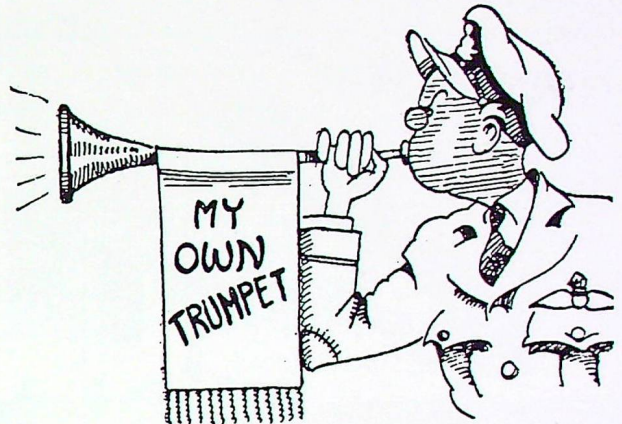
During the first few years of its existence, *THE ROUNDEL* was actively engaged in the operational training field and, indeed, was published by the Directorate of Training Aids at A.F.H.Q. With the expansion of the service over the past decade, several essentially technical publications have been created to deal in specific fields and *THE ROUNDEL* has gladly relinquished its responsibilities in this regard. For example, *FLIGHT COMMENT* is the present-day voice of the Directorate of Flight Safety, and we hasten to assure our colleagues on the staff of that informative and productive journal that we have no intention of encroaching upon their sphere of influence.

Basically, flying safety depends on air discipline, a short definition of which could be “obedient response to training.” A necessary ingredient of any co-ordinated effort, discipline becomes a vital factor in the air because the stakes are life itself—and in the case of public flying demonstrations, not only the lives of the participating aircrews.

The first of three articles on this theme recalls the exciting story of “The Siskins” (page 4), an R.C.A.F. aerobatic team which in 1931 toured from coast to coast and was the forerunner of a long line of aerial exhibitions which have kept Canadians abreast of our progress in the skies over the years.

Some of the present-day problems associated with the presentation of air shows are discussed in the reprint from *FLYING* magazine on page 8. It stresses the fact that the public and public officials must be made cognizant of the responsibilities and dangers involved in staging these demonstrations.

The third article in this triumvirate deals with one of the cleverest gimmicks ever used to put across the flight safety message during the Second World War. This was the creation in *TEE EMM*, the R.A.F.’s training manual, of that singularly



P.O. Prune believes in it.

clueless clot, Pilot Officer Percy Prune (page 10). Prune’s name actually appeared in the Air Force List and he had an Air Ministry telephone throughout his mercurial career. Most of the points he made are as applicable to today’s fly-boys as they were 15 years ago.

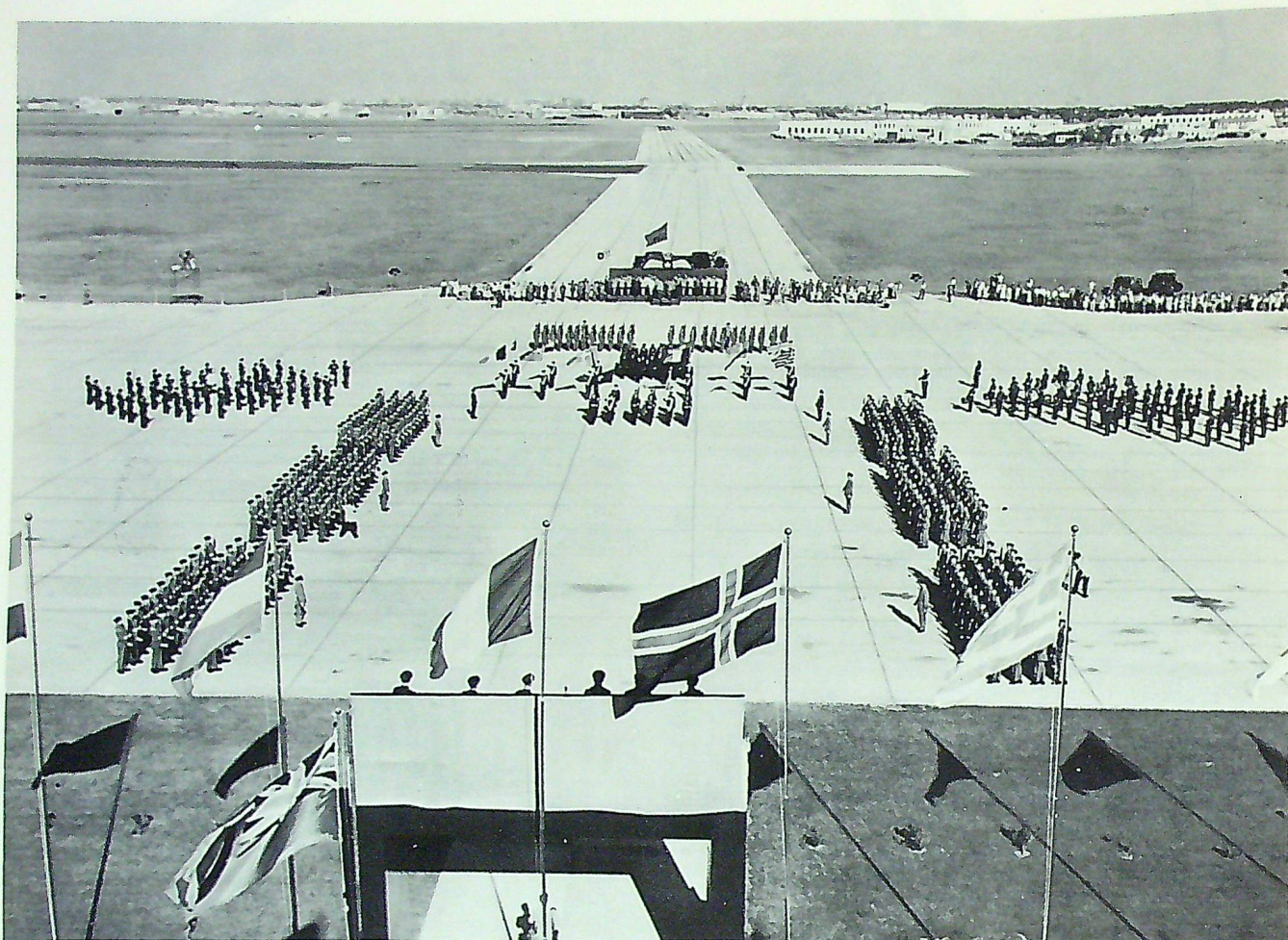
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OPEN House at several R.C.A.F. stations will be held on 27 September as the airforce co-operates with Kiwanis International in its annual sponsorship of “Kids’ Day”.

Promoted in most of the 4500 communities in Canada, the United States and Hawaii where Kiwanis Clubs are located, this day is set aside each year in recognition of the important part played by youngsters in society. Special public ceremonies, entertainments and award presentations honour them as our leaders of tomorrow.

This is the second year the R.C.A.F. has participated. The air base tours are designed to assist the kids to a better understanding of the airforce and provide them with information on vocational opportunities within the service.

The Editor.



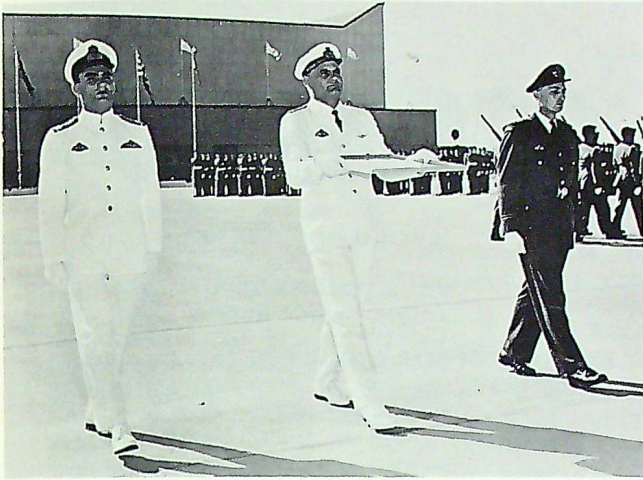
N.A.T.O. salutes Canada, R.C.A.F. Station Winnipeg, 19 July 1958, at a ceremony which . . .

Marks End of N.A.T.O. Training

MEMBER nations of the North Atlantic Treaty Organization recently paid Canada tribute for eight years' successful operation of the N.A.T.O. Air Training Plan. The Wings Parade of one of the last courses of N.A.T.O. navigators to graduate at R.C.A.F. Station Winnipeg on 19 July was chosen for the ceremony.

Air Marshal Sir Hugh Constantine, K.B.E., D.S.O., deputy chief of staff for plans and policy at Supreme Headquarters, Allied Powers Europe, presented to Air Marshal Hugh Campbell, C.B.E., C.D., R.C.A.F. chief of the air staff, an illuminated scroll during the hour-long parade symbolizing the end of the programme.

The text reads: "This scroll is dedicated to the Royal Canadian Air Force in recognition of its outstanding contribution to the North Atlantic Treaty Organization through the training scheme under which 5,575 pilots and navigators of N.A.T.O. countries were trained to wings standard in Canada during the years 1951-58. Supreme Headquarters, Allied Powers Europe, Paris."



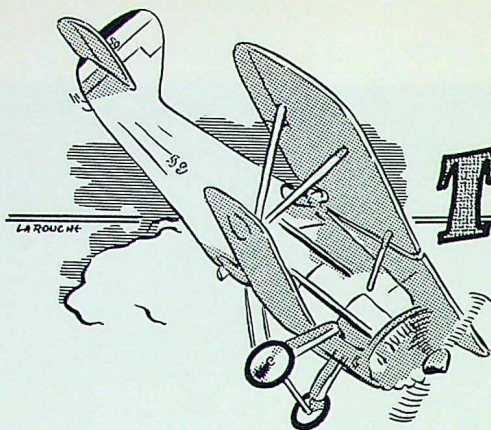
Flanked by Lieutenant Aris Botas of the Royal Hellenic Air Force (left) and Lt. Roger Steens of the Belgian Air Force, Lt. Lorenzo Conte of the Italian Air Force carries the scroll presented to the R.C.A.F. on behalf of the N.A.T.O. nations.

Air Marshal Hugh Campbell accepts from Air Marshal Sir Hugh Constantine S.H.A.P.E.'s symbol of appreciation for the R.C.A.F.'s efforts over the past eight years.



The N.A.T.O. Star and the Queen's Colour of the R.C.A.F. lead the flags of the 12 nations whose airmen trained in Canada.





THE SISKINS

BY FLYING OFFICER J. D. BURGE

THE sun peeked down between the heavy, wind-blown clouds for a moment, as if to catch a glimpse of the four objects hurtling towards the heavens. On the ground, thousands of eyes strained against the light to follow the progress of four *Silver Stars* in a "sunburst" at R.C.A.F. Station Rockcliffe. It was 1600 hours on 14 June 1958. On that afternoon at 22 centres hundreds of thousands of spectators watched displays of Canada's airpower in the 12th annual Air Force Day show.

Participating for the first time at several R.C.A.F. stations was the mighty *Argus*. Representing Canada's fighter strength were the *CF-100* and *Sabre*. From Air Transport Command came the *Comet*, *North Star*, *C-119* and *Dakota*, while flying in formation ahead of the *Argus* were the *Neptune* and *Lancaster* from the Maritime Air Command. *Harvards*, *Chipmunks*, *Mitchells*, *Cansos*, *Expeditors* and helicopters rounded out the aerial shows. On display in the hangars were engines ranging from the *Gypsy Major* to the *Orenda*. Viewed by the spectators were the ejection seats, rockets, para-rescue and survival equipment used by the R.C.A.F. in this age of jet aircraft.

THE BACKGROUND

Aircraft displays and flying exhibitions are as old as aviation itself. The ascension of balloons in the 19th century, the pioneer flights of the Wright brothers, Baldwin and McCurdy—all were watched with insatiable interest. Thousands applauded the efforts of airmen to conquer the English channel and millions in the old and new world were thrilled by the exploits of the men who crossed the Atlantic between 1919 and the early 30's.

This development of interest in aviation among Canadians was sparked by the Trans-Canada Air Pageant of 1931. The pageant was organized through the co-operation of the R.C.A.F., aircraft manufacturers and flying clubs

under the direction of G.M. Ross, Executive Secretary of the Canadian Flying Clubs Association. Its purpose was to familiarize Canadians with aviation and its future through a series of air shows between Sydney, N.S., and Vancouver, B.C. At the time many Canadians, particularly those in the west, had never seen a fighter aircraft and some were even unaware of the R.C.A.F.'s existence.

The Pageant was built around the R.C.A.F.'s Siskin Aerobatic Team which consisted of five *Siskins* accompanied on the tour by a tri-motor *Ford* and a *Fairchild "71"*. The *Siskins* had gained prominence through their aerobatic displays two years earlier at the U.S. National Air Races

in Cleveland in September 1929.

Flying clubs across Canada were hosts to each show and usually took part in the displays with a performance of their own. T.M. Reid, who flew a *Puss Moth*, was leader of the Pageant. W.J. Sanderson, President and General Manager of Fleet Aircraft of Canada, played a prominent role in the undertaking. Others who spearheaded the Pageant included G. O'Brian, M. Foss, R. Vachon, B. Martin, B. Ressenguier, G. Dean, G. Bennett, P. Reid, H.H. Richards, H. Madden, P. Troup and J. Warren.

THE PILOTS

Most of the Siskin pilots who flew in the Trans-Canada Pageant commenced flying as a team at Camp Borden in 1930 under the direction of Flt. Lt. F.V. Beamish, an R.A.F. exchange officer. They made their first public appearance as an organized aerobatic team on 8 August 1930 when they participated in the Camp Borden Sports Day exhibition. Less than a month later, they performed aerobatics and flew in mock combat at the Canadian National Exhibition, Toronto, and they made three other public appearances that fall: at Montreal on 4-5 September, in the Kitchener Air Show on 20 September and at Ottawa on 5 October.

The 1931 Siskin Aerobatic team was led by Acting Squadron Leader R.W. Hewson and his pilots included Flt. Lt. W.I. Riddell, Flying Officers F.M. Gobeil, R.C. Hawtrey and E.A. McNab. Pilot of the *Ford* tri-motor which accompanied them was Flt. Lt. J.A. Boret, an R.A.F. exchange officer. Sgt. V. S. Roberts flew the accompanying *Fairchild*.

In May of 1931 the Siskins left their home base of Camp Borden and flew to St. Hubert for six weeks of intensive training in preparation for the tour. Formation slow rolls, spins, dives and the "Prince of Wales Feathers" were to become an exciting feature at every show in which they participated. They practised daily until the end of June.

On 1 July at Hamilton the Trans-Canada Pageant got underway amid scorching heat. The opening was marred by tragedy. As was the practice, the show opened with a "rat race" around the city in which all planes participated. As they were returning to the field, one of them plunged to the ground, carrying five persons to their deaths. The accident occurred a few yards in front of the spot where the Siskins were standing.

THE SHOW

Prior to the opening of each show, Flt. Lt. Riddell* performed aerobatics for 20 minutes to excite the interest of the spectators. With his wheels skimming the ground, he would fly his *Siskin* around a loop, allowing his "bottom spot" again to clear the ground by a few feet. In addition he did a few dives, slow rolls, a falling leaf, a spin and glided on his back—all the while keying up the spectators and getting them ready for the opening.

Then followed the programme with W.J. Sanderson stunting in a *Fleet*. He would fly across the field upside down, in close formation with Flying Officers Hawtrey and Gobeil in other *Fleets*. Next followed B. Martin flying as Dr. Dore in the *Aeronca*. Then came a parade of transports and a brief act by G. O'Brian in a *Puss Moth*. This was followed by B. Ressenguier demonstrating the *Aeronca*, G. Dean in the *autogiro*, G. Bennett's parachute jump and the *Siskins* in the Grand Finale. The local flying club's act would usually be presented half way through the programme.

*Retired as Wing Commander, May 1942.

After the opening show at Hamilton the Pageant proceeded to Windsor for shows on 4-5 July. The R.C.A.F. flight moved into the United States and touched down at County Wayne Airport, Detroit, Southbend, Madison, St. Paul, Fargo, Pembina and Winnipeg en route to Brandon for a show on 10 July. During the next three weeks the Pageant displayed its flying skills to thousands at Regina, Moose Jaw, Calgary, Grand Forks, Vancouver, Edmonton, North Battleford, Saskatoon and Winnipeg.

At Regina an estimated 20,000 people watched the aerobatics. Of particular interest to the spectators was the fact that one of their own sons, Flying Officer McNab,* was a member of the Siskins. In commenting on the show, the Regina Leader-Post of 13 July wrote:

"By far the greatest thrill given spectators at the Trans-Canada Air Pageant was the flight of three *Siskin* planes of the Royal Canadian Air Force which roared in many types of formation across the airfield.

"Only three of the five *Siskins* took to the air, but despite this,

*Retired as Group Captain, October 1957.

Flt. Lt. F.V. Beamish



Flying Officer E.A. McNab



Flying Officer R.C. Hawtrey



Flying Officer F.M. Gobeil





Siskins, on the line and ready to go.

Reginans were given an opportunity of seeing a former Regina boy fly one of the speedy planes. Flying Officer Ernest McNab, son of Archie P. McNab of Regina, was pilot of one of the *Siskins* flying in formation with Sqn. Ldr. Hewson and Flying Officer R.C. Hawtrey."

The R.C.A.F. flight made its way from Winnipeg back to Camp Borden via several U.S. cities, proceeded to Kingston and then to Montreal on 14 August to open the Eastern and Maritime part of the tour.

In reporting the performance in Montreal, one newspaper said: "Acclaimed by nearly 100,000 Montrealers and visitors as the finest exhibition of flying ever witnessed in Canada." From Montreal the Pageant flew to Quebec City for another show and then to the Maritimes.

Near Milville, N.B., Flying Officer Hawtrey* experienced engine failure, the only serious difficulty met by the *Siskins* on the tour. They were flying over a rocky, heavily-wooded, lake-infested district and Hawtrey could see only one small opening. The young pilot landed down wind, up hill in the opening and crashed through a wooden fence, coming to a stop in a nearby ditch. It was necessary to dismantle the aircraft and ship it out for repair. Meanwhile, Hawtrey rejoined the tour in another *Siskin*.

The Pageant spent the last part of August in the Maritimes at Saint John, Moncton, Sydney,

*Retired as Group Captain, July 1958.

Halifax and Charlottetown where they gave one day flying demonstrations. From Halifax the *Siskins* returned to Central Canada and proceeded to Cleveland, Ohio, for the U.S. National Air Races on 4-5 September.

THE REACTION

At Cleveland the *Siskins* created favourable impressions through their personal appearance as well as their flying ability. A Cleveland newspaperman described Sqn. Ldr. Hewson as "a mild looking man with a black moustache, a ruddy face and a calm manner." Of Flt. Lt. Riddell he wrote, "Never saw a squarer jaw. Comes out of a loop two feet from the ground." Flying Officer E. McNab: "Ruddy face, clear eye, about five feet, six inches tall, soft spoken, one of Canada's aces." Flying Officer Hawtrey: "Slim, young, clear-eyed, one of the stars, though he can't be much over 20." Flying Officer F.M. Gobeil: "Another slim kid."

From Cleveland the *Siskins* returned to Toronto for a show at the Canadian National Exhibition on 7-8 September. They flew again on September 12 with the Pageant in the last show of the tour at London. During this show the members of the Pageant were watched and complimented by the Minister of National Defence. On 13 September the *Siskins* returned to Montreal. During the tour they had flown over 11,000 miles and staged formation aerobatic shows at 26 airfields in addition to stealing the sky in the National

Air Races at Cleveland. They did this without suffering a serious accident.

THE SEQUEL

At the conclusion of the tour Sqn. Ldr. Hewson paid a warm tribute to his flying partners. Hewson was a man who knew airmen. He flew in Europe during the First World War and later flew in Iraq and with the Royal Air Force. Of his *Siskin* pilots he said: "I would just as soon have these lads with me in time of trouble as any airmen in the World."

These remarks were justified less than a decade later. McNab became the first member of the R.C.A.F. to win the Distinguished Flying Cross during the Second World War and Gobeil* was the first R.C.A.F. pilot to shoot down an enemy aircraft during that conflict.

Hawtrey also served overseas. When war broke out he was studying aeronautical engineering at Imperial Defence College, London. He completed his course in 1940 and returned to Canada to assist in setting up the British Commonwealth Air Training Plan. In 1944 he was posted overseas again and was the last member of the *Siskins* to retire from the service.

Unfortunately, Sqn. Ldr. Hewson did not live to see the appraisals of his flying partners fulfilled. He was killed at Trenton on 27 July 1932 while participating in a formation practice with the *Siskins*.

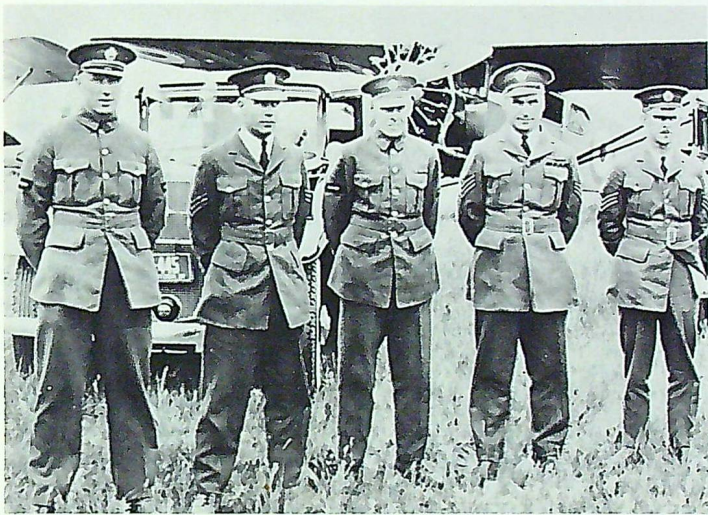
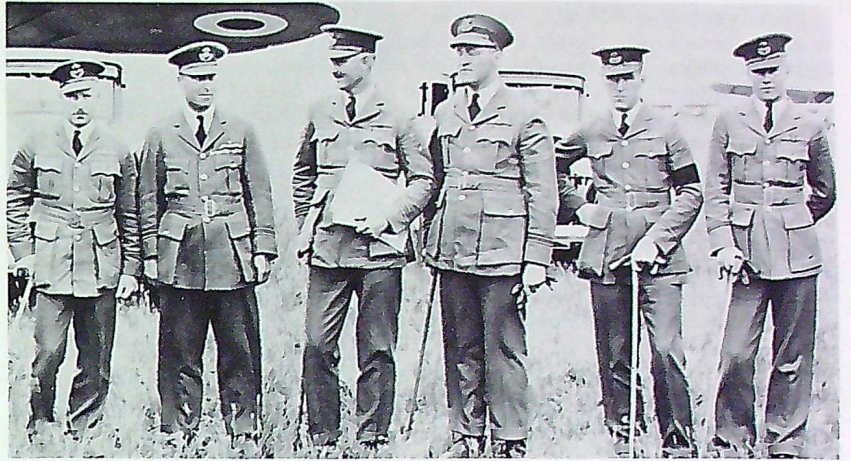
As a team the original *Siskins* disbanded after their 1931 tour and only Flying Officer Hawtrey returned to fly with the *Siskin* flight again for a short time. Flying exhibitions were given by other *Siskin* teams in later years, but never on the same scale as the 1931 tour which brought aviation into the hearts of hundreds of thousands of Canadians.

*Retired as Wing Commander, April 1956.

●
Ulcers are often caused from mountain climbing over mole hills.
(*Avro News Magazine*.)

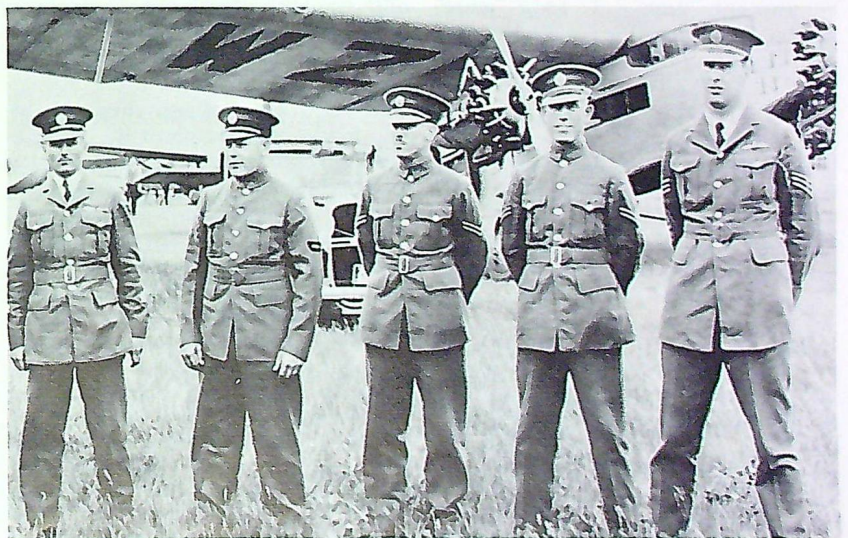
Siskin Flight Personnel

Flying Officer E.A. McNab, Flt. Lt. J. A. Boret, Sqn. Ldr. R.W. Hewson, Flt. Lt. W.I. Riddell, Flying Officers F.M. Gobeil, R.C. Hawtrey.



L.A.C. S. Partridge, Sgt. F. Riggs, L.A.C. A. Wilcox, Flt. Sgt. G. Elliott, Sgt. R. Laidlaw.

W.O.2 F. Hems, L.A.C. J. Gould, Cpl. G. Ramshaw, Cpl. A. Cantlay, Sgt. V.S. Roberts.



The Problem

of the

“Fly-Over”

Each year the R.C.A.F. receives many requests to participate in air shows and to conduct low level flying displays. The reasons behind these requests, and the natural desire of the general public to see R.C.A.F. personnel and aircraft perform at close quarters, are appreciated and such requests are always given full consideration.

However, the employment of high speed, high performance aircraft in flying demonstrations at low altitude can, in many cases, present hazards which make the request unacceptable. A problem then arises in reaching a common understanding and appreciation of the difficulties involved by all of the parties concerned.

That this is a problem which is shared by other countries and their air forces is clearly illustrated in the following article.

AIR VICE MARSHAL W.R. MacBRIEN, O.B.E., C.D.,
Air Officer Commanding,
Air Defence Command.

BY THE HON. HUBERT H. HUMPHREY

United States Senator from Minnesota

Reprinted from FLYING Magazine, May 1958

ON the morning of Memorial Day last year, thousands of our Minneapolis citizens watched from Sunset Memorial Park Cemetery as four jets in perfect formation roared overhead in a salute to our war dead. The crowd thrilled to the skill of the pilots and the beauty of the sleek planes flashing by.

Then, seconds later—disaster, as the formation began a roll to the left. A valiant pilot died, nine civilians were injured, four homes set aflame and two of the jet planes were destroyed. An enemy bomb might not have wrought so much havoc, unless it were atomic.

The long-distance phone lines from Minneapolis to my office were busy the rest of that day and on subsequent days. I took what action was possible—called upon the Defence Department to forbid low level flights over congested areas; did my best to comfort and aid my constituents in their fear and distress and resolved to seek, as one individual might, some effective answer to prevention of repetition of such tragedies.

POTENTIAL DANGER

The first step is to explain to all well meaning and patriotic organizations and individuals that requests to the military for “fly-by’s” at public events well may set the stage for trouble. Inevitably the request calls for flight over some spot where people are con-

gregated and at an altitude which provides a close-up demonstration of the performance of air crews and planes. Such requests are perfectly understandable and almost always motivated by the highest patriotic and civic spirit. But I do not believe they would be made so frequently, if the makers understood all that might be involved.

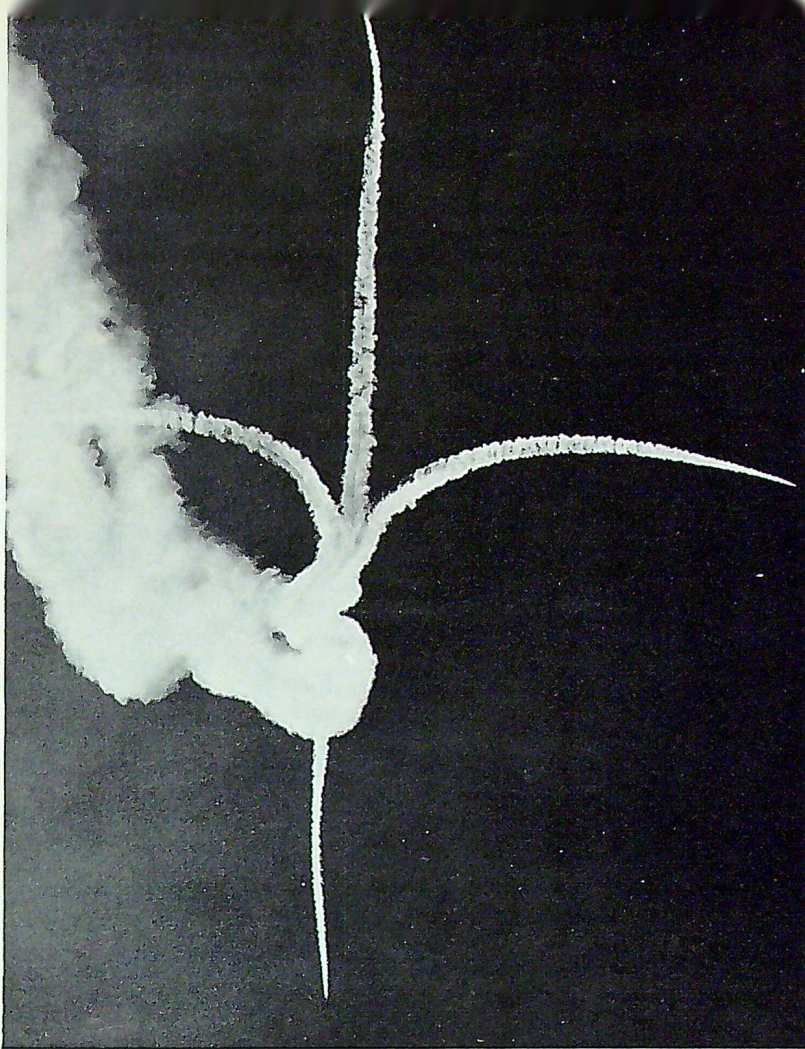
In discussing the whole subject with pilots, I find the following to be the case. If the military unit commander refuses outright to order a formation to participate in a local civic or national patriotic celebration, he is on the spot from a public relations standpoint. This is a very real problem for him and his outfit, since he is charged with responsibility for making his personnel a welcome and co-operating element of the community. He

cannot explain to an entire populace, with any hope of conviction, that even the greatest of precautions may prove unavailing if his jets are at an altitude or in alignment which tolerates no hope of escape from disaster, should some mechanical failure or human error ensue. Numerous pilots placed in such untoward situations have sacrificed themselves in attempting to spare people on the ground, but a proud airman can not cite his own danger as an excuse for not flying in celebrations or over congested areas at low level. So a commander well may be in a dilemma when a request for a “fly-by” hits his desk—especially since he usually is in complete sympathy with the people and the motives behind the request.

CAN'T BE AVOIDED

As far as the air crews who do the flying are concerned—they undertake any mission upon which they are ordered; and maneuver as instructed. Theirs not to reason why. Theirs only to put on a demonstration which most adequately illustrates the capability of the planes and themselves.

From a public viewpoint, it is certainly praiseworthy to seek knowledge and understanding of



Whistling jets cut the four-pointed pattern of the N.A.T.O. Star into the skies over R.C.A.F. Station Winnipeg during the ceremony marking the end of N.A.T.O. Aircrew Training Plan.

the nature and significance of Airpower. Nor is this easy of achievement. Demonstrations have played a great part in the educational process. I think it would be merely an easy but certainly an unconscionable way out to ban all demonstrations. Not only our national security but our trade and commerce is largely committed to the air age. It is not a thing to be avoided. We can't move away from the air age. We have to learn to control it and live with its problems as well as utilize its advantages. I have noted example after example where communities originally located airports

far from their boundaries with the idea of avoiding noise or overhead traffic—and immediately expanded toward the airport as if drawn by some irresistible magnet. Whether in individual living or in national affairs, we can run only so far from our problems and then we must turn and face them. In the matter of aerial demonstrations, I suggest we turn and face the problem now, before our hands are forced by further tragedies.

MUTUAL UNDERSTANDING

First, let us do all in our power to expand public understanding of the proportions of the problems

involved in requests for military air demonstration, either local or national.

Second, let the military take utmost precautions to confine demonstrations to areas where traffic both aloft and on the surface can be assuredly controlled.

These two general principles involve many details as to acceptable altitudes, precision flight experience of participants, location of watching audiences in relation to the flight track of demonstrating aircraft, and kindred considerations. My studies of the subject lead me to believe that, if it is given the expert attention it deserves in the Defence Department and the understanding it requires from a public standpoint, the possibility of tragedy can be eliminated and the educational value preserved and enhanced.

Every accident suffered leaves a trail of personal anguish, above and beyond the actual loss of life itself, and, in the last analysis, is a loss to all the people and to the land itself.

WEIGHING THE COST

As is natural, we who hold political position are frequently asked to use our good offices in support of requests for aerial demonstrations. Usually we, like the unit commander, are in hearty sympathy with the motives behind the requests; and certainly we want to serve our constituents to the best of our ability. After all, they elect us and won't continue to do so if we do not serve them. But I doubt that they would want us to serve blindly or aid in laying the groundwork of tragedy in our own home communities. So perhaps we too, like the defence officials and the organizations which request aerial demonstrations, must consider more carefully all consequences before we place the weight of our offices behind such projects.

And thus, in the co-operation and thoughtfulness of all hands, we shall find the right answer to this problem of the when, where and how of the aerial demonstration.

Recalling Pilot Officer Prune

BY FLYING OFFICER L. R. N. ASHLEY

(One of the most (in)famous wartime R.A.F. pilots, at least to operational aircrew, was an entirely fictitious type who possibly did more to promote flying safety during his hectic four year career than any other single individual. His deeds of omission and commission were eagerly followed by those of us engaged in the same occupation because, almost without exception, everyone could recall having escaped a similar harrowing experience at one time or another. The difference was that this crazy character unabashedly put his exploits in print every month—in such a refreshingly humorous manner that the rest of us absorbed the serious lessons they taught while doubled over with laughter.—Editor.)

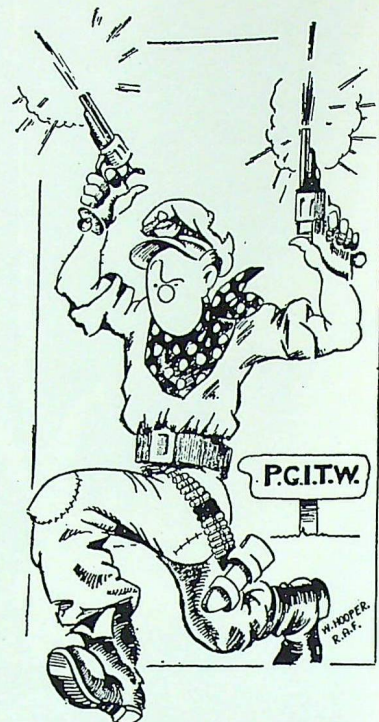
THIS is the story of Pilot Officer Percy Prune, R.A.F. (No. 89008), the Clueless Clot who let good advice and pilots' notes go "in one ear and out the other like water off a duck's back", the young man who (virtually unaided) raised the "boob", the "prang" and the

"black" to the status of fine arts. Born (in Prune Parva, Sussex) on 1 April 1922, Pilot Officer Prune was commissioned on 1 April 1941, coincident with the first issue of *Tee Emm*, a wartime R.A.F. training magazine whose pages he enlivened for several years. Many Roundel readers who served "in or near" the R.A.F. during the Late Unpleasantness will recall his exploits. The rest of you should meet him. Rum chap, actually, but fearfully fun.

PERMANENT P.O.

Prune's "line" astounded even those who had served a long time in the Air Force—since (as he would say) the Air Ministry was a tent, Pontius was a pilot, and the British were *painted* blue, not wearing it. He himself sometimes claimed long service—"When I was first in we didn't fly the Channel. At that time Britain was joined by a land bridge to the continent"—but actually his was a wartime commission. By carefully spaced courts martial, which regularly deprived him of seniority, he managed to serve through the entire war as a pilot officer.

He became a legend. The Aircrew Refresher School at Brighton, a limbo for unfortunates who had "bent" aircraft, was nicknamed "Prune's Purgatory". "Prunery",



P.O. Prune says he's going to get into this shooting war.



"I think the compass must have been out, sir."

meaning any foolish mistake, became a common R.A.F. word, as did the verb "to dedigitate" (to get the finger out). Prune's portrait, as drawn by W. Hooper, was instantly recognized from John O' Groats to Land's End.

Prune's cavalier attitude toward flying made him the perfect Horrible Example for the edification of aircrew. His dictum "Landing with the undercart up is just a mistake" was quoted in self-defence by many a student pilot. Low flying was one of his specialties, as witness these gems culled from his testimony before various Boards of Inquiry:

I prefer the Rotol propeller to the D.H.—the blades are three inches shorter and so I can fly lower.

I never pull the stick back when flying low, in case my tail wheel hits the ground.

I was flying along the main road in a Maggie against a strong head wind—when an Austin 7 hooted and overtook me.

No wonder that Flying Officer Fixe, his harried navigator, used to complain that Prune flew so close to the deck over the Channel that he had to stand up to see over the waves and that the pitot tubes, taking in spray instead of air, were registering fathoms per second instead of indicating air speed.

NEVER DAUNTED

But Prune bumbled blithely on, "flapless while others flap", emerging unscathed from an horrendous series of catastrophes, his wake littered with crashed 'planes. His war record was described as "distinguished—or, rather, notable". His score of "destroyed or damaged" ranged all the way from *Maggies* to *Manchesters*, from *Ansons* to *Spitfires*. However "bent" the aircraft, Prune always emerged bloody but unbowed. Perhaps the lucky horseshoe which he constantly carried in his pocket—despite its adverse effect on his compass—was the explanation.

Prune was equal to any task. He could fly anything, nearly. Even a temporary grounding in an Admin job didn't bother him a bit. He rapidly reorganized the staff to such an extent that the A.O.C. agreed that Prune might well be returned to flying duties. Adjutants may care to hear of the way he handled the inevitable mountains

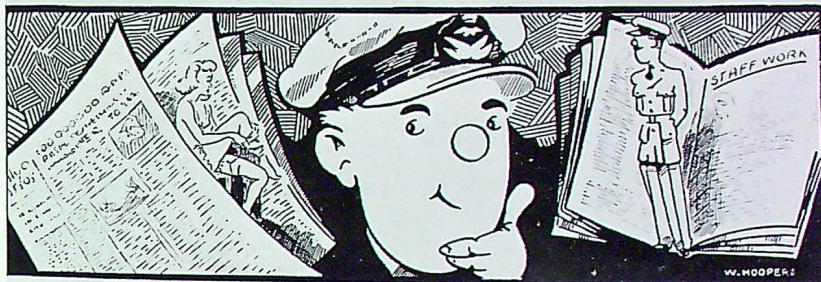


P.O. Prune doesn't know anything about organisation.

1942

TEE EMM

STAFF WORK



"STAFF work!" exclaims Pilot Officer Prune, laughing very heartily. "Staff work!" he repeats, putting a most offensive accent on the second word. He then murmurs something jovial about "passengers in the boat" and stops reading this article in favour of the day's "Jane." And who shall say he is wrong? Not us—we're

future organisation and maintenance, the co-ordination of the production of air crews with the production of aeroplanes. It is, in short, Big Stuff.

Low-level Staff work is concerned with such things as ensuring that letters are always sent to the people responsible for, and competent to deal with, the subject-matter, and not to someone who can

of "bumpf". On his desk were nine baskets: IN (full), OUT (empty) and BACK AGAIN, ACTION, FOR ATTENTION, FORGIVE, FORGET, AVOID and SALVAGE. It's a thought.

His chairborne career was short and he returned to an operational squadron: "no need to remember things there, the way you had to do at H.Q., on courses, etc." Some inkling of his performance may be gleaned from these comments, overheard at the bar of the mess:

My flying is so good the D.F. stations get fixes on me to find out where they are.

It's not really flying blind: the instruments aren't in Braille.

My landings are so good that I have to call up Control by TR9 to find out if I'm on the deck.

I bounced so high when I first touched down that I had to slip off height to get in.

And to other pilots, who pointed out that Prune's actions went against all the serious admonitions of *Tee Emm* and other training journals, our doughty hero would reply, witheringly:

I've spent more time rolling off the top of loops than you have flying straight and level; so pipe down!

M. H. D. O. I. D.

When others committed "prunerics", Pilot Officer Prune selflessly shared his glory with them. The Most Highly Derogatory Order of the Irremovable Digit was founded. Prune immediately, deservedly, became its distinguished Patron. Every month one or more awards of this Order were announced. Some of the citations are very interesting:



To Flying Instructor—for Showing His Pupil What to Avoid:

After Beacon Flying at Night, the Instructor landed unwittingly at the wrong aerodrome. He then got out and sent the pupil solo.

The pupil then landed at base.

To Pilot Officer—for the Best and Quickest Reply to an Enquiring Instructor:

When asked by his Instructor what action he would take if, when approaching to land he heard the undercarriage warning horn, he replied: "I should open the throttles slightly to stop the horn blowing and upon landing would remove the fuse."

To Group Captain—, commanding Station—, for Supremely Quick Recognition:

A Navigator on his station was taking shots with his sextant when the Station Commander motored past. Seeing the Navigator, he at once stopped his car, reversed, and bawled out: "Who gave you permission to use a camera?"

To Flight Sergeant Instructor—for Exceptionally Quick Witted Resourcefulness:

On telling a pupil to go and practise Instrument Flying he was informed by the pupil that his aircraft had no hood. To which the Flight Sergeant replied: "Well then, close your eyes or something!"

To Group Captain—, for Navigation Repeat Navigation:

On arrival at a Station, flying his own Tiger Moth, he was very guarded in his remarks to the Duty Officer and others, merely asking he way to the Mess. On arrival at the Mess he was



P.O. Prune's definition of a good landing is one you can walk away from.

still remarkably silent till on some pretext he managed to get a glimpse of D.R.O.'s. He then became quite fluent and conversational—having at last found out at what Station he had put down.

When *Tee Emm* published that last award five different group captains wrote in to enquire: "How in hell did you find out about me?" The award—sometimes with extra

Joints and with citations for Marked Devotion to Asininity, Thinking One Cockpit Button as Good as Another, Touching Faith in Ability to Estimate Altitude by Eye, Overwhelming Tenacity of Purpose in the Face of Logic, and other such actions—became famous throughout the Air Force. The man who burned his 'plane on crashlanding in France, only to discover that his confused navigation had in reality brought him to a ploughed field about a couple of miles from the nearest (English) pub, won it. So did the lad who couldn't understand how he hit the control tower (40 feet high) when his altimeter was definitely registering 100 feet.

Yes, Pilot Officer Prune had some competitors, but no one ever equalled his record. People used to stare in awe, they say, as the scruffy figure with the top button of his tunic missing (he had it shot off in a dogfight, he said), wandered across the tarmac at R.A.F. Station New Heary (Group Captain Max Boost, commanding), his faithful wire-haired terrier Binder scampering at his heels, forever attentive, presumably, to his master's vice.

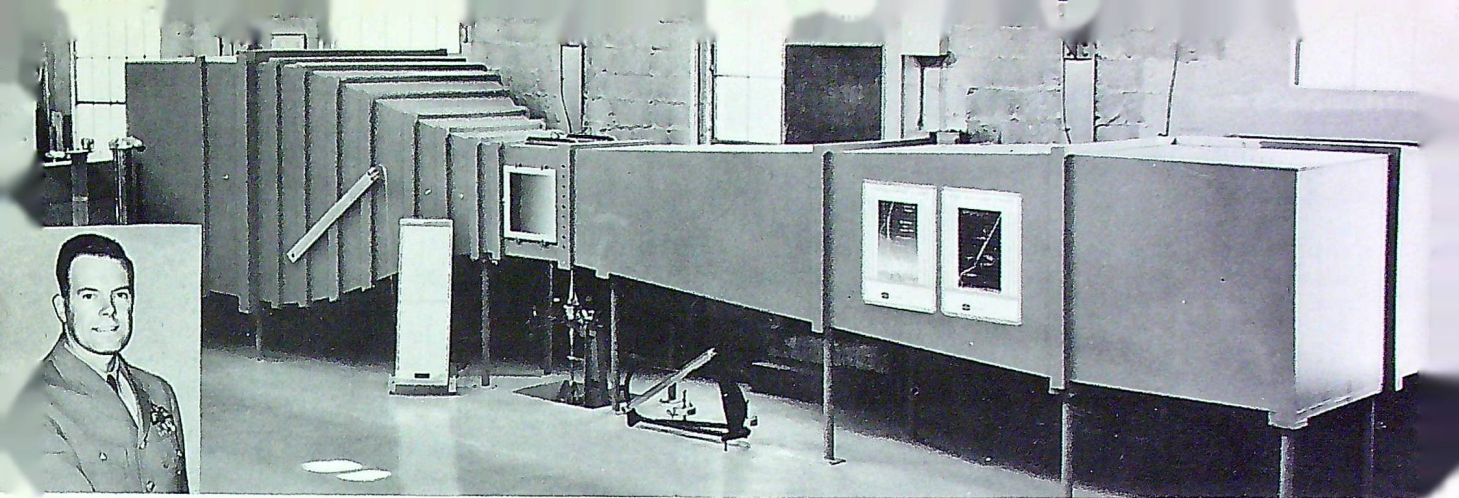
They say his ghost walks yet. Have you encountered a Pilot Officer Prune in the R.C.A.F.?

World's First Vertical Take-Off Airliner



A view of Britain's *Fairey Rotodyne*—the world's first vertical take-off and landing airliner—after it had risen smoothly from a 120-foot diameter concrete "runway" for its first public demonstration flight at White Waltham, Berkshire.

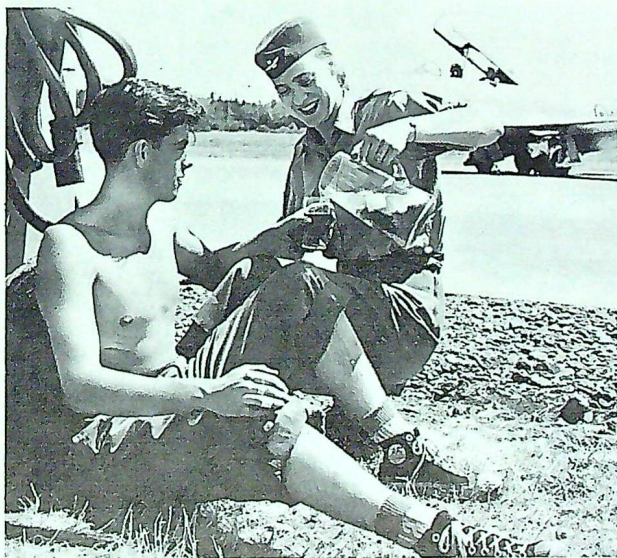
The *Rotodyne* is a combination of helicopter and fixed wing aircraft and represents a three-year lead in research into new types of short-range aircraft. During ascent, jet propulsion is used at the tips of the rotor blades. Having gained height, it then flies forward like a fixed wing aircraft as the power is transferred from the tip-jets to the propellers of the two Napier Eland engines.



R.M.C. Wind Tunnel Aids Embryonic Engineers

A subsonic wind tunnel, designed by Squadron Leader C.J. Evans (inset) and constructed under his direction by the staff of the Mechanical Engineering Department at the Royal Military College, is used for aero-dynamic experiments by engineering students at R.M.C. Speeds approaching 200 m.p.h. have been simulated, making it possible for cadets to study basic flow relations and obtain empirical data on various test models.

Powered by a Chrysler six-cylinder engine, the five-foot wide, 16-blade, axial-flow type fan rotates at up to 1750 r.p.m. Half-inch thick plexiglass windows in each wall of the 30 x 30 inch plywood working section permit visual observation of test models. Turning vanes at each corner deflect the airflow through 90 degrees, with a minimum of secondary flow being introduced through pressure build-up.



No doubt one good reason why groundcrew and aircrew alike thoroughly enjoyed 19 Wing (Aux) Summer Camp is explained by the above photos, both of which feature Corporal Ora H. Collard.

L.A.C. D.A. Wilman (left), who plans to enter the regular force this fall, probably won't find all the corporals he encounters during his training

Summer Camp Sunshine



quite so considerate as Ora. She, by the way, is a fighter control operator with 2455 A.C. and W. Sqn., Victoria, B.C., who believes in meeting the pilots she talks to during the year's exercises as she watches the radar scope. One of them, Flying Officer D.H. Kirk, of the City of Vancouver Sqn., obviously thinks this is a fine idea.

How to Fly

Without Looking

Where You Are Going

BY FLYING OFFICER D. G. TURNER

ILLUSTRATIONS BY L.A.C. P. J. LAROUCHE

THE O.C. of flying has just come up with the glad tidings that I am to take a course in instrument flying. The purpose of this course is to teach me to fly without looking where I am going.

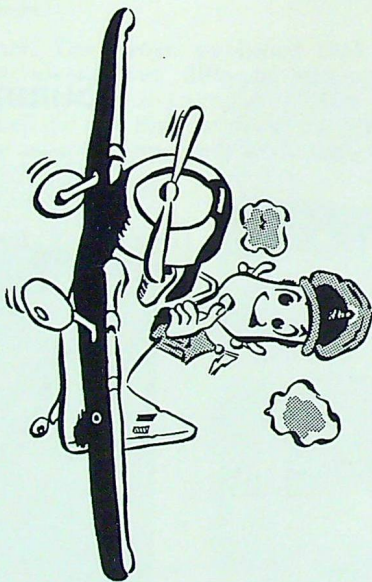
I recall with vivid clarity the last time I took an instrument ride and I clutch unhappily at my stomach. On the occasion of my last ride, the only means I had of knowing where I was going was by referring to a bank of dials, needles, lost horizons, pins, balls and an assortment of gadgets telling me everything but the pressure in the tires and the latest prices on Wall Street. The aeroplane we used for this purpose was a *Harvard*, or "Yellow Peril" as it is known throughout the profession.

My instructor climbs into the front office while I insert myself in the rear cockpit and strap myself in. Immediately, the seat collapses and I am left suspended by a strap around my neck. Just when I am facing death by strangulation, the seat flies up again and strikes me a painful blow on the base of my spine. I grunt with pain, make sure the seat has come to rest, and remount.

He then tells me I must pull the hood over me. This is a little canvas tent that goes right over the cockpit and blots out the view from the windows, so that I can't look out and cheat. Immediately, the temperature starts to rise and before we have even started the engine, I am sitting in a personalized Turkish Bath.

WE GET AIRBORNE

There is a violent explosion and my little pup tent fills with soot; the instructor has started the engine. He takes its temperature, burps it and taxis to the end of the runway. I am to do an ITO—or instrument take off, launching myself and the machine in the air without looking where I'm going.



Off in a good sporting climb . . .

It seems a rakish sort of thing to do, but anyway I open the throttle, release the brakes and we're off on a headlong dash down the runway. I can hear the wheels thundering along beneath me faster and faster.

I pull back on the control column and with a gentle surge we're airborne.

No! We're not! I can hear the wheels again. I try pulling back a little harder and this time we're really off in a good sporting climb, straight up.

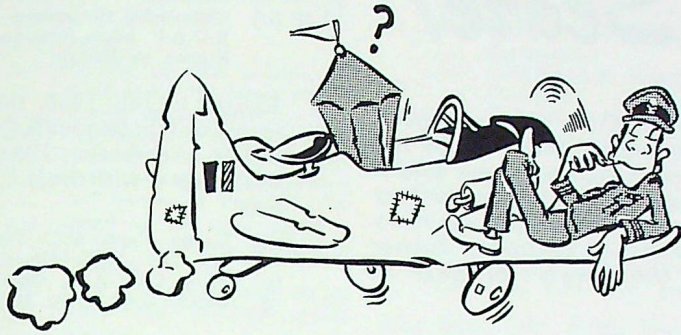
There is no noise from the front seat. My instructor hasn't said anything. Why doesn't my instructor say something? I am consumed with panic. Maybe he got out to look at something on the runway and I've gone without him. I give the stick an enquiring wiggle; there is an answering wiggle from the front seat. Thank God! He's there!

My first exercise is to climb the plane two thousand feet and fly a perfect circle while I'm doing it. I start the operation by pushing the stick over to one side and pulling back a little so that we'll climb. I am busy watching the dials when suddenly, without warning, the engine stops.

"I've cut the engine," says my instructor happily from the front seat. "What will you do?" I refrain from telling him that I've already done it, and by the time I have the engine going again and return to the instruments, I find I am going straight down and instead of drawing a circle in the sky, I have described a figure like the floor plan of a surgical truss.

AEROBATIC AMENS

My instructor takes control for a while and demonstrates a few simple manoeuvres, telling me all the while that it is a very nice aeroplane and quite simple to fly. He invites me to hold the control



Maybe I've gone without my instructor!

column lightly and "follow him through". The result is like a child trying to accompany Caruso on a Jew's harp. He may think it's a nice little aeroplane, but I don't. On the contrary, I think it's a very nasty little aeroplane with a mind of its own, and a nasty little mind at that. When I'm trying to make it go straight and level, by the look of the instruments it is trying to pick its nose with a wing, or tiring of that, arching its back and trying to go back the way we have just come.

Continuing with a few simple exercises, I think I am doing quite well when a strange noise assails my ears. It sounds like someone singing. "Needle Ball Airspeed, Needle Ball Airspeed, Needle Ball Airspeed". It is my instructor. I think he's saying his prayers. Perhaps I should join in every now and then with a reverent "Amen".

PANEL WORK

Now we're going to do a little 'limited panel work'. This means I have to drop a small canvas flap over the artificial horizon and use the other instruments. I hide the artificial horizon from view and concentrate on flying straight and level. I think I am doing famously, when suddenly and quite unaccountably, the little flap I dropped over the artificial horizon starts to rise until it is standing straight up in the air. I grab it and push it down. It flies up again. Consternation. Why is

the little flap standing up? Oh Lord! It's not standing up at all, I'm upside down and the flap is hanging down. Hastily I right the aircraft and the little flap bangs shut.

We try some unusual positions. My instructor takes control and flings the aeroplane about, while from my instruments I have to observe the aircraft's attitude and return it to straight and level flight. We loop and roll and I bounce about in my cockpit like an ice cube in a cocktail shaker. My liver changes places with my

We try some unusual positions...



Adam's Apple and just when I'm experiencing the nausea associated with early pregnancy my instructor says "You have control".

It's a lie, I haven't! I wrestle with the control column trying to bring the aircraft to level flight once more. We are diving straight down and I contort my face so that when they pick me out of the wreckage I'll be wearing a brave smile and they'll blame it all on the instructor. The instructor snatches control and heaves back on the control column so that it crashes into my stomach and almost deflowers me.

"You're chasing your altimeter", he says. He seems to think I'm having a merry old time back here. Next thing you know he'll accuse me of playing ring around the roses with the compass.

"Cross check your instruments", he says huffily. "Needle ball airspeed needle altimeter ballcompass speedometer pitchbank ballmeter", and so on, faster and faster until I am writhing in my seat and my eyeballs are rolling around in their sockets like berserk marbles.

NO TRICK AT ALL

We do a little cross-country navigation, during which I have to keep track of where we are and report my position to a series of ground controllers. This is called giving a PX or position report. All they want to know is my passport number, the time in Winnipeg, the pilot's maiden name and who killed Cock Robin. At the end of the exercise, the straight lines I should have flown turn out to look like a jangled fishing line. All the time my instructor has been writing comments about me on a knee pad. By the time we land, his comments have developed into something like the manuscript of "Gone With The Wind".

When we are safely on the ground, in the flight room, my instructor lets me know that there isn't really much hope for me. He says I should only fly in good weather and the forecast predicts the doom of the meteorological profession because there ain't going to be no more weather.

What's the Score?

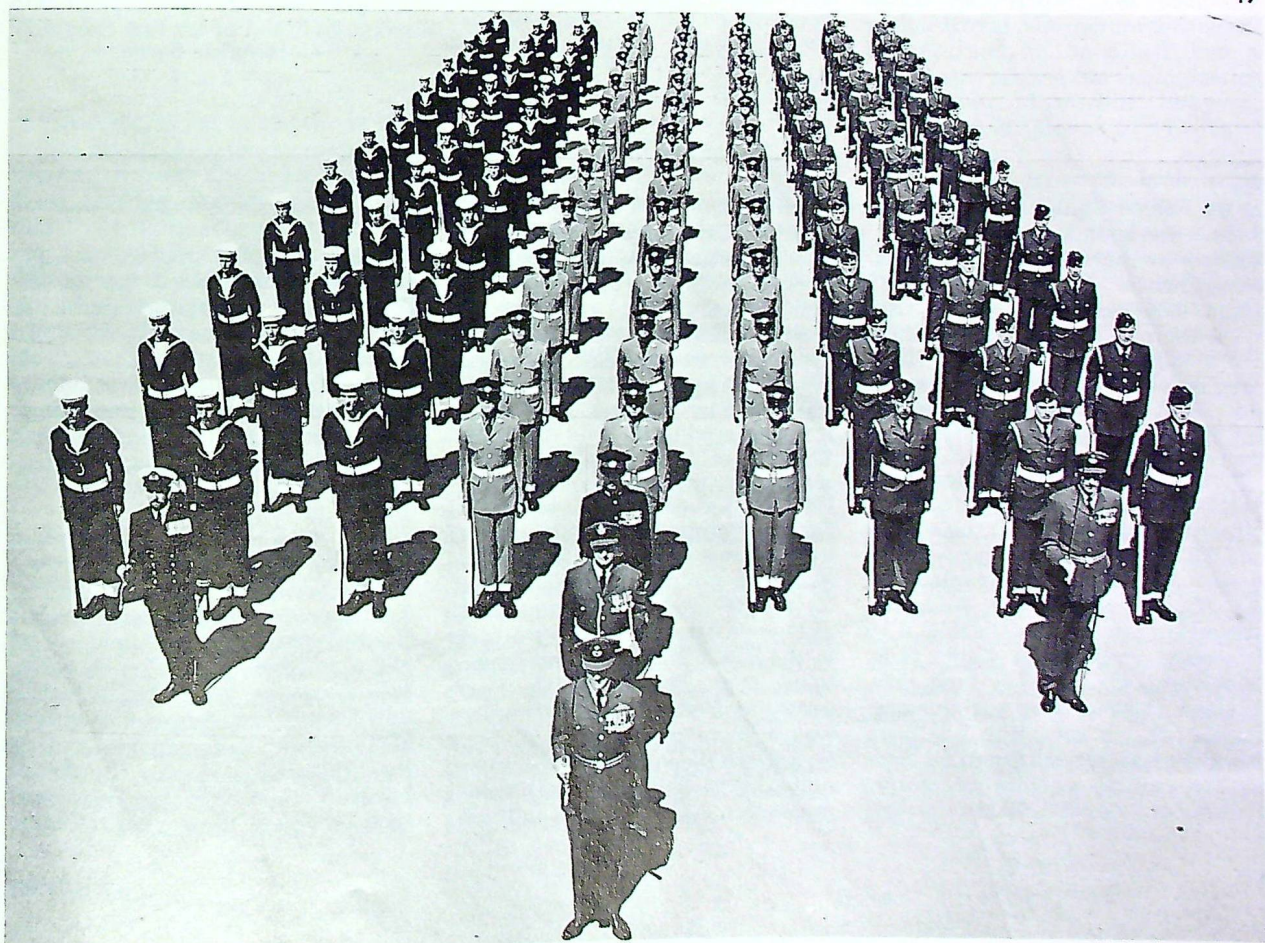
(This month's questionnaire is based on R.C.A.F. personalities, past and present. While some of the incidents may not be too well-known to the majority of today's serving members and a few may never find their way into the pages of our official history we feel they warrant a lasting place in the repertory of every nostalgic story-teller who ever held up a bar on mess dinner night. Exhaustive research has proven the answers on page 32 to be indubitable. — Editor.)

1. German's leading air ace of World War 1, Baron Manfred Von Richthofen, was shot down by a Canadian fighter pilot. His name was:
 - (a) Major W.A. Bishop
 - (b) Major R. Callishaw
 - (c) Major W.G. Barker
 - (d) Capt. A.R. Brown
2. Flight Lieutenant E.A. Glover was the first:
 - (a) R.C.A.F. pilot to win the D.F.C. in time of peace
 - (b) N.C.O. to be commissioned in the R.C.A.F.
 - (c) Canadian to fly a jet aircraft
 - (d) R.C.A.F. pilot to break the sound barrier
3. Formerly known as the "Golden Boy", the name of this well known R.C.A.F. athlete is:
 - (a) Flt. Lt. S.E. Mayer
 - (b) Flt. Lt. J.R. Boucher
 - (c) Sqn. Ldr. A.C. Golab
 - (d) Flt. Lt. F. Dunster
4. Captain R. Leckie (later Air Marshal and C.A.S. of the R.C.A.F.):
 - (a) Was the first pilot to land an aircraft on the deck of a battleship
 - (b) Shared in the destruction of two Zeppelins in the Great War
 - (c) Was the first Canadian to be decorated in the Royal Flying Corps
 - (d) Was chairman of Canada's Air Board in 1919
5. During the Second World War Flying Officer K.O. Moore set a major record in that he:
 - (a) Sank two Japanese destroyers in 22 days
 - (b) Sank two German submarines in 22 minutes
 - (c) Destroyed 22 German aircraft in two hours
 - (d) Destroyed 22 "buzz-bombs" in two months
6. Group Captain J.D. Syme is the only R.C.A.F. officer who:
 - (a) Was a protege of the great magician Houdini
 - (b) Is known to have recited the whole Air Force Act without pausing for breath
 - (c) Won first prize in the Irish Sweepstakes
 - (d) Retired as C.O. of the station on which he began his career as an A.C.2
7. The sobriquet of "The Saviour of Ceylon" was given to Sqn. Ldr. L.J. Birchall for having:
 - (a) Evacuated the Governor General by air ten minutes before the Island's occupation by the Japanese
 - (b) Sunk a Japanese cruiser in the Bay of Bengal
 - (c) Reported by radio the approach of a Japanese naval force
 - (d) Flown medical supplies to the Island during a cholera epidemic
8. Celebrated for having (in a lighter moment) planted cut flowers in front of his station's administrative building before an A.O.C.'s inspection was:
 - (a) Air Marshal H. Edwards
 - (b) Air Marshal W.A. Curtis
 - (c) Air Vice-Marshal C.M. McEwen
 - (d) Group Captain F.J. Mawdesley
9. Flt. Lt. R.J. Audet accomplished this outstanding feat in 1944:
 - (a) Shot down the first enemy jet-propelled aircraft
 - (b) Destroyed five enemy fighters in one combat
 - (c) Captained a *Liberator* which sank two U-boats in one afternoon
 - (d) Engineered the escape of ten R.C.A.F. pilots from occupied France to Britain
10. Retired in July 1958, the last member of the famous R.C.A.F. Siskin Aerobatic Team of 1931 to serve with the R.C.A.F. was:
 - (a) Group Capt. R.C. Hawtrey
 - (b) Sqn Ldr. R.W. Hewson
 - (c) Wing Cdr. F.M. Gobeil
 - (d) Group Capt. E.A. McNab
11. For aiding air navigation in the Arctic and for perfecting the twilight computer the McKee "Trans-Canada" Trophy for 1952 was awarded to:
 - (a) Sqn. Ldr. K.R. Greenaway
 - (b) Sqn Ldr. R.T. Heaslip
 - (c) Wing Cdr. J.G. Wright
 - (d) Flying Officer R.B. Best
12. Flt. Lt. S. Coleman, and L.A.C. J. Fortey, after being forced down in the N.W.T. in 1936 sustained themselves for ten days on:
 - (a) Emergency rations
 - (b) Trout fishing
 - (c) Berries and the broth of a repeatedly boiled squirrel
 - (d) Arctic ice-worms
13. In 1957 a Canadian was named to the All-American Skeet Shooting Team for the first time. His name is:
 - (a) Sqn Ldr. G.C. Whitaker
 - (b) Wing Cdr. H. Bryant
 - (c) Sqn Ldr. B.C. Hartman
 - (d) Sqn. Ldr. R.D. Schultz
14. First R.C.A.F. winner of the D.F.C. during the Second World War was:
 - (a) Pilot Officer R.W. McNair
 - (b) Flt. Lt. G.R. McGregor
 - (c) Flying Officer B.D. Russel
 - (d) Sqn. Ldr. E.A. McNab
15. Commanded by Wing Cdr. C.H. Mussells, No. 426 Sqn. completed the move from Dorval to Tacoma, Wash., in 1950 and had the first *North Star* airborne to Japan within:
 - (a) Four days
 - (b) Two weeks
 - (c) 48 hours
 - (d) One month

16. While training for an attempt on the world's inverted flying record in 1931, Flt. Lt. E.G. Fullerton:
- (a) Became the first member of the R.C.A.F. to take a course in aviation medicine
 - (b) Discharged his duties as flight commander while strapped to an inverted seat suspended in a hangar at Camp Borden
 - (c) Stood on his head during a flight from Camp Borden to Toronto
 - (d) Had the pilot's seat in an Avro 504 installed upside down
17. Now serving with the R.C.A.F., Wing Cdr. J.C. McCarthy,
- (a) Pathfinders
 - (b) 1948 R.C.A.F. Olympic hockey champions
 - (c) Dam-busters
 - (d) "Kriegies Club"
18. First Canadian airman to win the V.C. was:
- (a) Capt. W.A. Bishop
 - (b) Major W.G. Barker
 - (c) Flt. Lt. D.E. Hornell
 - (d) Sqn. Ldr. I.W. Bazalgette
19. Sqn. Ldr. F.M. Gobeil was awarded the A.F.C. for:
- (a) Establishing the first glider school in the R.C.A.F. in 1942
20. Appointed Deputy Chief of Staff Operations at S.H.A.P.E. on 15 June 1958 was:
- (a) Air Vice-Marshal M.M. Hendrick
 - (b) Air Marshal C.R. Slemon
 - (c) Air Vice-Marshal W.E. Kennedy
 - (d) Acting Air Marshal C.R. Dunlap

C.N.E. Tri-Service Precision Drill Team

Opening the grandstand performances each evening at the Canadian National Exhibition this year was a tri-service precision drill team, pictured below at R.C.A.F. Station Centralia. The 132-man contingent trained at the southwestern Ontario airbase, then moved to Toronto for final rehearsals under the command of Squadron Leader F. S. Steele, D.F.C.





Flt. Lt. C.W. Fox, D.F.C. and Bar.



Sqn. Ldr. R.I.A. Smith, D.F.C. and Bar.



Flt. Lt. D. Laubman, D.F.C. and Bar.

PORTRAITS BY FLT. LT. R. S. HYNDMAN

NO. 412 SQUADRON

BY FLYING OFFICER L. R. N. ASHLEY

PART TWO

Air Historical Section

THE Falcon Squadron began the eventful year of 1944 unspectacularly with a week of air-firing practice at Hutton Cranswick. They then returned to the routine attacks on "Noball" targets and bomber escort assignments. The future was to hold even more interesting work for them, however, than 1943's 3200 hours of operations.

At the end of January 412 shifted from 126 Airfield to R.A.F. Biggin Hill's main mess and taxied their aircraft over to the nearby dispersal area previously used by 411, the "Grizzly Bear" squadron. They thereby inherited more creature comforts, including Flt. Lt. R.S. Hyndman's murals in 411's elaborately decorated dispersal hut.

On 2 February the Canadian High Commissioner, the Hon. Vincent Massey, visited the squadron during his inspection of the wing. He was accompanied by Air Vice Marshal N.R. Anderson (second in command of the R.C.A.F. overseas) and Group Capt. G.R. MacBrien, C.O. of 17 Wing. Mr. Massey showed a special interest in 412 as his son, Flt. Lt. Hart Massey, had served for some time in the unit as intelligence officer.

Bomber escort duties in the

Pas de Calais sector, sweeps of Ostend-Bethune-Abbeville, fighter umbrellas for *Mitchells* and *Bostons* pounding Noball installations at Tocqueville and south of Dieppe, support of heavy attacks in the Eindhoven area, and rendezvous near Brussels with *Fortes* returning from Germany: February was a busy month. In all these operations the squadron experienced only light flak and no fighter opposition. The month's tally was

291 sorties; the casualties were nil. Air supremacy had been realized. Engine trouble, not the *Luftwaffe*, accounted for Flying Officer A.B. Ketterson's death on 4 March. It was not until 23 March, despite the continued fast pace of operations, that Jerry was sighted again. Flying Officer Laubman and Flt. Lt. Needham shared a *Ju. 88* on that occasion.

BALE-OUTS

During Ramrod 661 (16 March) against Abbeville, Flying Officer T.M. Saunderson experienced engine trouble over the Channel and glided in toward the French coast, baling out at 2500 feet about a mile from the Somme Estuary. He spent an hour and a half in the drink, with Flt. Lt. Laubman hovering over to provide protection, before the Air/Sea Rescue

types managed to land a *Walrus* and pick Saunderson up.

The "softening-up" of France continued, with 412 dive-bombing rail and road communications and flying-bomb sites. The operations in May brought the Falcons some casualties. On the 10th of the month, at 6000 feet over Rheims, two *FW. 190s* were attacked by Flt. Lts. E.C. Likeness and J.A. Crimmins. Both the Falcons were shot down, a rare occurrence in this period of the war. Likeness, hit by enemy fire, was forced to bale out three miles inland from Treport. He evaded capture and was soon back with his squadron. Crimmins crashed and was buried by the commune of Beauvais in the department of Oise. Next day, in a dive-bombing show on a Noball site, Flying Officers J.S. Hamilton and R.W. Thatcher collided in mid-air over the target. Hamilton, who had fought through the dark days at Malta, found that his luck held once more; he baled out and was picked up almost immediately by Air/Sea Rescue. Thatcher was never heard of again.

D-DAY

Expectation sat in the air as the bright days of June dawned. On the fourth came the order to paint distinguishing stripes on all aircraft. It was literally down in black and white: the grand assault was coming. It was patent that the *Luftwaffe* had been swept from the skies and that the disruption of ground installations in northern France, in preparation for the greatest invasion in modern history, had been completed.

On the afternoon of 5 June the pilots moved from their composite to billets at Crocker Hill. That night at 2330 hours, just as aircraft began filling the sky overhead with gliders full of paratroopers and airborne troops bound for France, Group Capt. MacBrien called all the pilots of 126 and 127 Wings together to announce that "D"-Day had arrived. The briefing broke up at 0130 hours on the 6th. Two hours later 412 was summoned to readiness.

At 0810 hours the squadron

was airborne for the first of the four beach patrols they flew that day. The *Luftwaffe* wasn't home. It wasn't until D plus one that Jerry appeared in the air. The wing on one of their four patrols encountered a dozen *Ju. 88s* and knocked eight out of the sky, scored a "probable", and damaged two. Flying Officer Charron destroyed one *Ju. 88*. The credit for the two damaged went to Flt. Lt. H.L. Phillips and Flying Officer J.P. Laureys, both of 412. The three beachhead patrols on the next day were uneventful and bad weather grounded all R.C.A.F. aircraft on the 9th.

INSIDE EUROPE

On the 11th the major part of the wing's ground personnel left Tangmere for the concentration area en route to the Continent. The vehicles of that echelon formed a convoy which stretched for approximately four and a half miles along the dusty roads. All 412 personnel, and the 25 servicing personnel attached to them, went later by air on the 18th, when they were reunited with the rest of 126 Wing at Beny-sur-Mer.

They were operating at last from inside Hitler's "Fortress Europe." Their programme of patrols and armed reconnaissance continued unabated despite the move and 412's 18 *Spitfire IXs* flew a little more than 1034 operational hours during June. Even their little *Auster III* was kept pretty busy. Their claims for the month were one *FW. 190* destroyed and another damaged, one *Me. 109* destroyed, one *Ju. 88* destroyed and two damaged. This was a remarkable showing, considering the fact that the Hun was chary about coming out in force that month and his appearances had been sporadic and timorous. In July he began to show himself, especially after the push around Caen began. The Falcons flew 902 operational sorties (1092:20 hours) for the month. They destroyed 18 enemy aircraft and damaged five — not a bad piece of work for 26 pilots. Noteworthy was Flt.

Lt. O.M. Linton's sortie on 24 July when he knocked three enemy aircraft out of the air on a single operation east of Lisieux.

CASUALTIES

The squadron recorded four casualties in these two months: W.O. II L.W. Love was killed over Bavent on patrol (17 June), W.O. II A.E. Seller was forced down near Caen and became a P.O.W. (28 June), Flying Officer H.W. Bowker was killed in action southeast of Caen (2 July), and Flt. Lt. Needham had to bale out near Falaise (7 July). Needham, the B-flight commander, turned up safe in the U.K. a month later.

On 2 August the O.C., Sqn. Ldr. J. Sheppard, crashlanded behind enemy lines a few kilometres northwest of Les Chapelles. The aircraft was badly damaged on landing and Sheppard was wounded in both legs. He fell into the hands of a German patrol and was taken to a hospital at Alencon from which he escaped (in company with a Royal Marine) on 6 August. He returned to the Allied lines a week later after a harrowing series of exploits. Meanwhile, however, Flt. Lt. D.H. Dover (a 412 flight commander) was made acting squadron leader and took over command of the Falcons. Both he and Flt. Lt. O.M. Linton, the B-flight commander who had distinguished himself on 24 July, were soon thereafter granted non-immediate D.F.C.s.

The rapid advance of the ground troops made it possible for 412 to move to a succession of front line airfields in the succeeding weeks. Constantly on the move, they nevertheless lost nothing in efficiency. On 8 August they left Beny-sur-Mer for Cristot and soon after that moved on to Illiers l'Eveque, Poix, Evre—a large airport half a dozen miles from Brussels—and then Le Culot, also in Belgium. October took them across the borders of The Netherlands to Rips and then Volkel. Although the outfit began to take on some of the aspects of a travelling tentshow, their usefulness only increased.

TWO-DAY RECORD

Indeed, in September they chalked up an almost incredible record on two successive days. Pickings had been small of late, due to Jerry's caution. On 26 and 27 September the situation was redressed, and 412 scored an amazing total of 31 enemy fighters destroyed and seven damaged.

A lull in October checked this rapid pace and gave the squadron a little time to settle into their latest "digs". There was plenty of flyboy talk in the mess, however, even on rainy days. Five pilots of 401 Squadron had destroyed an *Me. 262* on 5 October and this was thought to be the first jet-job bagged by any R.A.F. or R.C.A.F. squadron. The *Me. 262*, originally a *Kampferstoerer*, was the first successful jet ever to come into general combat use. Ordinarily no *Spitfire* could touch it, but these R.C.A.F. lads were lucky.

The only real action of the month for 412 Squadron came on the 28th. Pilot Officer W.C. Busby joined the aces Laubman and Charron on the scoreboard and between them they put up four destroyed and one "probable."

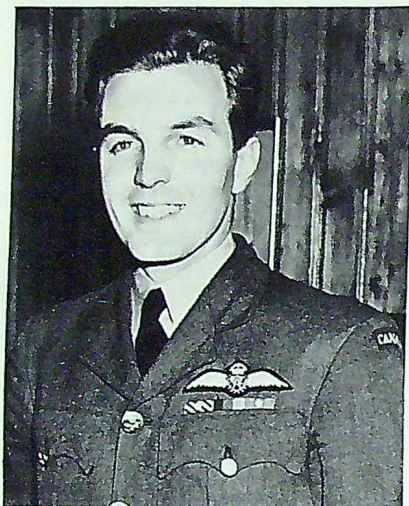
WINTER OPS

One of the squadron's worst days came on 19 November. In an armed recce in the Bocholt area a whole section was wiped out. Flying Officers J.W. Johnston, W.H. Bellingham and the stalwart Flt. Lt. Charron were all killed while W.O. I J.A. Comeau was severely wounded and later lost his right leg by amputation. Flying Officer F.T. Murray was credited with the month's sole victory during a patrol over Venlo on 26 November.

On 5 December the squadron moved from the rain-swept and muddy fastness of Volkelt to Heesch, in The Netherlands, for the winter. From here they continued their rail interdiction, often carrying 1000 pounds of explosives—a 500-pound bomb under the fuselage and a 250-pounder under each wing. Fighter sweeps continued

as well, however, as the six destroyed, four "probables" and five damaged of December testified. Flt. Lt. R.N. Earle, one of the outstanding pilots, was killed by flak that month and Flying Officer C.W. Glithero became a P.O.W. for the rest of the war.

As 1944 closed the Falcons could justly claim a substantial share in the vast and gallant effort that was to make 1945 the long-sought year of victory. The last major operation of the *Luftwaffe*



Sqn. Ldr. D.H. Dover, D.F.C. and Bar.

in war in the air came on New Year's Day, 1945. In an attempt to catch the Allied airmen off guard and to make a valiant try at salvaging an already forlorn cause, the Germans attacked the airfields of The Netherlands and Belgium in force. R.C.A.F. wings at Eindhoven, Evere and Heesch sustained losses in aircraft and personnel, but took a heavy toll of the enemy. During the day 40 enemy aircraft were destroyed and at least a dozen more probably destroyed or damaged. Of this bag 412 alone netted seven, the victors being Sqn. Ldr. D.H. Dover, Flt. Lts. J.B. Doak, B.E. MacPherson, W.J. Banks, J.A. Swan, and Flying Officers V. Smith and E.D. Kelly. None of 412's aircraft was damaged on the ground and they had but

one casualty in the air: Flt. Lt. Doak was shot down near Osnabruck.

Weather permitted a mere eight days of flying in the next three weeks. When 412 finally did get back into action after this enforced idleness, there was a tragic loss of an entire section of four aircraft. Flt. Lt. MacPherson, Pilot Officers B.S. McPhee and W.J. Walkom and Flt. Lt. F.H. Richards all failed to return from a sweep in the Nijmegen area, disappearing in snow flurries. Forced down by weather, the first three became P.O.W.s at Stalag Luft XIII. Flt. Lt. Richards, knocked down by flak, was slightly wounded but (with the aid of the valorous Dutch Resistance) made his way back in April.

CHANGEVER

In January a number of squadron standbys completed their tours. The O.C., Sqn. Ldr. Dover, was succeeded by Sqn. Ldr. Boyd. Flt. Lts. Banks, and D. Dewan took over "A" and "B" Flights respectively. Numerous other changes were made through postings but by February 412 once again had its full complement of pilots (25 officers and two warrant officers), two ground officers and 13 airmen.

Dive-bombing and armed recce operations, unopposed but for occasional flak, continued; usually six aircraft composed a section and 500-pound bombs were carried. The 45-gallon extra fuel tanks were often used and afforded valuable added range. They tended, of course, to render the aircraft a trifle less manoeuvrable, but this was unimportant due to the absence of concentrations of G.A.F. fighters. Two pilots brought down by flak on 11 February (Pilot Officer L. Dunkleman and Flying Officer A.T. Gibb) both made their way back unharmed. Engine failure claimed the life of Pilot Officer Cowan on the 22nd when he was within six miles of base.

During February Flt. Lt. C. Fox, who had recently completed his tour with the Falcons, received a bar to the D.F.C. he had previously

won with them. Flt. Lt. Banks also was so honoured. Pilot Officer A.K. Keats commenced his second tour with the squadron in February.

SPRING OFFENSIVE

The squadron was released for 24-hour periods on several occasions in March as part of the wing's new policy of restricted flying. Only twice in that month was the *Luftwaffe* encountered. Their boldness then cost them five aircraft at the hands of 412. Ground targets had assumed paramount importance. With the successful completion of the first stage of the Rhine crossing, 412's role became armed reconnaissance aimed at harrying transportation and disrupting communications. Operations were conducted in the Dorsten/Haltern/Ham/Munster area with very favourable results and the squadron logged 601 operational sorties (897:20 hours), twice the February score.

Germany was beginning to crumble; even some of the Germans saw that. When Flt. Lt. J.G. Burchill was hit by flak and forced to bale out, he fell into Nazi hands and was held prisoner at Handorf airfield. One of the guards (with an eye to the future) helped him to escape, hid him in an air raid shelter, and contacted 9th U.S.A.A.F. advance troops for him. "He had fed me and kept up a continuous recce during this period," Burchill reported to intelligence officers later, describing the couple of days in which he hid from the Germans in their own camp. "I signed a paper for him."

As the routed German forces fled before the relentless Allied advance, the pace of operations quickened. In April 412 flew 642 sorties (1065 hours), strafing the crowded roads. Many, while carrying out their duty with determination, disliked the work. Bombing bridges or doing "rail cuts" was all very well, but some pilots had to force themselves to fire their guns when an enemy column of men or horse-drawn carts was in their sights.



Sqn. Ldr. F.E. Green, D.F.C.

TEAMWORK

But the end was near and this was no time to slacken. The pilots piled up impressive lists of "smokers and "flamers"* and on the ground the servicing crews did yeoman service to keep an average of 79.4% of the aircraft ready for use at all times. Surely, in any estimate of the factors directly contributing to the squadron's enviable place among the top fighter units, an enormous amount of credit would have to be accorded to the ground crews who "kept 'em flying." The chief role of 2nd T.A.F. being army support meant that everything had to be subordinated to two principal considerations: continuity of operations and mobility.

In functioning under mobile field conditions the servicing crews worked wonders and earned the highest praise. Lacking the glamour of the pilots, and some of the amenities and privileges afforded

*From "D"-Day until 31 March 1945 the squadron scored 230 enemy transports destroyed and 574 damaged, 27 train carriages and 20 locomotives destroyed, plus many more damaged, cut rail lines in 86 places, dropped 1132 500-pound bombs, and generally harried enemy troops and communications.

to their officers, these "erks" nonetheless worked with cheerfulness and efficiency. The nickname became in time one which lost any pejorative colouring that it might once have had and it designated an indispensable member of the fighting team.

GERMANY AT LAST

The groundcrew didn't have time to ponder this, however. They were moving again—and into Germany at last! The Falcons went first to Rheine on 12 April and then to the old *Luftwaffe* permanent air station at Wunstorf (distinguished from the air by its St. Andrew's cross pattern of runways) on the 15th.

Although they had moved up in order to put their *Spits* even closer to the front lines, they seemed in one sense to be even farther from the war. They were already, in the luxury of Wunstorf, tasting the fruits of victory. The leaky tents and Spartan accommodations seemed far away memories. Now they had brick buildings, crystal chandeliers, bowling alleys and wine cellars!

From Wunstorf the army-support programme—defensive patrols over our own forward lines—continued immediately. Every day began with the pre-dawn roar of the "milk-run" patrols warming up their engines. Flak was the major enemy, road convoys throwing up heavy barrages to protect themselves and railway flak cars being particularly dangerous. In addition the Germans had set up camouflaged flak traps in the fields, often baiting them with dummy aircraft.

Flak brought down Flt. Lts. W.J. Anderson (killed) and W.R. James (P.O.W.) at the end of March, but as the squadron began to operate closer and closer to Allied lines the chances increased that, if one had to hit the silk, one could return to the squadron. Flying Officer V. Smith and Flt. Lts. R.B. Barker and L.A. Stewart were brought down, only to be back with 412 in a matter of hours.

LUCK — GOOD AND BAD

The accurate pinpointing of Flying Officer G.N. Horter's crash on 28 April made possible a spectacular rescue. He had "ridden it down" in No Man's Land about two miles southeast of Marschacht. At first the other members of his section were sure he had "bought it" for, on landing, the jet tank of his plane had caught fire and left a 50-foot trail of fire "before the a/c blew up." The Operations Record Book recorded: "It is strongly believed that he was instantly killed, unless he was miraculously thrown clear."

They were wrong. Two days later the squadron medical officer, Flt. Lt. J.E. McAllister, arrived on the scene and found Horter, still strapped in the cockpit, wounded but semi-conscious. An army unit nearby had seen the crash and the aircraft in flames but "were not anxious to investigate", having recently lost a lieutenant and a sergeant to snipers in the area. Flying Officer Horter's life was saved by the squadron's loyal concern for one of its own—and by the fact that he had *not* been thrown clear. In his injured state he would surely not have been able to keep his head above water in the deep pool nearby into which he likely would have been thrown.

Flying Officer D.M. Pieri, D.F.C., one of 412's best pilots, was not so lucky. Brought down by flak northeast of Hamburg on 3 May, he became the squadron's last wartime casualty. He had 3½ e/a destroyed while with 412 to his credit, plus another 2½ scored with another squadron. Pilot Officer J.E. Taylor was fatally injured after the war, on 1 June, in a high level bombing practice at Weymouth, and Flt. Lt. J. MacKay was seriously injured in a crash-landing while on course at R.A.F. Station Sylt, Germany, on 19 December 1945.

V-E DAY

And then it was all over. Rumours that the Reich was "*Kaput*" had been rife since the beginning of May. By the time the capitulation

was official the Falcons had nearly worn themselves out with rejoicing, but they summoned enough strength on 4 May to greet the proclamation with "enthusiastic and spontaneous celebration."

The squadron, with other units of 126 Wing, then moved to Fassberg, one of the largest and most comfortable airdromes in Germany, in May, and in July to Utersen, near Hamburg, as part of the British Air Forces of Occupation. But everything now was an anticlimax. The burning question in nearly every mind—far more important even than "scrounging" and souvenir-hunting—was *when do we go home?* The answer did not come until the Ides of March 1946. A few days after that the *Spits* took off for Topcliffe, the "sausage machine" of demobbing, and the Ile de France draft for Canadian shores.

POST-WAR POSTSCRIPT

On 1 April 1947 No. 12 Communications Squadron, which had operated out of Rockcliffe since 10 September 1939, was reorganized to lay more emphasis on the unit's transport responsibilities. Its new designation became No. 412 (Composite) Squadron and its badge, the flying falcon.

Thus began a new career for 412, which has made it once again one of the best known squadrons in the R.C.A.F. On 1 April 1949, 412 (Composite) was redesignated 412 (Transport) Sqn., having dropped its functions of providing practice flying facilities for A.F.H.Q. and A.M.C.H.Q. a year and a

half previously, and became a unit of Air Transport Command. In June, 1955, after a record 16 years of tenure at the same station (Rockcliffe), the squadron moved to Uplands, its present home base, from which its aircraft fly to all parts of the globe.

In 1946 the squadron made its first V.I.P. intercontinental trip—a *Dakota* flight to South America. Since then it has logged many thousands of miles and in the process has carried many distinguished passengers—latest of whom was H.R.H. Princess Margaret on her cross-Canada tour in the C-5 this summer. The squadron's maiden trans-Pacific flight was made by a *Liberator* in June 1947: its first trans-Atlantic crossing the following April. In the spring of 1949 the squadron acquired its first *North Star*, after which intercontinental flights became routine. First round-the-world trip was made in January 1950. On 29 May 1953 412 received the *Comet*, first jet transport in the R.C.A.F.

International developments during the post-war years have greatly increased the transport commitments of the R.C.A.F. as a whole and of 412 in particular. The notables, including those of royal blood, who have been entrusted to its care are legion, and far too numerous to mention here. Suffice it to say that the flying falcon continues to add honour to a proud heritage—in a vastly different role than that to which it was born.

THE END



The World Veteran's Federation is an organization with 20 million members in 36 countries, dedicated to the realization of the ideal of "peace and freedom" and support of the United Nations. It also has a world-wide programme of activities in the social, economic and cultural sphere, established with the support of the war veterans' leaders in the countries concerned.

One of its slogans was given by Ralph Bunche, U.N. Under-Secretary for Special Political Affairs, who wrote, in the official W.V.F. Credo, "None can speak more eloquently for peace than those who have fought in war". The W.V.F. has practised this credo by encouraging veterans' leaders in many countries to inspire and head movements such as rehabilitation of the disabled and land settlement, for the good of their communities and nations.



Flt. Sgt. L. Piper, of R.C.A.F. Stn. Rockcliffe, designed an identification label system for trunks, cartons and packing cases, now used on R.P.S. photo operations.

Cpl. J.A. Miller, of R.C.A.F. Stn. North Bay, developed an improved method of handling and storing equipment stocked by tool cribs.



Flt. Sgt. W.H. Cook, of R.C.A.F. Stn. Falconbridge, suggested an improved tuning procedure for the AN/FPS-3 radar set.



W.O.2 J.L. Hight, of R.C.A.F. Stn. Winnipeg, improved the method of recording serial or registration numbers of "A" class equipment in Articles in Use ledgers.

Sgt. C.J. Cosgrove, of R.C.A.F. Stn. Trenton, suggested a format for use at Command level in dispatching messages.



The Suggestion Box

Air Marshal Hugh Campbell, Chief of the Air Staff, has written letters to the undermentioned N.C.O.'s, thanking them for original suggestions which have been officially adopted by the R.C.A.F.:

Nothing Ado About Much

... which just about sums up the popular attitude about weather, heavy or otherwise. O. Henry said, "We may achieve climate, but weather is thrust upon us." Mr. James Whitcomb Riley "... it hain't no use to grumble and complain, it's just as easy to rejoice, when God sorts out the weather and sends rain, why rain's my choice!"

To those who can hibernate and ride out heavy weather with candles, sterno stove and Hershey bars, doing nothing about the weather is likely the least resistant path. But to those charged with the safety and operational readiness of aircraft, facilities and personnel, the current heavy weather season of typhoons, monsoons, williwaws and hurricanes requires much ado. (*Approach*, U.S. Naval Aviation Safety Review.)

The kind of behavior that once brought disgrace, now brings a movie, book, or television contract.
(*Banking*)

Will the Moon become a new source of conflicts for earth-dwellers? If so, it would be a sad change for the friend of children, lovers and amiable madmen.
(*World Veteran.*)

R.C.A.F. Association



AIR MARSHAL W.A. Curtis, C.B., C.B.E., D.S.C., E.D. (retired), who was elected President of the R.C.A.F. Association at the eighth annual convention, has addressed the following message to all members:

"I consider it a real honour as well as a great compliment to have been elected National President of the R.C.A.F. Association at the Annual Meeting in Edmonton on Friday, 6 June.

It was over ten years ago that we were successful in persuading the Government to authorize and support this organization. Air Chief Marshal Breadner kindly consented to act as the organizer and the first president. This set a very high standard for the organization, and practically guaranteed its success.

These ten years have been very eventful ones, and the R.C.A.F. Association has grown in stature each year, which reflects great credit on those charged with the responsibility of guiding it.

I feel that we are on the right track in our aims and objectives, and I am sure that you will all agree with me that each year we should become more important and more useful in our effort to support the Royal Canadian Air Force.

I thank you for the confidence you have placed in me in electing me National President, and sincerely hope that I will be able to live up to your expectations."

FIRST WAR PILOT

The newly elected National President is a life member of the R.C.A.F. Association and Vice Chairman of the board for A. V. Roe, Canada, Ltd. He was born at



Havelock, Ont., 21 August 1893, and educated in Toronto, leaving school in 1915 to join the 34th Infantry Battalion. He later won his commission with the 21st Regiment and learned to fly at his own expense at the Curtiss Flying School at Long Branch, near Toronto. In 1916 he transferred to the Royal Naval Air Service and served overseas as a fighter pilot. His operational career was highly distinguished and before being invalided home in 1918 he was awarded the D.S.C. and Bar.

Air Marshal Curtis served with Canada's reserve forces after returning home, first as an officer of the Canadian Air Force and then for eight years as an officer of the Toronto Scottish Regiment. His interest in flying continued, however, and he was one of the founders of the Toronto Flying Club, acting as its president for three years. He assisted in the organization of 110 R.C.A.F. Auxiliary Squadron, in Toronto, and became officer commanding in 1935. In 1938 he was promoted to Wing Commander in charge of the squad-

rons at Toronto, Hamilton and London.

Between wars, A/M Curtis was in business and when called up for regular duty on 1 September 1939, he was president of the W. A. Curtis Insurance Co., Toronto. At war's outbreak, he was placed in charge of a committee selecting aerodrome sites in Ontario for the B.C.A.T.P. He became Director of Postings and Records at Ottawa headquarters shortly thereafter, and in April 1941 was named Commanding Officer at No. 2 Flying Training School at Uplands, near Ottawa. He later served in various headquarters positions, and in November 1941, went overseas as Deputy Commander in Chief. He served overseas until January, 1944, when he returned to Canada to become Air Member for Air Staff at Ottawa. With the consolidation of the three services under one department in January 1956, he became Air Member for Air Plans, and in 1947 succeeded Air Marshal Robert Leckie as Chief of the Air Staff. He retired from active service in 1952.

We regret the error in our last issue which incorrectly identified Mrs. Mary Mynarski as widow, instead of sister-in-law, of the late Andrew Mynarski, V.C.



The Association's Legal Representative, Mr. George Ault, Q.C., is introduced to President Eisenhower at a war memorial ceremony during the recent visit to Ottawa by the United States President. Mr. Ault represented the National President at this function. On the right is the Hon. A. J. Brooks, Minister of Veterans' Affairs.

The Harold Feldman Memorial Trophy, awarded annually by 306 (Maple Leaf) Wing, Montreal, to the outstanding squadron in the college sports programme at Le Collège Militaire Royale, is accepted by Deputy Cadet Squadron Leader M.B.M. Ellis, Cartier Squadron, during graduation ceremonies at St. Johns, P.Q. Making the presentation is Wally Nobes, wing president. The Trophy was originated three years ago in memory of a past president.

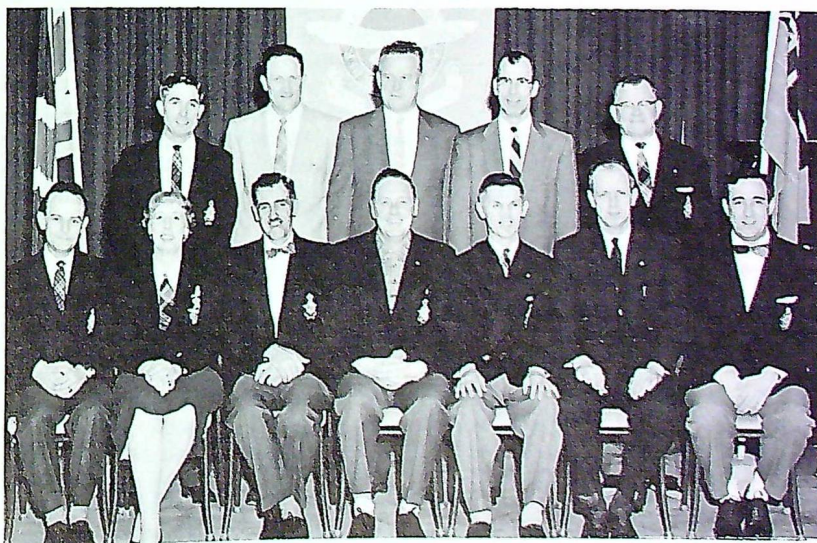


Master of Ceremonies Arthur Buckley introduces past presidents and president-elect at annual Charter Night celebration of No. 250 (Saint John) Wing. From left to right: Mr. Buckley, N. Jackson, E.B. Fitzgerald, C.Y. Swanton, C. LeB. Dunbrack (president-elect), D.B. Flower, P.F. Connell, and retiring president J.E. Richards.



Five members of the Women's Auxiliary of 700 (Edmonton) Wing: President Audrey Johnstone, Margot Esdale, Jean Potter, Charlotte Kay and Grace Hutchings. Now in its third year and with 37 members, the Auxiliary has been a great help to the Wing in a variety of projects.

Members of the 1958-59 executive of 428 (Peterborough) Wing. President Bill Blundell is seated front row centre.





Royal Canadian Air Cadets

OFF TO CAMP! The Sudbury, Ont., Air Cadet Squadron preparing to board a train for summer camp at R.C.A.F. Station Clinton. (Sudbury Daily Star Photo).

RECORD SUMMER IN REVIEW

At time of writing, the League is preparing to draw down the curtain on a record-breaking summer of special activities. During July and August well over 6,500 cadets were engaged in the most extensive summer training programme ever organized by the League and the R.C.A.F.

Through the kind co-operation of the R.C.A.F., the attendance quota for summer camps at Sea Island, B.C., Clinton, Ont., and Greenwood, N.S., was raised this year to 6,000. This annual two-week stay on an R.C.A.F. station, when cadets take part in a healthful outdoor sports programme and have a close look at the air force at work and at play, is relished by cadets as an exciting reward for hard work and regular attendance during the training year.

The Senior Leaders' Course, which prepares senior cadets for future positions of responsibility

with their squadrons, accommodated 100 cadets at R.C.A.F. Station Camp Borden, Ont. The Drill Instructors Course, also at Borden, handled the same number of cadets and in addition to training highly qualified drill instructors for the squadrons, prepared the Canadian team which this year took part in the International Drill Display at the Minnesota State Fair on 23 August. Graduates of both courses received a training bonus of \$100.

A record number of cadets, 339, reported for flying training at clubs and schools across the country. Of this number, 250 were awarded R.C.A.F. scholarships and 89 received privately donated League scholarships. Graduates of the course received Air Cadet flying badges and qualified at private pilot licence level.

In the Exchange Visits department, 25 Canadian cadets toured

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

the United Kingdom after flying the Atlantic via the Azores in an R.C.A.F. *North Star*. A Royal reception at Buckingham Palace was one highlight of the overseas tour. Another eight cadets went sightseeing on the continent—two each in Denmark, Sweden, Norway and Holland. Another 25 of our top cadets visited New York City, the State of Massachusetts and Washington, D.C. Reciprocal parties of cadets from these countries were entertained in Canada—the overseas party visiting the Maritimes, Quebec and Ontario, while the U.S. party toured Quebec and Ontario.

In addition to the foregoing, approximately 200 cadets underwent R.T.T.P. training in specific trades at Reserve units across the country.

CAREER PREPARATION

ONE of the prime purposes of Air Cadet training is to prepare young men for their future careers. It is a source of considerable satisfaction to the League that many graduate cadets choose to make their careers in the R.C.A.F. Last year, for example, 962 ex-Air Cadets enlisted in the regular force, representing 13% of the R.C.A.F. intake for the year, and 18% of the total number of cadets to graduate from the squadrons in 1957. Former Air Cadets rate as a very desirable type of recruit; they are usually well-motivated and their pre-training leads to a lower wastage rate than that which applies to recruits from other sources.

A typical example of one who has used his Air Cadet training to advantage in the R.C.A.F. is Joseph Pagnutti of Fort William, Ont. Ten years ago this summer,

At Washington National Airport, 10 August 1948: Flt. Sgt. J. Pagnutti, R.C.A.C.; Cadet Lt. R. Kipp, C.A.P.; Capt. W. Sherman, United Airlines Senior Pilot.



Four top tag-day salesmen of the Fredericton, N.B., Air Cadet Squadron won a tour of the Canadair plant in Montreal for their efforts. Mr. E. Ainger, chairman of the Montreal Air Cadet Committee and the Canadair executive who organized the tour, greets (l. to r.) W.O.2 R.J. Freeman, Sgt. J.M. Tonner, A.C.1s F.A. Pieroway and D.S. McKnight.

“Flight Sergeant” Pagnutti of No. 66 Fort William Squadron was photographed on an aircraft ramp in Washington, D.C. as a member of the visiting Air Cadet exchange party to the U.S. Now he is an R.C.A.F. Flight Lieutenant and a lecturer in the Mechanical Engineering department of Royal Military College, Kingston.

Joseph Pagnutti joined the cadets in 1945 and completed his flying training course in 1946, receiving his private pilot's licence. When he returned from his exchange trip to the U.S. he found that he had won a League scholarship, enabling him to attend the Canadian Services Colleges. He spent two years at Royal Roads and two years at R.M.C.

In June 1952 he graduated from R.M.C. and received a permanent commission in the R.C.A.F. He took an additional year to complete his Mechanical Engineering course at Queen's University and earned his Bachelor of Science degree in May, 1953.

Flt. Lt. Pagnutti had been flying during the summer training phase of the Canadian Services College course. As might be expected, he found that the flying training he received while in the Air Cadets gave him a distinct advantage; on wings parade at Centralia he was awarded the Siddley Trophy for the highest flying mark in the class. Completing the gunnery course at MacDonald, he graduated

in first place with a Distinguished Pass in both flying and ground school.

After graduating from Queen's, Flt. Lt. Pagnutti transferred from the aircrew list to the Aeronautical Engineering Branch. Postings followed to 14 Training Group, Winnipeg; R.C.A.F. Station Aylmer and 3055 Reserve T.T.U. Vancouver. Flt. Lt. Pagnutti estimates that, during his service with the T.T.U., about 40% of the Auxiliary airmen trained to Group 1 level during the summer months were ex-air cadets. He noted that students with Air Cadet training usually scored high in trade and drill examinations.

In July, 1956, after a short tour at R.C.A.F. Station Sea Island, he was transferred to his present position in the Mechanical Engineering Dept. at R.M.C. For the past two years he has been lecturing in internal combustion engines, gas turbines, power plants, and the related cycles and thermodynamics associated with the subject. This posting has enabled him to work on a Master's degree in Mechanical Engineering at Queen's University, and he is now completing his research project.

That is the story of one former Air Cadet who has been assisted in building a successful career in the service. It is a story that, with suitable changes in detail, could be repeated many times over, both in the service and in civilian life.

Pin-Points in the Past

BY WING COMMANDER F.H. HITCHINS

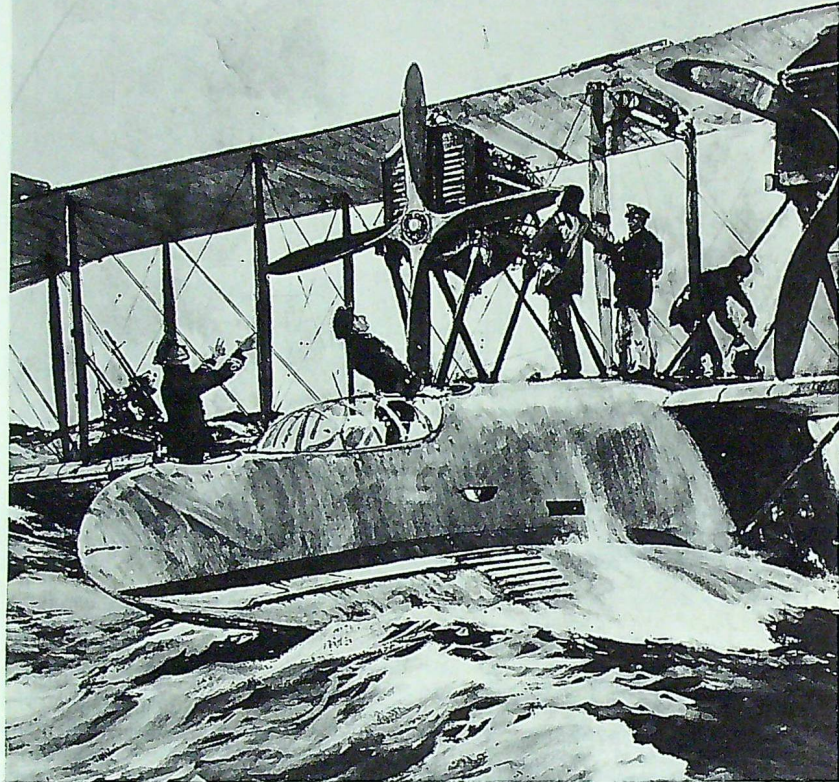
R.C.A.F. Air Historian

ON the morning of 5 September 1917 information was received at the Royal Naval Air Service station at Great Yarmouth, on the east coast of England, that German *Zeppelins* were operating off Terschelling Island, 200 miles away across the North Sea. Two aircraft, a twin-engined *H.12* flying-boat and a single-engined *D.H.4* land-plane, were at once sent off to attack them.

The *H.12* flying-boat N.8666, "the most famous flying-boat in the Service", was piloted by Flight Lieutenant Robert Leckie, D.S.C., with Squadron Commander V. Nicholl and two air mechanics completing the crew. Bob Leckie already had one *Zeppelin* to his credit, the L.22, which had been shot down in flames on 14 May 1917 by the crew of N.8666 while he was at the controls; in the intervening weeks he had made several other attacks on *Zeppelins* as the flying-boats based at Yarmouth and Felixstowe waged an active and successful campaign against the big gasbags.

THE ATTACK

Thirty miles from Terschelling the *H.12* and the *D.H.4* came upon two *Zeppelins*, L.44 and L.45 covering mine sweeping operations, which Leckie stalked for ten minutes as he tried to manoeuvre the aircraft into a favourable position



to attack. When the flying-boat opened fire on one of the dirigibles it replied with heavy machine-gun fire and, dumping its water ballast, quickly climbed out of range. A squadron of enemy cruisers also opened accurate fire on the two aircraft, damaging the flying-boat. After a few minutes the engine of the *de Havilland* seized, forcing the pilot to make a crash-landing on the rough sea. Although one engine of the *H.12* was not running well, prejudicing their own chances of getting back to base, Nicholl and Leckie "never hesitated one moment." Leckie shoved the nose of the flying-boat down in so steep a dive that it almost went out of control; then, landing near the wreckage of the *de Havilland*, he skilfully jockeyed his craft on the turbulent waves until the two men of the crew were, with great difficulty, pulled on board.

With six men on the flying-boat, and one engine dud, Leckie was unable to get the *H.12* into the air again, so he started to taxi across the sea towards England. Water leaked in through holes punctured in the hull by the anti-aircraft fire from the ships; more water poured into the front cockpit as the flying-boat plunged its nose into the waves until Leckie was immersed almost to his knees as he sat at the controls. Knocking out the ends of some empty petrol tins, the men began to bail for their lives. Early in the evening the engines stopped for lack of fuel and the flying-boat drifted at the mercy of the wind and sea.

Through the night the men had to bail steadily to keep their craft afloat. Cold, soaking wet, sea-sick, exhausted, hungry and thirsty, they all took turns at the endless task. When the small quantity of

(The water-colour painting by Charles Dixon, which provides the subject for this month's Pin-Point, has hung for untold years in the Officers' Mess at R.C.A.F. Station Trenton. As the years and generations passed, the time and circumstances of its acquisition were forgotten. Forgotten, too, was the story which the painting depicts: a story that is one of the most dramatic episodes of the 1914-18 war and a brilliant page in Canada's heritage in the air.—Editor.)

fresh water (less than two gallons) was consumed, they tapped the engine radiators for rusty water to slake their throats. There was no food. The float at one wing-tip, damaged by flak, was torn away by the sea and, to keep the wing from dipping into the water, the men got some "rest" from their bailing chores by crawling out on the other wing where for two-hour stretches they clung to the struts, washed by waves that broke over the craft. For two more weary, seemingly interminable days and nights the ordeal continued: bail, bail, bail . . .

THE RESCUE

Meanwhile, surface vessels and aircraft had been scouring the seas in search of the missing men. Until dark on the 5th they hunted; the next day and the next they were out again—and found nothing. Hope was running out that the men would ever be found—if,

indeed, they were still alive. Four homing pigeons that were carried on the flying-boat for such emergencies had been released at intervals with messages telling of the *H.12's* plight. Three of the birds were never seen again. But the fourth pigeon landed at the coast guard station at Cromer, Norfolk, with a message that provided the clue which finally led to the rescue of the six men.

In the message Nicholl had estimated that the flying-boat might have drifted east-north-east and, acting on this hint, the commander of H.M.S. "Halcyon" decided to search areas farther north than those covered in the previous days. His hunch paid off. About midday on 8 September a lookout on the vessel saw sunlight glinting on the wings of the flying-boat as it tossed on the sea about 100 miles north-east of Great Yarmouth.

The shipwrecked men were soon safely on board the "Halcyon",

all showing visible traces of the terrible experience they had endured for over 72 hours. Sturdy N.8666, too, was brought home in tow by the "Halcyon" and survived to fly again.

THE AFTERMATH

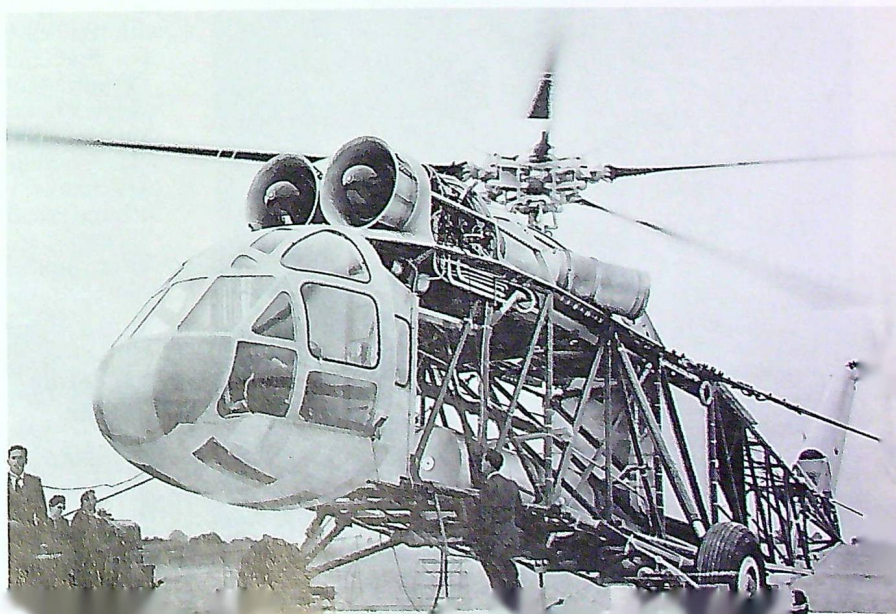
Although Leckie did not get his *Zeppelin* that day, just eleven months later, on 5 August 1918, he sent the L.70 down in flames with the Commander-in-Chief of the German *Zeppelin* Service on board over the North Sea while manning the guns in the rear cockpit of a *D.H.4* flown by Major E. Cadbury. For this new exploit he received his third decoration, the D.F.C. Robert Leckie was the only airman in the Great War who had two *Zeppelins* to his credit.

After service in Canada with the Air Board as Director of Flying Operations from December 1919 to June 1922 he returned to duty with the R.A.F. In 1940 he came back to Canada to direct training for the British Commonwealth Air Training Plan, transferred to the R.C.A.F., and became Chief of the Air Staff at the beginning of 1944. Forty-four months later, just 30 years after his gruelling experience in the North Sea, he retired from the Service as an Air Marshal.

Giant British Helicopter Begins Trials

The first prototype of the new *Westland Westminster* twin-engined helicopter is now undergoing ground engine tests prior to making its maiden flight. Here the prototype *Westminster* is seen on the airfield after leaving its hangar.

Built with a bridge-like open structure of massive welded tubes, this helicopter is a utility version of a development already designed and which is immediately suitable for intercity services or for troop carrying, with 42 seats arranged in a spacious airline cabin.





Pinetree Station Parent, scene of the R.C.A.F.'s largest summer carnival.

Paradise at Parent

Carnival Queen L.A.W. Joan McCandless is crowned by Air Cdre. D.A.R. Bradshaw, D.F.C., guest of honour from Air Defence Command Hdqts.

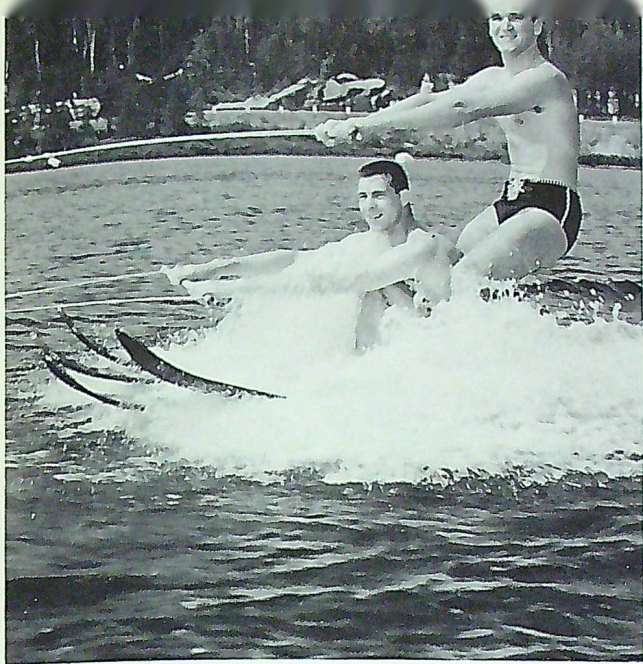


DEEP in the scantily populated pulpwood country of Quebec lies a Pinetree radar unit that boasts the R.C.A.F.'s highest tour extension rate. Station Parent retains six out of every ten persons for an extra tour of isolated duty.

Recently one of the big reasons why people like Parent was manifest in grand style. This was the second annual Parent Summer Carnival, when recreation-conscious personnel blew off steam, hosting athletes from Senneterre at the same time. Over the 26 July weekend the placid countryside rocked with echoes of fireworks, cheering and the music of a first class floorshow and dance.

Traditionally, Senneterre trounces Parent at winter sports, only to have the tables turned each summer. This year was no exception and when Wing Commander E.J.W. Higgin and his Senneterre participants returned home, they took with them the undesirable "Order of the Perpetual Finger".

Wing Cdr. C.S. Yarnell, Parent commanding officer, pointed out that the key to success on an isolated unit is recreation. "We encourage everybody to keep busy at some sort of constructive project apart from his work," he said. Parent has so many committees that nearly every officer, airman and airwoman is a member of at least one. In the small P.M.Q. community several wives also serve on committees.



L.A.C.s R. Gilroy (left) and A. Sommerville have fun.

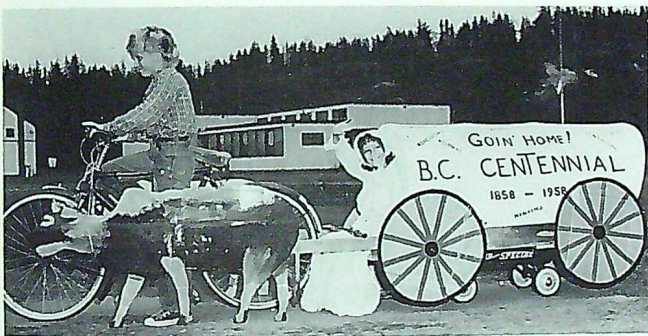


Aquatic events highlighted the programme.

Jerry and Donna Healey-Ogden give their home province some free advertising in the children's parade which opened the carnival.



The five queen aspirants (l. to r.): Airwomen M. McKoen, B.A. Fisher, P. Graham, D. Weir, and winner J. McCandless.

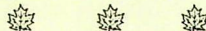


Five-year old Dianne, helped by father and mother F/O and Mrs. T. Winslow, prepares to enter the costume parade.

Wing Cdr. C.S. Yarnell, and friends: his daughter Kathy (Alouettes) and Jimmie MacKay (Eskimos).



Letters to the Editor



Answers to "What's the Score?"

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

WORKS AND BRICKS REUNION

Dear Sir:

Planning of the reunion of wartime C.E. officers to be held in Ottawa 2 and 3 October is nearing completion. A Committee has been formed consisting of Art Davison and Ted Bain, representing the ex-officers, and Ray Baker and Bill Martin for the continuing serving officers. Volunteers are being sought to act as canvassers in the larger urban areas who would make direct personal or telephone contact with the ex-officers in their area. Anyone desiring to undertake this minor but very pleasant chore is asked to contact the undersigned.

The response to the questionnaire has been most gratifying, but it would be appreciated if those who have not yet returned theirs can get them in right away, in order that a full indication of the numbers attending can be established.

It is hoped to institute these gatherings on an annual or bi-annual basis with the venue of the reunion changing on each occasion to a different location. The success of the reunion will, of course, depend on the turnout that is achieved, so the support of all is solicited to ensure maximum attendance.

Wing Cdr. W.D. Martin,
 R.C.A.F. Victoria Island, Ottawa, Ont.

THE VON RICHTHOFEN RELICS

Dear Sir:

I am a U.S.A.F. officer on exchange duty with the R.C.A.F. and want you to know your magazine certainly adds to the enjoyment of my tour in Canada.

This letter is in reference particularly to the "Pin-Points in the Past" article in the June-July issue. Being somewhat of a student of aviation history and collector of odds and ends regarding this subject, the photos of the von Richthofen relics were especially interesting.

Capt. T.F. Ellis, U.S.A.F.,
 R.C.A.F. Stn. Lac St. Denis, P.Q.

DISPLAY PLANNED

Dear Sir:

The R.C.A.F. Station Aylmer Stamp Club, Canadian Philatelic Society Club 36, plans to prepare a 24-frame display of aircraft photographs, special first flight air mail envelopes and Canadian postage stamps in commemoration of the 50th Anniversary of Flight in Canada. This display will be shown at the 31st C.P.S.

Convention and Exhibition at Sarnia in 1959 and other local exhibitions.

May our club present a request to Roundel readers for copies of any unique photographs of the aircraft and pilots which assisted in the development of flight in Canada from 23 February 1909 to the first flight of the CF-105? Anyone having early air mail envelopes carried on pioneer air mail flights, or official first flight air mail covers, or envelopes which were carried by the R.C.A.F. to isolated northern units are asked to contact the Aylmer Stamp Club.

This display will belong to R.C.A.F. Station Aylmer and not individual club members. Its purpose will be to publicize in philatelic circles the R.C.A.F.'s important role in the development of flight in Canada.

Flt Lt. R.K. Malott,
 President, Stamp Club,
 R.C.A.F. Station Aylmer, Ont.

The final test of a gentleman is his respect for those who can be of no possible service to him.

—William Lyon Phelps.

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

North Bay Sharpshooters

R.C.A.F. Station North Bay's Rifle and Revolver Club has just completed an active and highly successful year. Recently the pistol team won the president's trophy of the Sudbury District Police Pistol Association. Competing were police teams from the R.C.M.P., O.P.P., Sudbury, Copper Cliff, McKim Township, Neelon-Garson Township and Burwash Industrial Farm.

Pictured with some of their trophies won during the 1957-58 season are (l. to r.): Cpl. J.T. Millard, Flt. Sgt. R. Barlow, Flt. Lt. H. Hemming (obtained highest individual score), Flt. Sgt. J.J. Grogan (club president and team captain), Sqn. Ldr. J.R. Bell (C.Ad.O. and coach), Sgt. R. E. Generoux, F/O G. Gore, F/O M.J. Mariacci.



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.

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