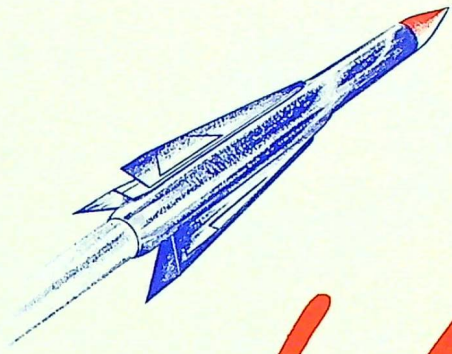




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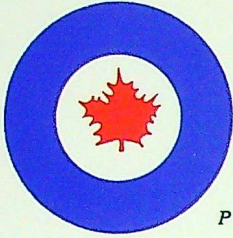
Roundel



1958

DECEMBER

Merry Christmas



THE

Roundel

Published on the authority of the Chief of the Air Staff, Royal Canadian Air Force

VOL. 10, NO. 10

DECEMBER 1958

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R.C.A.F. Victoria Island,
Ottawa, Ont.

THIS MONTH'S COVER



The R.C.A.F. chapel at Goose Bay is set in seasonal decor by artist Corporal J.M. Blache, who, incidentally, also designed our new cover.

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

Christmas

Messages



(George R. Pearkes)
Minister of National Defence

I AM GLAD to have this opportunity to extend once again to all members of the Royal Canadian Air Force and to their families my warmest Christmas greetings and my sincere best wishes for happiness and prosperity in 1959.

Together we have come through a year filled with change—a year marked by rapid scientific and technological progress. Man has continued to probe the secrets of outer space and has gathered evidence which leads him to believe that the advent of space ships, space stations and space travel may be not far distant.

Let us hope that in 1959 and the years ahead this new medium beyond the earth's atmosphere will be used to benefit all of mankind. There is every reason to believe that it can be exploited to bring permanent peace to our earth and to induce in mankind lasting fellowship and goodwill in the tradition of Christianity.

Since I assumed my present office, I have met many of you on your stations at home and abroad. I hope that in the coming year I shall be able to continue these visits and meet more of you personally.

In the meantime, rest assured that my thoughts are with you, wherever you may be, at this most joyous of all Christian festivals. It is my sincere hope that God's blessing will be with you at this Christmas season and throughout the coming year.

As 1958 draws to a close I look back with satisfaction upon our efforts to maintain peace and security for Canada. I am satisfied that all members of the R.C.A.F. Regular, Auxiliary and Reserve, the Royal Canadian Air Force Association and the Royal Canadian Air Cadets have done their utmost in the past year to promote understanding and goodwill in all parts of Canada and in all parts of the world to which their duties or travels have taken them.

At all units or stations which I visited, from our Arctic outposts to our wings in Europe, I was impressed with the determination of all our men and women to give real meaning to the phrase that we hear so often at this time of year—"Peace on earth, goodwill towards men."

As 1958 nears its end, we in the R.C.A.F. can face 1959 with confidence that our unceasing efforts on behalf of Canada will continue to meet with success.

To each and everyone associated with the Royal Canadian Air Force, I send my warmest Christmas greetings and my fervent wish for a New Year filled with happiness, peace and prosperity.



(Hugh Campbell)
Air Marshal,
Chief of the Air Staff.

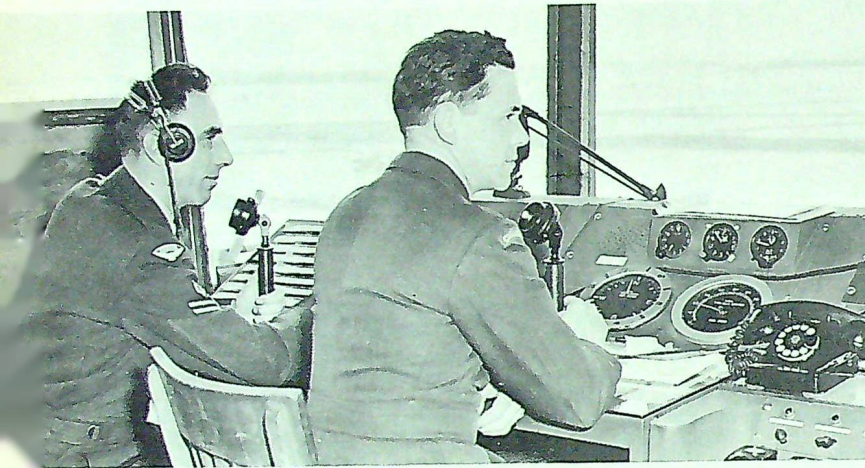
On Duty at Christmas

CHRISTMAS, traditionally a time of family reunions, revelry and good cheer, is a joyous occasion for those fortunate enough to spend it at home. In peacetime the majority of R.C.A.F. personnel are able to do just this—whether “home” be a P.M.Q. at a lonely radar site, on an airbase overseas or the parental residence at the end of a long cross-country journey.

For some, Christmas and New Year’s will be just routine days—spent at their posts on duties which are usually of the shift-work variety. Illustrated on these pages are just a few of the occupations that require constant manning throughout the holiday period. Wherever possible, of course, personnel detailed for Christmas duty get New Year’s off and vice versa.



Standby aircrew wait in ready room



Flying control operators are on duty

Aircraft movements are plotted



The switchboard stays open





Backstage at an airforce mess



Sickness takes no holiday



Air Force Security is maintained at all times



Fire protection is a never ending job

P.M.Q. s are "home" for many R.C.A.F. families



IDEAS

DO

PAY

OFF



Biggest R.C.A.F. money winner, Flt. Sgt. H.B. Kendall won \$1245 for a technical invention.



BY FLYING OFFICER J. D. BURGE

W.O.2 R.D. Wright points to an explosive link, development of which won him a \$500 award.

Suggestion Award Plan Encourages New Inventions

SEVERAL R.C.A.F. officers and airmen have an extra bit of cash for Christmas presents this year. They are the ones whose pictures appear each month in *THE ROUND* under the sentence, "The Chief of the Air Staff has written letters of thanks for suggestions which have been officially adopted . . ."

For instance, a warrant officer at Air Material Command Headquarters and a flight sergeant at No. 11 Technical Services Unit used their talents during the past year to save the R.C.A.F. valuable time and the Department of National Defence many thousands of dollars. Working separately and on entirely different projects, each of these men conceived ideas which won the two largest cash awards ever merited by any member of the R.C.A.F. through the Suggestion Award Committee of the Department of National Defence.

POPULARITY GROWS

To stimulate such ideas, the Suggestion Award Plan was adopted by D.N.D. in 1955. Already armed forces' suggestions have increased from a trickle to over 2,000 a year. During the last fiscal year 738 suggestions were received from members of the R.C.A.F. Of this number, 654 were submitted by service personnel and the remaining 84 by civilian employees.

Although a comparatively new establishment in the D.N.D., suggestion award plans have been in vogue in industry since the turn of the century. The first such plan originated in a shipbuilding establishment in Scotland more than 50 years ago. Over the years it has been proven that such plans stimulate creative thinking, with the result that employees take a more effective part in their organization and enjoy a higher level of morale. In 1957, according to the National Association of Suggestion Systems (which embraces the majority of the larger suggestion plans), there were 229 major industries operating such programmes. Almost \$14,000,000 in suggestion awards were paid out to employees of these concerns during the year.

On 28 November 1952 the sug-

gestion plan of the Public Service of Canada was established by Treasury Board action, with civil servants only being eligible for awards. Three years later authorization for armed forces participation was granted and a committee composed of representatives from the Navy, Army, Air Force, Defence Research Board and civilian employees of D.N.D. was formed to administer the plan.

Governing body of the Public Service plan is the Suggestion Award Board, which consists of a chairman and six members of assistant deputy minister rank. In addition to administering and promoting the plan, they consider suggestions adopted by the various Departmental Suggestion Committees, grant awards for adopted suggestions; and promulgate regulations necessary for the operation of the suggestion award programme.

CASH AWARDS

Of the 738 suggestions submitted by R.C.A.F. personnel during the past fiscal year, 32 were adopted for use. Twenty cash awards were granted and 12 suggestors received merchandise awards. Cash awards ranged between \$25 and \$500. Two

months ago, however, the \$500 ceiling was shattered by Flt. Sgt. H.B. Kendall of No. 11 Technical Services Unit in Montreal. Kendall was awarded \$1245 for a suggestion concerning the use of existing test equipment to calibrate the recently acquired Semi-Automatic Report and Homing (SARAH) beacons. Adoption of the suggestion eliminated the need of the R.C.A.F. to order special test sets for this work. For the suggestion itself Kendall was awarded \$745. He received the added \$500 through the Suggestion Award contest for meriting the highest award in the technical field.

The contest was established this year to create an added interest in the suggestion plan. \$5,000 was set aside for bonus awards offered over and above the normal award value of the suggestion. It was divided into prizes of \$500, \$250, \$200 and \$100 and valuable merchandise awards.

The largest award in the three year history of the D.N.D. committee was won earlier this year by Army Lieutenant A.M. Gilbert. He suggested a complex electric calibrator to adjust instruments that measure radioactivity. The Gilbert calibrator can be set up in the back of a truck and accomplishes the same task as equipment that must be housed in specially constructed buildings. He received a cheque for \$1,750.

Prior to the winnings by Lieutenant Gilbert and Flt. Sgt. Kendall, W.O.2 R.D. Wright had won the committee's largest award. Wright, the Munitions and Weapons Superintendent at A.M.C.H.Q., developed a new method of reloading explosive links which jettison the canopy of CF-100 aircraft. For this he was awarded \$500. His plan provided a prompt solution to the problem of jettisoning the canopy so that a pilot could eject. Adoption of the suggestion afforded D.N.D. a saving of many thousands of dollars.

The adoption rate of suggestions from R.C.A.F. personnel during 1957 was just over four per cent. A breakdown of award winners

reveals that corporals and sergeants have been winning most of the prizes. Suggestions come from all ranks, up to and including group captains, and from nearly all R.C.A.F. units. With respect to trades, telecommunications and armament personnel seem to make the majority of the suggestions. Aero engine, airframe and safety trades follow closely.

HOW TO ENTER

Instructions concerning the Suggestion Award Plan, as far as the R.C.A.F. is concerned, are contained in Air Force Administrative Orders 99.00/01. A suggestion is defined as "any practical idea for improving or effecting economies in the operations of one or more government departments or the Canadian Forces, resulting in monetary savings, increased efficiency, conservation of property, improved working conditions or other benefits." A suggestion does not have to be an original idea, although the suggestor is required to acknowledge the extent to which he has been assisted by published material or other persons.

Before submitting a suggestion the suggestor is encouraged to discuss the idea with his superior officer. The suggestion is to be typed if possible and sent in duplicate to The Secretary, Suggestion Award Committee, Department of National Defence, Ottawa. Each suggestion is acknowledged by the committee and sent to the appropriate specialist officers for appraisal. For example, a suggestion regarding an aircraft propeller would be sent to an aircraft engineer at Air Force Headquarters and then to an engineer at A.M.C.H.Q. Should the suggestion be deemed feasible it is returned to the Suggestion Award Committee and passed on to the Suggestion Award Board.

In considering the suggestion careful study is made to determine any real savings or increase in efficiency which may result. Awards for actual monetary savings are based on a scale established by the Suggestion Award Board and may be up to 10% of the net estimated



D.N.D. Suggestion Award Committee (l. to r.): Lt.-Col. R.H. Webb, Miss M.C. Murray, C.H. Yetts, J. Pelletier (chairman), J. Cardillo, Wing Cdr. W.J. Brodribb and Cdr. T.H. Crone.

savings for the first year the plan is implemented. Suggestions which result in increased morale or other intangible benefits are thoroughly assessed in order to determine the amount of benefit to the Department and this benefit is weighed against another scale to determine the amount of the award.

The amount of the award is, therefore, a result of recommendations by the specialist officers who studied the suggestion, the service representative on the D.N.D. committee, and in some cases, of the committee as a whole. This recommendation is sent to the Suggestion Award Board of the Public Service who may approve or question the award. If the award is of a superior nature, it is forwarded to the Treasury Board for final approval.

CRITICISMS

In regard to cash awards, a number of personnel who have participated in the plan feel that the values do not reflect the actual merit of the ideas. Objections were raised on the grounds that the awards are not large enough in relation to the net estimated savings of the suggestions. (However, Mr. J. Pelletier, chairman of the committee, pointed out that the awards compare quite favourably with those granted by other systems in

Canada and the U.S.A.) Another objection voiced by a number of winners concerns the deduction of income tax from cash awards.

The time lapse from the submission of the suggestion to the granting of the award varies according to the nature of the suggestion, its scope, completeness, etc. However, in many cases, several months are required for study and appraisal and sometimes more than a year may elapse before a final decision is made on the suggestion. Reason for the delay lies in the regulation that awards can only be granted for suggestions which have actually been put into effect.

Mr. C.H. Yetts, executive secretary of the D.N.D. Suggestion Award Committee, states that the name of the suggestor remains anonymous during the period that the suggestion is under appraisal. In the event a suggestion is not accepted, full details explaining the non-adoption are sent to the originator. In some cases the suggestion is sent to other Government departments for study.

When a suggestion has been adopted by the R.C.A.F. there are three ways in which the originator may be rewarded. He may receive:

- (a) A cash award accompanied by "A Certificate of Merit."



Three-time winner W.O.1 A.G. Swartz peers into the radio bay of a CF-100

award must be submitted within three months of the date of implementation.

Listed in A.F.A.O.s are a dozen examples of subjects for suggestions. All of these subjects have been used to earn awards but the field is still open, as has been proven by fellows like W.O.1 A.G. Swartz of A.M.C.H.Q.

His suggestion of a V.H.F./I.F.F. emergency bale out signal, which provides a positive and accurate means of locating pilots who eject from fighter aircraft, has been adopted by the R.C.A.F. His plan provided two systems for pinpointing the position of the pilot as he bales out. In the event of V.H.F. signal failure the pilot is safeguarded by the I.F.F. system. Adoption of this suggestion meant that squadrons of planes were no longer required to search for missing fighter pilots. First man to use the system was a pilot from R.C.A.F. Station Chatham who ejected at 20,000 feet. Before he reached the

ground a helicopter was waiting below to fly him back to base. The idea has since been adopted by the airforces of several N.A.T.O. countries.

This year W.O. Swartz won two more awards, one for the improved storage of radio crystals and the other for a rapid test method of V.H.F. radio communications equipment. For his three awards he has earned \$500. At this writing two more of his suggestions are under study by specialist officers.

From the day of his birth a man reaches out.

First with his hands,

Then with his mind.

Never satisfied.

Until at last he reaches out,

With his heart.

(NEW YORK TIMES)

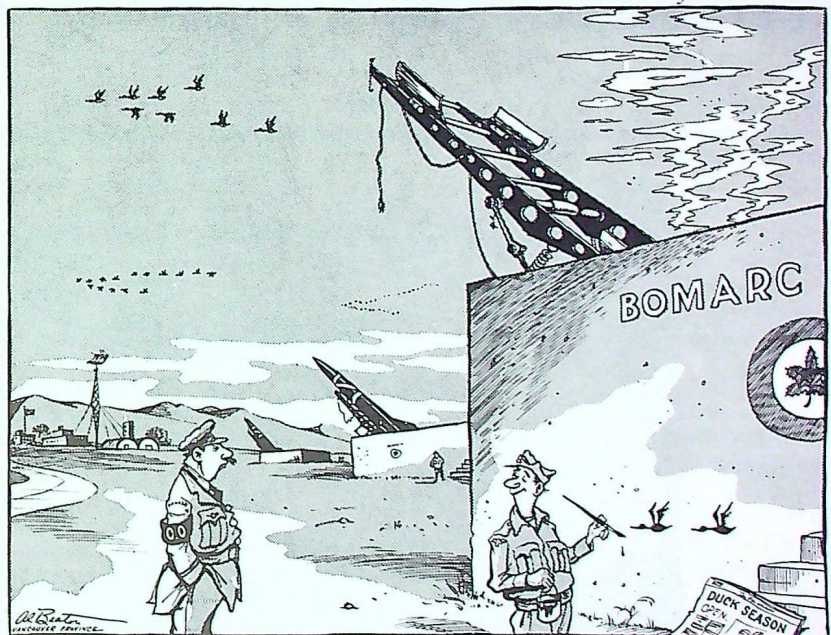
- (b) An award in kind, e.g. pen and pencil set, cameras, travel bags, etc.
- (c) A letter of appreciation from
 - (1) The Deputy Minister of National Defence and
 - (2) The Chief of the Air Staff.

WHO IS ELIGIBLE?

With regards to eligibility, all members of the Canadian regular forces, and all civilian employees of the D.N.D., regardless of rank or classification, are eligible for awards. However, personnel whose main duties consist of making suggestions for improvement of methods and procedures are not eligible, since such suggestions must be considered as made in "line of duty". This refers particularly to auditor and methods officers. The latter are eligible for awards for suggestions made outside the normal scope of their duties.

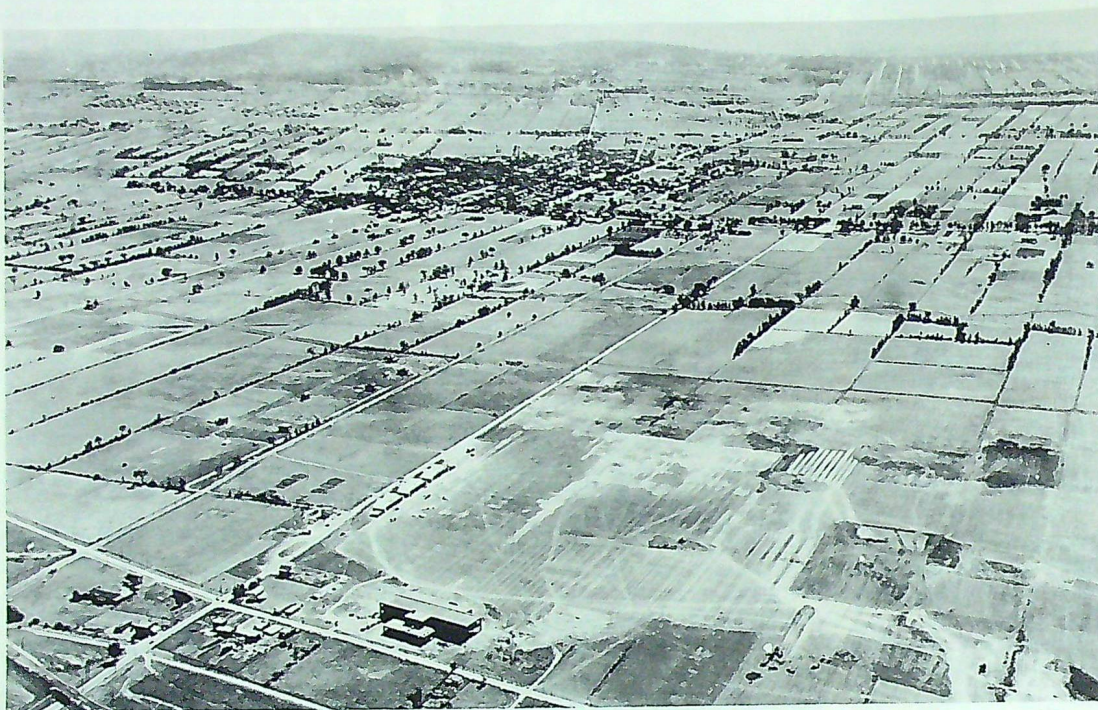
Many suggestions may be adopted by the R.C.A.F. and never pass through the Suggestion Award Committee. In the event that a suggestion has already been implemented, application for an

*"When you've finished what you're doing,
the C.O. would like a chat with you . . ."*



(Courtesy A. Beaton, Vancouver Province)

THEY MAKE



Cartierville airport, home of Canadian Vickers Ltd., in 1928 . . .

. . . and the same location in 1958, with Canadair Ltd. occupying 65 acres in an area which has become Montreal's northwestern suburbia.



OUR AIRCRAFT

Part Two

CANADAIR LTD.



The Rockcliffe Ice Wagon.

CANADAIR traces its origin to 1923 and Canadian Vickers Ltd. This company was the first to manufacture aircraft commercially in Canada. It built various types of flying boats, including the *Stranraer* and the "V" series (*Vancouver*, *Vedette*, etc.), memorable aircraft which played a prominent part in two decades of Canadian aviation history.

From this auspicious start evolved Canadair in 1942, under the sponsorship of the Canadian government. The company immediately undertook a period of expansion. Bulldozers bared the land and a small forest of steel girders stood like sentinels as new buildings transformed pasture land into factory space. One of the new plants measured one-half mile long by one-quarter mile wide and covered an area of approximately three and a half million square feet.

POST-WAR TRANSPORTS

Canadair is, from every point of view, synonymous with size. It has a larger fire department (42 men) and a larger police force (74 security guards) than many a town or small city. The company's parking lots are crowded with approximately 3,000 cars as 10,400 employees arrive to work in buildings, covering an area of 65 acres, which are heated by 74 tons of fuel per day.

The first aircraft to be built by Canadair was the *Canso*. Some 400 of these venerable aircraft were subsequently produced by the fledgling company and went on to render yeoman's service to the Allied cause. The year 1947 marked another milestone in Canadair's history when it was purchased by what is now General Dynamics Corporation, its present owner.

Immediately after the Second World War, when military transport aircraft became available for civilian use, conversion work was

the order of the day as Canadair undertook to supply the seemingly inexhaustible demand, by airlines and executive operators, for the time-tested *DC-3* aircraft. The company rebuilt several hundred *Dakotas* for commercial purposes and now, 13 years later, dozens of these wartime workhorses are still flying in many parts of the world. Conversion work, however, was merely a transition period for Canadair from its wartime to peacetime activities.

Trans-Canada Air Lines was looking for new equipment and Canadair was looking for more challenging work. The result of these compatible interests was the highly successful Canadair Four (*North Star*), built first for the R.C.A.F. and later for T.C.A., C.P.A. and B.O.A.C. This was the first commercial aircraft turned out by the company, apart from the conversions. It was an impressive start, for the aircraft's success exceeded even the most optimistic

expectations. Fleets of *North Stars* were soon spanning continents and crossing oceans. First R.C.A.F. round-the-world *North Star* trip was made in January 1950.

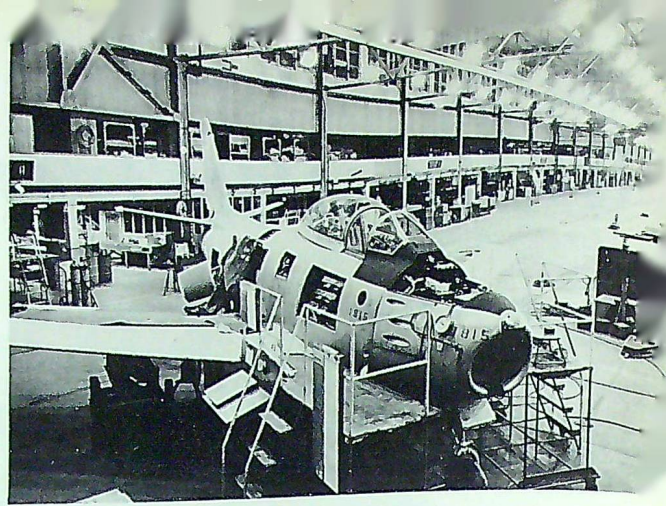
This type of aircraft, known as the *Argonaut* in the U.K., was in production for three years. A modified *North Star*, nicknamed the "Rockcliffe Ice Wagon" and with a large vertical fin mounted in the centre of the fuselage, achieved some measure of fame in the R.C.A.F. a few years ago as it flew about the continent seeking icing conditions for National Research Council scientists. In 1950, a larger and more powerful model, the *C-5*, was produced and became the R.C.A.F.'s number one V.I.P. aircraft, used by 412 squadron to carry Royalty, high government officials and distinguished guests. (See page 16.)

SABRES GALORE

Just prior to the outbreak of the Korean war Canadair found itself back in the business of building military aircraft. Similar to the company's first aircraft, the *Canso*, which was also built during hostile times, Canadair's Korean contribution was made for active service. There was, however, a vast difference. The jet age had arrived



The beginning of Sabre production . . .



. . . and the end, nine years later.

and the sleek *Sabre* aircraft rolling off the production lines were far removed from the low performance *Cansos* of 1942.

When, on 9 Oct. 58, the 1,815th *Sabre* was rolled off the production line at Canadair a record for the Canadian aviation industry was established. Never before in this country had a single type of aircraft been in production for so long. During its nine-year production schedule the *Sabre* proved to be both a financial bonanza for the company, and an appreciable shot in the arm for the Canadian economy as hundreds of millions of dollars were shared among thousands of Canadian manufacturers of aircraft parts and components.

Initially, most of the 15,000 parts and components which went into this complex aeroplane had to be obtained from the U.S. because Canadian companies lacked the facilities and the technicians necessary to produce them. In order to rectify this situation Canadair undertook a buy-at-home policy by assisting sub-contractors and suppliers to establish facilities. This programme resulted in the *Sabre* being nearly 85% Canadian-made, as opposed to the original model which was almost 90% U.S. produced.

The *Sabre*, Canadair's entry into the field of jet propulsion, was soon undergoing its baptism of fire and records show that it gave a

most convincing display of its merits in the rarefied air high south of the Yalu river. At home the *Canadair Sabre*, equipped with *Orenda* engine, was proving its capability in other ways. Jacqueline Cochrane, the internationally famous woman flier, used a *Canadair Sabre* in June 53 when she became the first woman in the world to go through the sound barrier. It was also *Canadair Sabres* which, in 1956, established the present cross-Canada speed record when two R.C.A.F. pilots flew from Vancouver to Dartmouth in five hours, thirty seconds.

In successively improved versions more than 1,800 of these aircraft were built and flew with distinction in the air forces of

Canada, the United States, the United Kingdom, the Union of South Africa, Colombia, Greece, Italy, Yugoslavia and Turkey. The final order for *Sabres* bore the Iron Cross, emblem of Germany's post-war Luftwaffe.

OTHER PRODUCTS

Another Canadair product which has become a familiar sight in Canadian skies is the *T-33 Silver Star*. When thousands of young men from 11 countries flocked to Canada for training under the N.A.T.O. plan it was the Canadair-version of the *T-33* which gave them their first taste of jet flying. To meet this pressing requirement more than 600 "T-Bird" jet trainers flowed from the company's production line to the R.C.A.F.'s training establishments.

Canadair has been a manufacturer of R.C.A.F. aircraft from the days of piston aircraft to the present era of jet and turbo-prop aeroplanes. The company's latest product to enter the service is the giant, anti-submarine *Argus* which recently began service with Maritime Air Command. (THE *ROUNDEL*, Vol. 10, No. 4). This aircraft, which was re-engineered from the Bristol *Britannia* is, for the time being, the largest aircraft ever built in Canada. A still larger aeroplane, which looks enormous even in the company's cavernous pre-flight hangar, is the *CL-44*, a four engine turbo-prop aircraft

T-33 Silver Star.



which is slated to enter service with Air Transport Command in 1959. With a gross weight of more than 102 tons this giant is the third heaviest commercial turbo-prop in existence.

A civilian version of the CL-44 is one of the types with which Canadair hopes to get back into the commercial market. It is intended to offer this aircraft in three forms, as the Canadair *Liner*, the Canadair *Freighter*, and the Canadair *Freightliner*. In the liner version the aircraft will carry 171 passengers. Another likely looking prospect for a share in the world's commercial market is the Canadair 540, a rejuvenated turbo-prop version of the well established Convair *Metropolitan*. This aircraft is at present in full production and first deliveries will be made to the R.C.A.F. in 1959.

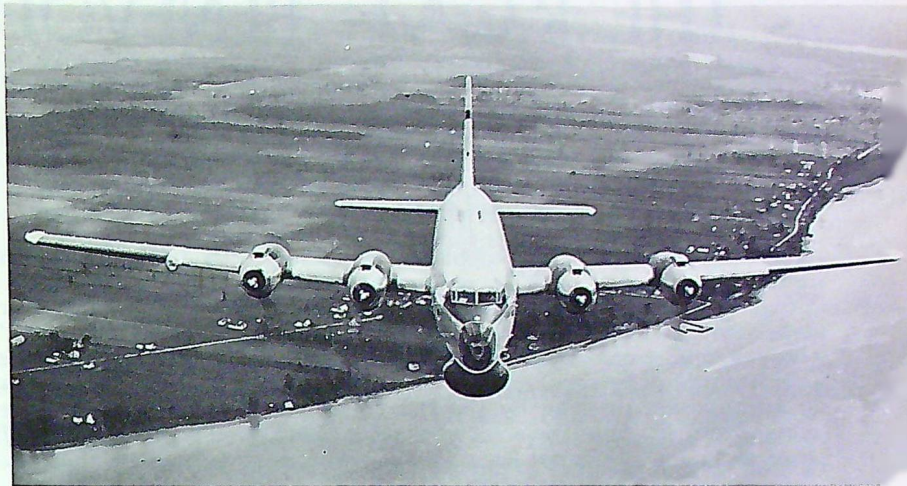
In addition to adaptation and modification of already existing aeroplanes, Canadair has now demonstrated that it is capable of producing an excellent original design. The CL-41, a jet-powered ab initio trainer, which is the first to be completely designed by Canadair, is now in the mock-up stage.

With eyes on the future, Canadair has established a Nuclear Division. This Division has already designed and constructed various test equipment for Atomic Energy of Canada Ltd., and, in keeping with one of the company's long established customs, has scored another "first". For the University of Toronto Canadair produced the first "subcritical reactor" in Canada.

Canadair is a company which to date has produced close to 3000 aircraft of various types. Its history has been short but impressive. In this age of rapidly changing concepts it prepares to meet new challenges, equipped with experience and imagination.

●
An air hostess is a young lady who asks you what you want and then quickly straps you down so that you can't have it.

(FLIGHT)



The Argus, largest aeroplane produced in Canada.



Artist's impression of the Canadair 540 (above) and the CL-44 (below) at Dorval airport.



THE R.C.A.F. BENEVOLENT FUND

*The best laid schemes o' mice and men
Gang aft a-gley;
An' lea'e us nought but grief and pain,
For promis'd joy.*

THESE lines, written by Robbie Burns in the latter part of the 18th century, could well have been used by the founders of the R.C.A.F. Benevolent Fund. It was precisely to help Air Force personnel and their dependents whose "best laid financial schemes had gang aft a-gley" through unforeseen causes such as major illness, accident, death, fire or other type of personal disaster that the Fund was established. Letters of appreciation received by the Fund over the years show that large measures of joy have replaced what would have been countless cases of grief and pain had it not been for the assistance rendered by the B.F.

In connection with the B.F. the lines of Burns could be continued today to include plans not so well laid, meaning the financial difficulties encountered as the result of credit buying and faulty budgeting. During the years the B.F. has enlarged its scope of operations to assist such cases through financial aid and counselling; and from time to time to preserve employment, prevent eviction and seizure of effects, the Fund has granted a substantial amount of relief.

EXAMPLES

A prime example of B.F. assistance concerns this married airman with a family of three. Unforeseen sickness created a medical bill of \$2,450. He applied to the Benevolent Fund for assistance and his case was handled in the following manner. Hospitalization insurance paid \$570. The field committee members on his station contacted the hospital and physicians involved and the remainder of the bill was reduced from \$1,880 to \$1,340. The airman received a loan of \$900 and a grant of \$400 to meet his obligations. He agreed to repay the interest-free loan at the rate of \$30 per month. Within three years his financial problem will be wiped out in a manner tailored to his budget.

Or take the case of this airman. For the past several years he has been engaged in a buying spree little short of utter extravagance.

He has opened charge accounts in a dozen business houses and is able to meet his monthly obligations only because his wife is working. Then sickness strikes. His wife is unable to work and he is unable to survive financially. He applies for help; but here is a totally different case from the one just described. He is obviously a poor financier and lacks foresight. His debt may be so great that assistance by the B.F. would be of no lasting benefit. He probably would be refused financial help. (However, examination of an actual file somewhat similar to this case showed a refusal, with the door being left open for help if the applicant showed signs of helping himself.)

These cases raise a series of questions. What is the Benevolent Fund? Is it some form of charity? What are the grounds for receiving assistance? Why would an application be rejected? How does the Fund work? What is the source of its income? How much assistance has been granted in the past?

ESTABLISHED 1944

The answer to these and other questions begins in 1934 when a Trust Fund was established to assist R.C.A.F. personnel and their dependents in need of financial aid. This was superseded in April 1944 by the Air Force Benevolent Fund, which was established as a cor-



Air Commodore D.E. MacKell, C.B.E.

poration under Federal Law with the same objectives as the trust fund.

Original capital was provided by surplus profits of Second World War canteens, messes and the R.C.A.F. share of the prize money for a total of \$3,878,157 plus \$555,555 from the original trust fund. Since the end of the war every R.C.A.F. canteen and mess has made monthly contributions to the Fund and these amounted to a total of approximately \$900,000 on 31 December 1957. R.C.A.F. station contributions to the Fund in 1957 totalled \$133,223. Other income during the year included \$101,648 interest on the investment of the original capital and \$214 gain on sterling exchange for a total income of \$235,085. Included in this amount were donations of \$691.

The source of these revenues clearly indicates that the B.F. is not a charity. Rather it could be compared more appropriately to a group insurance plan except that the B.F. maintains conditions upon

which judgment must be passed before the benefits are received. Supported almost entirely by R.C.A.F. service institutes, voluntarily contributing one per cent of their gross sales to be used for the welfare and well-being of personnel, the B.F. is a cushion for use in time of an emergency. In the 14 years since 1944 the B.F. has extended direct cash assistance of more than \$5,280,000 to over 36,000 applicants in the form of loans and grants. Total cash benefits, including financial aid secured from responsible agencies and reductions obtained for cash payment of bills, has amounted to about \$6,700,000.

INDIVIDUAL MERITS

A consideration of the B.F.'s operation reveals this fact: each application for aid is considered on its individual merits. There are no hard and fast rules involved. Financial help for as little as \$50 might be given in one instance depending upon the condition of the individual. Two applications, relating the same source of trouble and identical debts, could be handled in totally different fashions. Again it would depend upon the potential means of the applicant to meet his obligations. If the applicant has the resources, then Fund aid is not required. If the resources are adequate but not immediately available, then loan assistance would likely provide the logical solution. If neither of these apply, an outright grant award will likely have to be extended. In nearly all cases the principle of self-help is employed; i.e., the B.F. helps applicants to a point where they can help themselves.

The Fund may help a person out of financial difficulty in several ways. However, the main avenues of assistance are through financial aid and counselling. Financial aid is given in several forms. Direct financial assistance from the B.F. is in the form of loans and grants. In the case of serving airmen it is usually a combination of the two, with the loan forming the larger part. If there is evidence the money can be repaid without hardship the applicant is helped in the form of a loan. However, loans are not authorized where repayment will become a burden, even though the applicant may have requested help in this form.

Before financial aid is given the earnings and living expenses of the applicant are carefully analyzed. Only those debts or expenses which are beyond the ability of the applicant to meet through his income are considered. For example, an applicant may have debts requiring him to meet obligations of \$100 per month. His income permits him to repay at the rate of \$60 monthly. The B.F. may loan or grant the applicant sufficient money to wipe out half his debts. The applicant can then fulfill his other obligations and, if he has obtained a B.F. loan, repay the fund at a low monthly rate. Obligations are tailored to fit the applicant's income.

COUNSELLING SERVICE

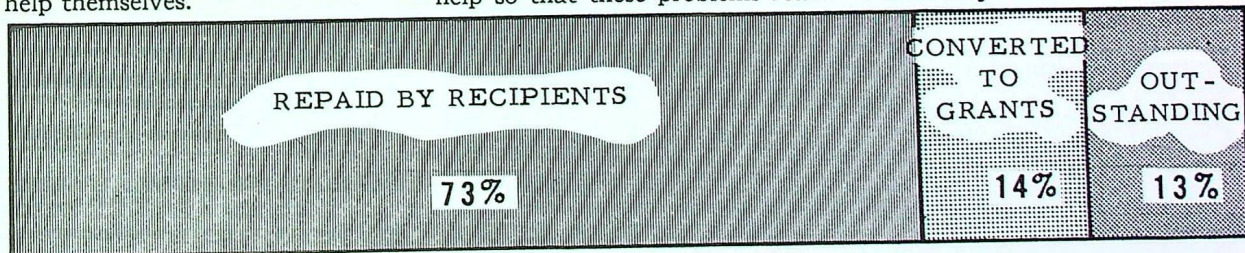
Counselling, particularly budget counselling, forms a very important phase of the Fund's operations. The misuse of credit causes approximately 24% of family monetary troubles. Unfortunately, many applicants delay too long in seeking help so that these problems reach

major proportions before Fund assistance is sought. However, many catastrophes are averted through counselling and countless families who have encountered difficulties as the result of faulty budgeting have been assisted so that there may be no repetition of such troubles.

The apparent reluctance of many applicants to apply for aid until too late was one of the points scored by committee chairmen interviewed about the Fund. It was the opinion of these men that many problems of a serious nature would be averted if personnel encountering difficulties, particularly through credit buying, would seek aid as soon as they realize they are out of their depth.

There are other ways in which the B.F. fulfills its objectives of relieving distress and promoting the well-being of applicants. These include providing immediate loans or guarantees in an emergency. On such occasions a committee chairman is empowered to loan up to \$150. Of major importance is the Fund's efforts to secure financial assistance for eligible applicants from other responsible agencies. This type of assistance during 1957 brought needy applicants \$110,000.

Since the Fund was incorporated in 1944 more than 42,000 applications have been received. Of this number 36,112 received direct financial assistance from the B.F. through loans or grants (20,137 loans and 15,975 grants); 1,924 applicants were aided in securing assistance from other agencies and assistance for 4,516 applicants could not be justified. In addition there were untold applicants requiring advice only.



RECOVERY OF \$3,000,000 IN LOANS SINCE 1944

REJECTIONS

Although every case is judged on its own merits, there are several reasons why an application would be rejected. There are some who consider the Fund a good thing and desire help with little or no justification. There are others who have previously received B.F. aid and have failed to repay their loans. The Fund is quite sympathetic in this regard and if it ascertains that the applicant can not repay, the loan will be converted to a grant. The following conditions may also be listed as reasons for refusals:

- a) Assistance in the purchase of automobiles, help with business enterprises and down payments on homes. (Flexibility allows exceptions in very rare cases, such as a disabled applicant.)
- b) Ability of the applicant to secure assistance from his immediate family.
- c) Ownership of an automobile, the purchase and operation of which contribute substantially to the debt. (In such cases the automobile must be disposed of before assistance can be of any real value.)
- d) Hospital, medical, dental and funeral expenses far beyond the requirements of the applicant.
- e) As a supplement to low income or for continuous assistance. (If contributing factors such as sickness or threats of eviction exist, help very probably would be given.)
- f) For casual meals or lodgings.

In seeking assistance a serving airman usually contacts his field representative on the station. The representative obtains the necessary information, fills out the application form along with a letter or pro forma explaining why the applicant should be helped and forwards the information to the station B.F. committee secretary. The secretary may interview the

applicant, after which a meeting of the station B.F. is held and the application reviewed. Present at the meeting are usually the C.Ad.O., S.A.O., two padres, the secretary and possibly the applicant. If the applicant has a genuine reason for receiving aid his application and recommendation are forwarded to the Central Claims Committee at Ottawa.

VETERANS

So far this article has dealt mainly with the Fund as it affects serving personnel. Ex-airforce veterans obtain assistance in the same manner, but through different intermediate channels. Their applications are submitted to the civilian field committees located in each province. The names and addresses of the committee chairmen may be ascertained from the local wing of the R.C.A.F. Association, Department of Veterans' Affairs or directly from the Benevolent Fund Headquarters at 424 Metcalfe Street, Ottawa.

Former members may be divided into three categories: (a) veterans; (b) personnel with several years post-war service and (c) personnel who have served one year or less since the war.

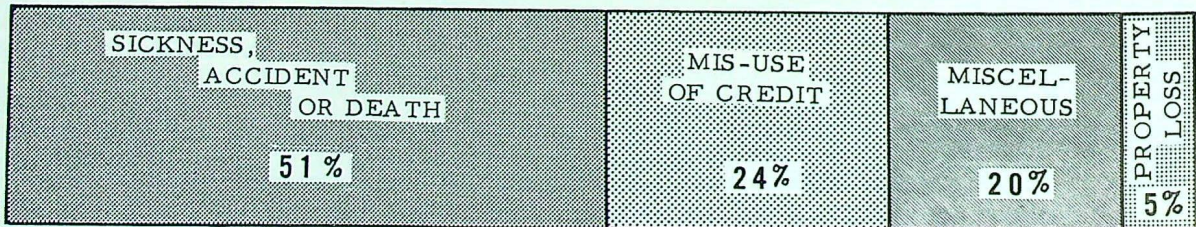
Although the Fund advertises its services regularly, it is felt that many former personnel are not in as close contact with the Fund as are serving members. The latter live and work close to their B.F. representative. In times of difficulties they may discuss problems with their associates who possibly recommend the Fund. This is something the ex-airforce member often can not do or does not wish to do.

Then, too, there appears to be more reluctance for veterans to lay their cards on the table in these matters. In recent months 89 applicants sought assistance from one B.F. committee and 35 failed to return when given an application form to complete. There could be several reasons for this. Some possibly felt they were not eligible. Others, for various reasons, did not wish to divulge pertinent information.

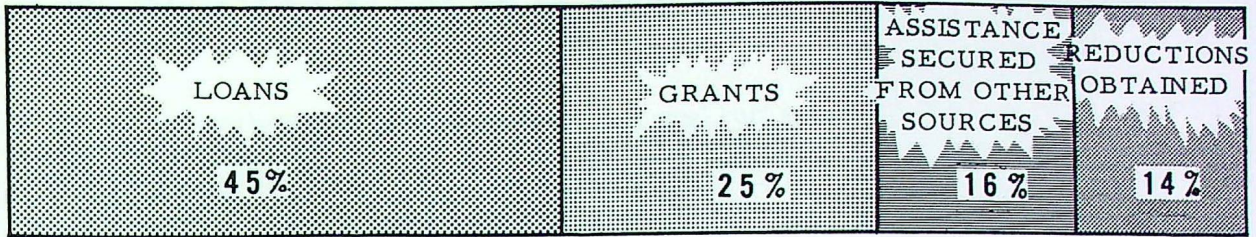
Their problems cover a wide sphere of activities but are very similar to those encountered by service personnel. Some, in well paying positions, may require help on account of extraordinary and unforeseen expenses arising out of some personal disaster such as serious accident or protracted illness. Others may have assumed obligations on behalf of their relatives which have temporarily upset their budget for essentials such as mortgage, tax payments and insurance premiums. Although these veterans may have lost intimate contact with the R.C.A.F., nevertheless 47% of the assistance granted by the B.F. last year was given to ex-serving personnel. Welfare officials of D.V.A. complimented the Fund on its operations in this regard. They report that former airforce personnel requiring aid and eligible to receive it from the B.F. get prompt attention via civilian channels.

A general breakdown of the basic factors responsible for the necessity of assistance shows that sickness, accidents and deaths account for 51% of the requests; mis-use of credit 24%; loss, damage or destruction of property 5%; and other causes ranging from relief to re-

UNDERLYING REASONS FOR HELP IN 1957



DISTRIBUTION OF \$668,000 BY A.F.B.F. IN 1957



quests for higher education 20%.

Of the \$5,281,540.40 extended by the Fund in financial assistance, \$3,200,144.40 has been dispersed in loans and \$2,081,396 in grants. Repayments on loans at 31 December 1957 amounted to \$2,200,000. The original capital of \$4,400,000 has been depleted by only \$700,000, a tribute to the wisdom and sound principles employed by the founders.

The operation of the Fund in 1957 resulted in financial benefits to applicants of approximately \$668,000 plus counselling and advice. Direct cash assistance from the Fund amounted to \$468,250 (\$303,405 for 1,197 loans and \$164,845 for 1,171 grants). Discounts for quick settlements of debts totalled approximately \$90,000 and assistance secured by

direct intervention on behalf of applicants to responsible agencies has been conservatively estimated at \$110,000.

ADMINISTRATION

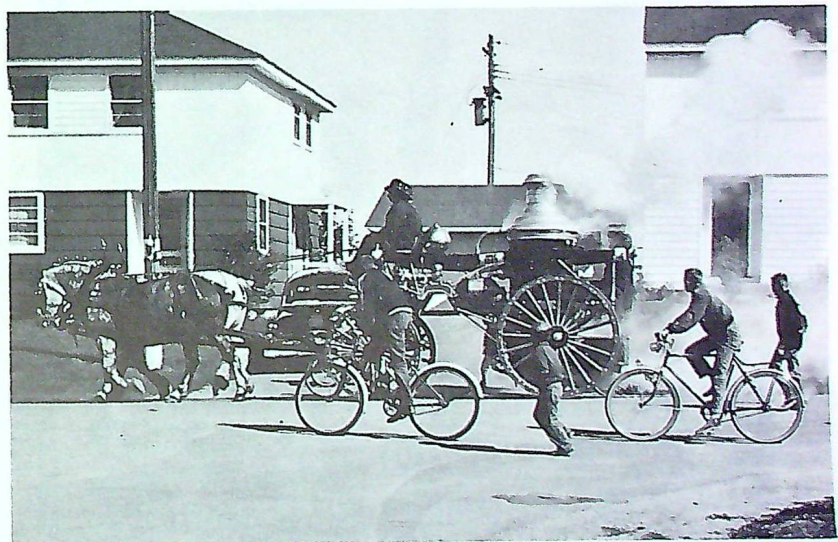
Who is responsible for administering this Fund? There are 100 members in the fund charter, from which 20 directors are elected annually. The directors meet at least once a year, review plans and formulate new policies. Five of these directors are elected to the executive committee which meets monthly and, among other duties, decides on applications for assistance in excess of \$500. Applications of less than \$500 are considered by the central claims committee under the chairmanship of the fund manager, Air Commodore D.E. MacKell, C.B.E. (retired). The head office staff, directed by Air

Cdre. MacKell, handles the routine management of the Fund. Branch offices have been set up at Vancouver, Toronto and Montreal. Close liaison between the Fund, Government, veterans and other organizations particularly the Canadian Legion and D.V.A. are maintained.

After more than 14 years of operation and the handling of over 42,000 applications, Fund officials claim they know of no deserving airman who has ever been refused aid. Welfare officials of D.V.A. claim they would be handicapped without the Fund's assistance. Fund officials and others interviewed claim that help will be given for every genuine reason. They only ask that applicants contact the Fund as early as possible with their problems.

Steamer Stops Station

Leading the Fire Prevention Week parade at R.C.A.F. Station Uplands, this horse-drawn steam engine (vintage 1885) was traced and borrowed by firefighter L.A.C. R.J. Power. Power also acted as co-driver with local farmer K. Boyd, owner of the team of horses, who volunteered his services for the occasion. Stoker L.A.C. B. Duford kept things hot on the back step, producing great clouds of steam as the procession toured the station and P.M.Q. area.



Around the World



Prime Minister and Mrs. Diefenbaker board the aircraft.

As this issue goes to press our Prime Minister is nearing the half-way point of a 26,000 mile 'round-the-world' tour of Commonwealth and of several N.A.T.O. countries.

During his tour the Right Honourable John Diefenbaker participated in a wide variety of activities, ranging from an address to the Pilgrim Society in New York, luncheon at Buckingham Palace, watching a jet scramble at No. 1 Air Division, a river cruise through Indian jungles and meetings with numerous heads of state.

The Prime Minister and Mrs. Diefenbaker left Station Uplands on 28 October aboard the C-5. This number one V.I.P. aircraft, captained by Wing Cdr. W.K. Carr, is being flown by a 412 Sqn. crew who have the experience of 28,000 flying hours behind them. Five of the C-5's globe-trotting members have a total of 11 around-the-world trips to their credit. The aircraft itself has flown more than a million miles in its eight and a half years of service with the R.C.A.F.

The C-5, with its distinguished passengers, is visiting 15 countries during its 54-day odyssey and will cross the equator twice and the international date line once before heading back to Canada, in time for Christmas.

PHOTOS BY L.A.C. R.D. PATRY



Pre-flight shots at the station hospital.

Final polish is applied to the C-5.



Wing Cdr. W.K. Carr

'n 54 Days



Checking the weather.

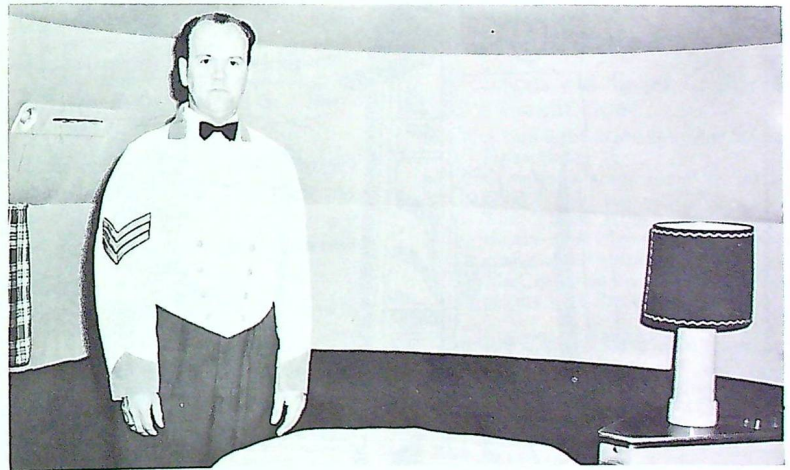


The P.M. received an enthusiastic welcome from Canadian school children at Grostenquin during his visit to No. 1 Air Division in November.

Sgt. J.G. Mignault, chief steward.

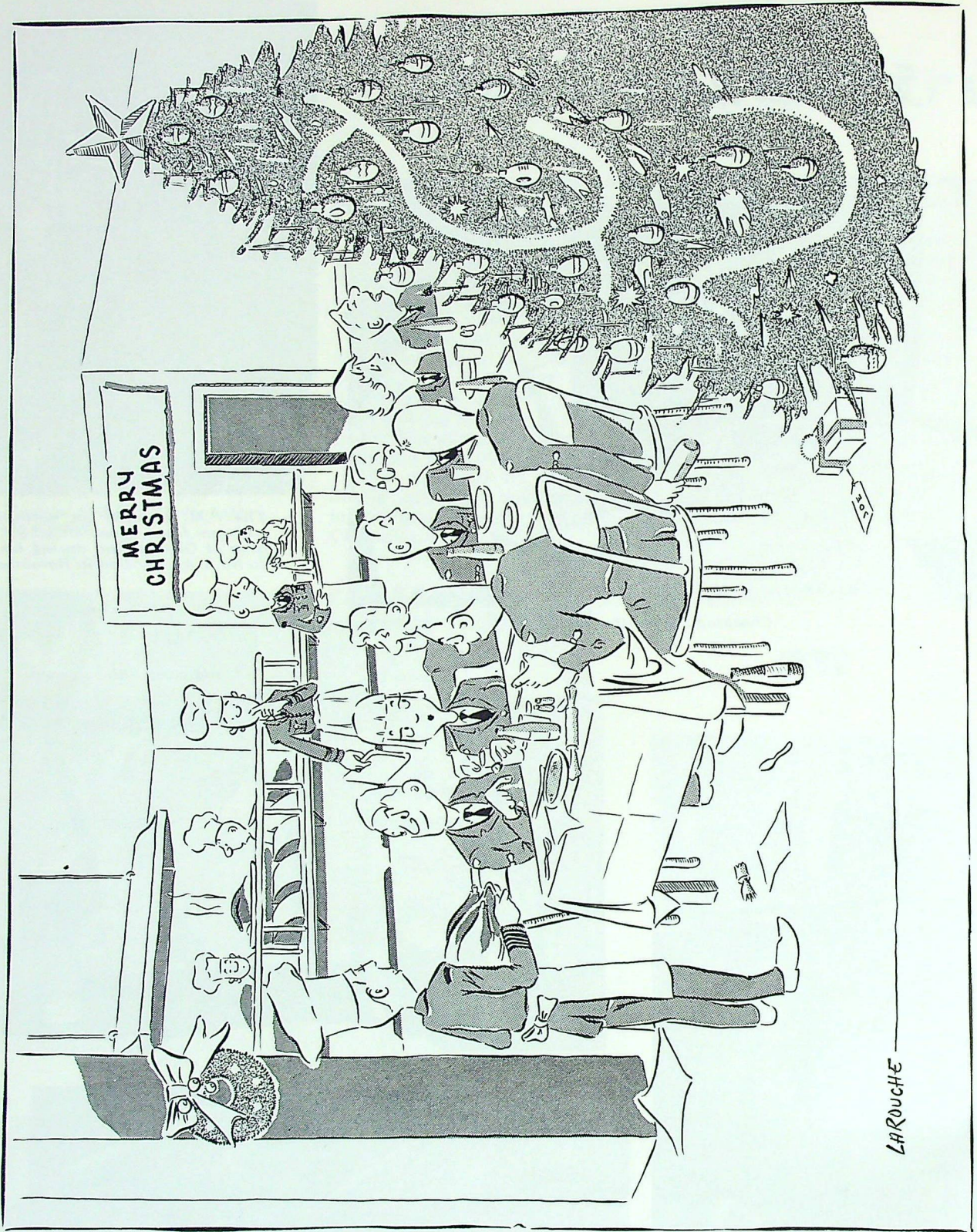


F.C., briefs the crew.



The C-5 leaves Uplands.





What's the Score?

SANTA CLAUS and his reindeer, the eating of turkey and plum pudding are customs associated with the celebration of Christmas in Canada. The cartoon opposite illustrates one that is well-known in the R.C.A.F. Not so familiar are customs of other countries. This month readers are invited to refresh their memories of some foreign Christmas legends and customs. Correct answers are on page 32.

1. Kriss Kringle visits children at Christmas in:
 - (a) France
 - (b) England
 - (c) Germany
 - (d) Spain
2. A good luck Christmas custom in Greece is the:
 - (a) Reception of flowers
 - (b) Reunion of the family
 - (c) Church attendance
 - (d) Finding of coins in bread
3. A popular Christmas custom which had its origin in England is the:
 - (a) Sending of Christmas cards
 - (b) Exchanging of gifts
 - (c) Decorating of the Christmas tree
 - (d) Lighting of candles
4. The flower peculiar to the United States celebration of Christmas is the:
 - (a) Hollyhock
 - (b) Poinsettia
 - (c) Petunia
 - (d) Aster
5. It is a Swiss custom that if a girl accepts a bouquet of *edelweiss* at Christmas she also:
 - (a) Decorates the Christmas tree
 - (b) Prepares the Christmas dinner
 - (c) Accepts the man who gave her the flowers
 - (d) Leads the family in singing carols
6. The double bar on the tuberculosis seals is known as the "Cross of Lorraine". This cross is also the symbol of:
 - (a) The Victorian Order of Nurses
 - (b) The Red Cross
 - (c) General de Gaulle
 - (d) A German Missionary order
7. The ceremony of the *Pinata* is an important tradition in:
 - (a) Venezuela
 - (b) Portugal
 - (c) Italy
 - (d) Mexico
8. The observance of Christmas was a criminal offence punishable by fine between 1659 and 1681 in:
 - (a) Wales
 - (b) Iceland
 - (c) Massachusetts
 - (d) Devil's Island
9. An age-old Yugoslav Christmas custom has been the:
 - (a) Re-enacting of the Five Piles of Grain
 - (b) Sharing of a community plum pudding
 - (c) Spreading of clean straw over the floor on Christmas eve
 - (d) Burning of mistletoe on Christmas night
10. The beginning of the Christmas season in Sweden is marked by:
 - (a) Trimming of the Christmas tree
 - (b) St. Lucia Day
 - (c) Distribution of gifts
 - (d) Carrying of a Christmas log through the streets
11. Christmas was once marked in the Soviet Ukraine by:
 - (a) The release of prisoners from jail
 - (b) Special treatment of cattle
 - (c) Vodka drinking contests
 - (d) A 39-day fast ending on Christmas eve
12. The boar's head is a Christmas custom peculiar to:
 - (a) Scotland
 - (b) United States
 - (c) England
 - (d) Australia
13. Festival of the Star is the:
 - (a) Christmas season in Jerusalem
 - (b) Exchange of gifts in Switzerland
 - (c) Shepherd's Mass in Poland at midnight Christmas Eve
 - (d) Christmas procession in Finland
14. French carols are known as:
 - (a) Noël's
 - (b) Crèches
 - (c) Hoops
 - (d) Suches
15. Christmas legends concerning ships are well known in Holland, Greece and England. A carol of German origin concerning ships is entitled:
 - (a) I Saw Three Ships
 - (b) Song of the Ship
 - (c) Here We Come a-Wassailing
 - (d) The Journey
16. A Netherlands custom teaches that St. Nicholas or *Sinterklaas* brings gifts to the good children. He also:
 - (a) Brings switches to the bad
 - (b) Eats lunches prepared for him
 - (c) Travels from England by boat
 - (d) Dislikes dancing shoes
17. In Norway the Christmas season is known as:
 - (a) Jule-buken
 - (b) Celestial Star
 - (c) Jule-Nissen
 - (d) Peace of Christmas
18. A curious old belief in Porto Rico taught that:
 - (a) A bull fight is always part of the festivities
 - (b) Christmas trees must be artificial
 - (c) The Three Kings can change themselves into ants to more easily enter homes
 - (d) The celebration of Christmas begins on 1 December
19. On the Eve of Epiphany water and food are placed on the door or window sill for the Wise Men's camels in:
 - (a) Spain
 - (b) Switzerland
 - (c) Ecuador
 - (d) Hungary
20. In Finland Christmas parties are held:
 - (a) From 26 December to the New Year
 - (b) On Christmas day only
 - (c) During daylight only
 - (d) Not at all

BEWARE THE MOOSE!

Part Two



BY FLIGHT LIEUTENANT A. P. HEATHCOTE

Air Historical Branch

Recalls No. 419 Squadron's Participation in the Mounting Bomber Offensive of 1942-43, Its Move to Yorkshire and Conversion to Hallies, and Some Unusual Personal Experiences.

THE FOUR-FIGURE raids on Cologne and Essen had one effect which, from Bomber Command's viewpoint, was undesirable. They stimulated the enemy to strengthen his already powerful defences against air attack, especially in the Ruhr-Rhine areas. Rather quickly, therefore, Command's losses began to mount and No. 419 Squadron, which had posted only five crews missing in its first four months of operations, began to incur heavier casualties in mid-1942.

Some of these casualties came on one of the more costly Essen

operations (8/9 June), when overall losses exceeded 10 percent. One complete crew was lost; four members of a second survived. Disabled through the loss of one engine and damage to the second, the aircraft carrying the latter four wandered too close to heavily defended Antwerp. It presently became hopelessly coned in a battery of searchlights, and, at its level of 3000 feet, was the target for every type of anti-aircraft gun in the book. Skipper Sgt. Emile LeBlanc nevertheless managed to preserve his sense of humour. Even with all hell

breaking loose about him he chuckled through the inter-com, "Anyone inclined to be nervous may bale out." When, eventually, his suggestion became an order, he himself was unable to follow the others. In an effort to facilitate their bale out he had remained too long at the controls for his own safety. How many times must this self-sacrifice on the part of a bomber captain have been duplicated in this and other squadrons during the Second World War!

FIRST EVADERS

Two of Sgt. LeBlanc's crew, Pilot Officer T.H. ("Jock") Watson and Sgt. J.A.A.B. Angers, were to qualify as 419's first evaders. Both contacted the Belgian underground without undue complications and were very soon on their way back to England via Gibraltar. Angers' evasion route did, however, involve one slight detour. While negotiating the environs of Paris, he took the opportunity to satisfy an overwhelming curiosity, even at the possible expense of his freedom. Having, some three months previously helped to bomb the Renault Works, he was unable to resist a quick look at what remained of it. Impressed and heartened by the damage still unrepaired, he continued on his way.

It was only by virtue of sound airmanship and cool heads that a third team of 419 avoided the "missing" column that night. Flt. Sgt. Swanson and crew were on their bombing run when their kite was hit by flak in the rear of the fuselage. It was hit twice more before leaving the Ruhr and a fourth time near Antwerp, where it was set on fire. The fuselage floor was ablaze from the front turret to the navigator's table, but excellent footwork by navigator Flt. Sgt. P. Brichta and wireless operator Flt. Sgt. E. Crosby snuffed out the flames. Crosby then gave first aid to the second pilot, who had been wounded by flak. While still on fire the *Wellington* had been engaged by a twin-engined night-fighter (probably an *Me 110*), and in one brief encounter its hydraulic system and elevators were damaged. With the bomb-bay doors now open and the landing-gear fully extended, height was lost from 15,000 to 200 feet, but Swanson resolutely held his course and urged the beat-up *Wimpy* back to safety. His skill was largely responsible for the crew's safe return, while the actions of Flt. Sgts. Crosby and Brichta under harassing circumstances were also highly commendable. All three were to be awarded D.F.M.s.

Their escapade had a somewhat humorous ending when the aircraft was set down in an unfamiliar grain-field. There, a few yards away, stood a windmill. For an uncomfortable moment or two Swanson and company feared they had somehow blundered their way into Holland. Then they remembered that England, too, had windmills.

FIRST KILL

Although to date the *Luftwaffe* had earned a big edge over 419 in combat, the squadron was at least striking back. The "thousand-bomber" raid on Bremen saw its first official air-to-air victory. The time was 0203 hours on 26 June 1942; the place was just north of Borkum Island at 4000 feet; the victim was a *Messerschmitt 110*. After a quick exchange of fire the *Me*'s port engine burst into flame, which almost instantly covered the whole wing. Out of control, the night-fighter dived straight into the sea, a circle of fire marking its grave. The victorious gunner was Sgt. D.R. Morrison, whose skipper was Sqn. Ldr. Wolfe.

The bomb is named for a little Dutch refugee girl; the aircraft, a Halifax II; the crew, anti-clockwise: Flt. Sgt. C.O. Hancock, P/O R. Harling, F/O I. Beckwith, Flt. Sgt. M.F. Gray, Sgt. G.M. Low, Flt. Sgt. B. Saunders



Occasionally the *Luftwaffe* would emulate our night intruders by dropping in on the neighbourhood of bomber 'dromes when operational take-offs were getting under way. One of its targets at such a time on a late-July night was either Mildenhall or something close to it. Jerry announced his arrival by dropping flares near the field and bombs on a nearby town. Feeling more than a little conspicuous, not to mention vulnerable, crews could only sweat it out in their aircraft and listen to the cacophony produced by *Junkers 88s*, exploding enemy bombs, and our own ack-ack. There was a delay of 15 minutes before the squadron got airborne.

Even then, with the "bandits overhead" condition still in effect, captains had to take care not to be engaged by the ground defences. Consequently, I.F.F.* sets and recognition flares were given a thorough work-out. As the bomber stream approached the enemy coast, more flares appeared. These originated from the *Ju. 88s* now identifying themselves to their coastal defences. Thus, as may have happened innumerable times during the war, British and German aircraft, flying in the same stream and pretty well on the same heading, were unwitting and unwilling bedfellows.

LOST IN ACTION

Towards the end of the month there began a turn of bad luck which saw 419 lose a crew on each of three successive operations. The first of the three was captured by the squadron commander, Wing Cdr. John Fulton, who failed to return from Hamburg on the early morning of 29 July. The last fix taken on his aircraft placed it ten miles west of one of the Frisian Islands. His last message read, "Fighters—wounded—500." After a concerted but fruitless sea search on the same day, it had to be concluded that "The Moose" and his crew had fallen prey to the enemy. They were subsequently presumed lost in action.

*Identification Friend or Foe.

Less than a week later was published Wing Cdr. Fulton's award of the D.S.O. But no better tribute could have been paid this outstanding officer, bomber captain and squadron commander than that his squadron should thenceforth have taken his nickname as its own, thereby perpetuating his memory. More tangible evidence of the enduring association was seen in the form of a three-dimensional representation of 419's adopted emblem—a moose-head, appropriately mounted in the Officers' Mess. In the R.C.A.F. of today the number 419 continues to be synonymous with "The Moose", and that same moose-head may now be seen in the Officers' Mess at Station North Bay, to which it was donated by the squadron in July 1957. (A replica of the original moose-head accompanied 419 on its journey to Baden-Soellingen last year.)

The unit's next official commander was another Canadian R.A.F. veteran of many an operation, Wing Cdr. A.P. Walsh, D.F.C., A.F.C., who took over from the Acting O.C., Sqn. Ldr. Wolfe, early in August. Wing Cdr. Walsh had earned his combat decoration while serving with No. 9 Sqn. in 1940.

419 MOVES NORTH

Soon after the change of leadership came a change of location, which necessitated a three-week respite from ops. The new base was at Topcliffe, Yorkshire, to which the unit proceeded on 14 August after a four-day stop-over at Station Leeming. The move from Mildenhall was made with considerable reluctance. To mention one of several reasons, not every station boasted a first-class pub for a neighbour as did Mildenhall, which had "The Bird-in-Hand" sitting almost on its front doorstep. It has been said by unit "originals" that the early history of 419 Sqn. was written on the very window panes and beer mugs of "The Bird."



De-briefing at Topcliffe, 1. to r.: Sgts. S.C. Lee, A. Loach, M.G.K. Sveinson, D.R. Morrison, P/O J.B. Higham and 419's second commanding officer, Wing Cdr. A.P. Walsh, D.F.C., A.F.C., who went missing in September, 1942.

From Topcliffe the squadron, operating in reduced numbers, flew on only 11 raids (all against major targets) before moving again. The third of the series, Command's first full-scale attack on Karlsruhe (2/3 September), was considered the best of the month. But it was marred by another stunning loss: for the second time in seven weeks and nine operations, the C.O.'s aircraft was among those missing. It was Wing Cdr. Walsh's second operation with his new unit, and neither he nor the four members of his crew survived.

Stepping into the breach temporarily was Sqn. Ldr. Pattison, now a Flight Commander, who gave way on 8 September to Wing Cdr. M.M. ("Merv") Fleming, D.F.C. The third Canadian R.A.F. officer to take command of 419, Wing Cdr. Fleming was as battle-experienced as his predecessors, having won his decoration for service with No. 58 Sqn. in 1940.

SUCCESSFUL DITCHING

While at Topcliffe, 419 Sqn. recorded its first successful ditching. One of its *Wellingtons*, flak-damaged over the Duesseldorf area on 14 September, lost so much fuel

that it had to be pancaked in the drink about three miles off Southwold. Skipper Flt. Sgt. A.J.G. Cameron and his regular crew were rescued after spending only two hours in their dinghy, but the second pilot was missing.

On 30 September the unit embarked on the third phase of its resettlement programme, proceeding to Station Croft, some 22 miles to the north. This time its operational output was affected but little, if at all, for nine crews were dispatched against Krefeld the day after the move's completion on 1 October. The raid produced the first of a chain of losses extending over four of the next five operations. After the last of these (Cologne, 15/16 October), 419 was limited by bad weather to only three ops (Krefeld, Emden, and Wilhelmshaven in daylight) in three weeks. All three were "moling" trips for small raiding parties of from two to five.

The Wilhelmshaven raid (6 November) was 419's last with *Wellingtons*. While the crews of Pilot Officer C.E. ("Pat") Porter and Flt. Sgt. H. McLaughlin were hugging cloud and dodging flak

over the U-boat's favourite retreat, initial preparations were being made at base to convert the squadron to *Halifax IIs*. The unit ceased to be operational the following day, on which 12 crews were posted on attachment to No. 1659 Heavy Conversion Unit, Topcliffe, for conversion purposes.

As the wheels of conversion turned, so, once more, did those of the moving vans. By Armistice Day the squadron was more or less established at Station Middleton St. George, Durham, its fifth home in three months. In the peripatetic period just concluded 419 had indeed earned the fixed address which it was to have throughout the rest of its days in wartime England.

Since the non-operational status endured beyond the year's end, all personnel were able to enjoy Christmas and New Year's festivities to the fullest. This happy situation provided a boost in morale at that very important time when the squadron was to resume operations after a two-month lay-off, the longest in an extremely active history.

Wing Cdr. M.M. Fleming, D.F.C., 419's third C.O



OPS IN A HALLY

On New Year's Day 1943, the birthday of its new parent formation, No. 6 Group, 419 was once again declared operational. A year before, when the unit was starting out on ops, its prime target was a French port housing Nazi surface raiders. A similar situation now obtained, but it was a different port and the priority guests were under-surface raiders. Lorient, a main base for the U-boats then operating so successfully against our Atlantic convoys, was the object of all three bombing attacks delivered by the squadron in January. A further three attacks in February increased the Lorient sortie total to 53, all flown without a casualty.

There was, in fact, a markedly maritime theme practically throughout January and February. Seven of the unit's 21 operations in that period were mining missions, whereas 11 were directed against ports that produced or sheltered U-boats, such being Wilhelmshaven (thrice attacked), Hamburg, and St. Nazaire, in addition to Lorient.

Three times during the period 419 counted crew losses, and, rather surprisingly, two of these were sustained on mining missions to the Frisians. One of those costly mining trips also resulted in two fatal casualties in a third crew and the loss of a fourth aircraft through ditching. The casualties occurred aboard the *Halifax* captained by Sgt. John McIntosh, the bomber having been subjected to damaging fire from both a flak-ship and the cannon of a night-fighter. The flight engineer and the rear gunner were killed, and the navigator, Sgt. Art Mellin, was hit in the leg, sustaining a compound fracture. Despite the severity of his wounds and their crippling effect, Mellin temporarily assumed the duties of the deceased engineer while others of the crew worked at putting out a fire. He later returned to his navigational duties and plotted courses that enabled his skipper to get back to England and crash-land safely at Coltishall airfield. Though he had lost considerable blood and was obviously in great pain, he insisted

on remaining at his position until an airfield was in sight. His exemplary conduct earned the recognition that came with an award of the D.F.M.

The *Hally* that ditched had already sown one "vegetable" and was about to make another planting run when multiple engine trouble (caused by unsuspected flak damage) developed to a point where the bomber could no longer maintain flying speed without losing height. The ditching procedure, from the touch-down to the boarding of the dinghy, went off without a hitch. A sea search initiated early the next morning ended successfully when Wing Cdr. Fleming spotted the dinghy. All the crew were rescued without having suffered ill effects, despite 22 hours on the cold North Sea. For their part in this, the squadron's second successful ditching, skipper Sgt. M.F. Gray and his key-basher, Sgt. G.H. Low, were subsequently gonged.

BERLIN BOUND

Operationally for 419, March of 1943 came in and went out like a lion. This is another way of saying that its first and last target of the month was Berlin. For a maiden trip to the toughest target in continental Europe the one on the night of 1 March was indeed worthwhile. To begin with, somebody in the weather-dispensing department had boobed—atmospheric conditions for once being so favourable that crews could pinpoint their way to the city and let go visually. Geographical phenomena alone, such as the Rivers Havel and Spree, permitted absolute identification; but there were also Berlin's broad, tree-lined avenues and mammoth buildings, plus the final touch, the marker flares of the Pathfinders. Fires concentrated about the aiming-point were reflected as countless flickering lights in the waters of Havel See. Their glow was visible fully 150 miles away. The atmosphere at debriefing was one of particular elation and satisfaction at having finally dealt the Nazi headquarters an obviously heavy blow.

Three of 419's aircraft returned from the mission bearing flak scars. Closest of all to the scene of the damage was Sgt. J.N. Thompson, one of many airmen who, charged with guarding the remotest, loneliest, and most vital spot of any bomber, had flown backwards to Berlin and return. As he was searching the darkness for fighters on the way in, a flak-burst neatly removed the door of his turret from its hinges. He himself was unharmed, but it was a chilly trip back.

Double revenge for a crew lost on Berlin was exacted about 48 hours later on Hamburg. Fierce opposition was met that night, but, vis-a-vis the Moose Squadron, the *Luftwaffe* was not shooting down, it was getting shot down. This was mostly because of the fact that Pilot Officer R.I. Wagner was having a good night in the mid-upper turret of *Halifax* DT 669. When, over the Bremen area, an *Me. 110* "destroyer" moving at top speed came out of nowhere to attack the *Hally*, Wagner systematically applied his gunnery technique acquired in countless "fighter affiliation" training details and despatched the thing in flames. Only a few minutes later a *Ju. 88* tried its luck and suffered the same fate. This time rear gunner Sgt. J.A. Weeks lent a hand in proceedings and shared in the kill. Meanwhile, second-tour captain Pilot Officer J.D. Dickson, D.F.M., had been manipulating the gun platform so effectively that his gunners were being given every opportunity to fight the battle their way, meaning in a typical corkscrew evasive manoeuvre. These performances by Wagner and Dickson helped both to win D.F.C.s.

SECOND RUHR BATTLE

On the night of 8 March 1942 had begun Command's first all-out offensive against the Ruhr. The target was Essen, and two of the 211 despatched aircraft were 419's. Now, a year-less-three-days later, the second Battle of the Ruhr got under way. Again the target was Essen and its Krupps Works, which



Successful ditchers, l. to r.: Sgt. M.F. Gray, F/O W.J. McNicol, Flt. Sgt. R. Harling, Flt. Sgt. C.O. Hancock, Sgts. C. Wilby, G.M. Low, M.S. Braniff.

in repeated attacks had managed to escape appreciable damage. But this time more than twice as many aircraft (including ten from 419) and a correspondingly greater weight of explosives were involved. The intensified campaign against Germany's vital valley was to grind along for more than 20 weeks.

The Essen prang proved an unqualified success. There was practically no cloud and little or none of the usual industrial haze. Formidable though the defences were, a carpet of incendiaries and high explosives was draped in no uncertain way over the target; the aiming-point was blotted out by a steady staccato of blasts centred in an area that was all fire. Horrible though the sight was even to the more experienced crews, it was at the same time particularly satisfying and encouraging, for here finally was Essen, erstwhile bearer of the charmed life, taking it where it hurt; and among the most thoroughly clobbered of its many factories was Krupps. Truly, this raid did far more than get the Ruhr series off to a sensational start. It marked a milestone of achievement in the European campaign of strategic bombing.

Success at Essen had come perhaps more cheaply than expected, losses being in the order of three per cent. Among the missing aircraft was a Moose Squadron *Halifax* which, after being jumped by night-fighters in groups of twos and threes, was finally shot down. Of the crew's six survivors, Sgt. A.C. Turner, flight engineer, was the only one to avoid prison camp.

His evasion began in a field just north of Amsterdam. First of all, he had to staunch the flow of blood from a wound on his forehead. His right shoulder was causing him considerable pain, but for the time being he had to ignore it. (An M.O. later told him he had displaced a vertebra on landing.) After tearing off his flying badge, pulling down his trouser legs over his flying-boots, and getting his bearings with a compass, he got on the move. A puzzling oversight, which was later almost to spoil the success of his evasion, was his failure to remove his flying-helmet, chevrons, and "Canada" badges. His evasion methods were, in fact, to be a strange mixture of the right and the wrong; but he was to get away with the wrong.

TURNER'S TRAIL

Reaching a canal, on the other side of which lay the outskirts of Amsterdam, he came upon three moored E-boats from which came sounds of revelry. Deciding to capitalize on the crew's obvious pre-occupation with the lighter things of life, he stealthily commandeered a nearby rowboat and was soon on the other side. By daybreak he was clear of the city. For the rest of the daylight hours he hid in a wood, meanwhile treating himself to an energy tablet and consulting his escape maps to plan his next move. He was still wearing his helmet, chevrons, and "Canada" badges.

Another night of walking was followed by another day of resting. Shortly before midnight on 7 March he reached the outskirts of Utrecht, which was crawling with *Wehrmacht*. He gave wide berth to a company of some 200 green-clad individuals only to stumble upon a well guarded railway crossing. Still wearing his give-away accoutrements, he presently found himself staring into a guard's flashlight. The bearer asked him something in German, to which he replied something like "Na".

The guard approached very close but the light missed the "Canada" on his shoulder and the chevrons

on his arm. A lengthy one-way conversation ensued, and, to quote Turner, "I think he must have taken me for a German NCO." At any rate the Canadian replied with some guttural noises. Finally the guard pointed down the tracks to the south, whereupon the airman walked on in the direction indicated. When the rail crossing was lost to view, Turner broke into double time and kept jogging for nearly an hour, after which he crept into a haystack and replenished his exhausted energy with sleep and another pep tablet.

The business of evading continued. He swam the icy waters of a canal, burgled a chicken coop for eggs, rode for 36 hours on a south-bound freight train, and debarked about 15 miles from Liege. By now his shoulder was so painful that he was compelled to ask for help. On the first attempt he was curtly turned down, but on the second he pointed to his "Canada" badges and was admitted to a farmhouse. The first act of his hosts was to hold up a mirror for his self-inspection. What he saw made him realize why he had been earlier rebuffed: he looked like a blood-drenched scarecrow in need of a shave. (How he ever got by that guard he probably still wonders.) Nevertheless, after being given food, clean clothes, and the

use of a bath-tub and a razor, he felt more like the Sgt. Turner of old, even while looking like a typical civilian.

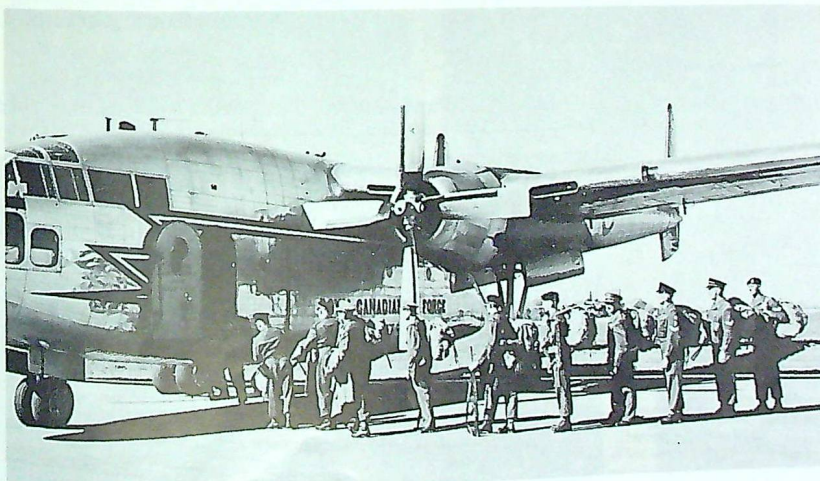
Before long a Gestapo scare forced him to move along. He set out for Liege, which he reached by following a power line across country. Eventually noticing a small cafe with the words "English spoke here" on the window, he went in and asked for a cup of tea, hoping thereby to arouse the waiter's curiosity. In this he was successful. Through the waiter he contacted an agent of the Underground, and from that point his journey was arranged for him. Before the end of June he was back in England.

The entry in 419 Squadron's summary for 7 August 1943 reads partly as follows: "Squadron stand-down. A lecture was given by Pilot Officer A.C. Turner, who was shot down over Essen on 5 March. Pilot Officer Turner managed to get back to this country, and the story of his adventures, told in humorous vein, made a most interesting and instructive talk..."

Shortly thereafter Pilot Officer Turner was mentioned in despatches.

(To be continued)

Largest Peacetime Army Airlift



A four-day, joint Air Force-Army exercise labelled "Globe Trotter One", designed as a practice in mobility, was carried out in October by more than 20 R.C.A.F. *Flying Boxcars*. It was the largest peacetime movement of Canadian Army troops by air in history.

Taking part in the exercise were No. 435 and 436 Squadrons, the air support element of the Canadian Joint Air Training Centre, and the 2nd Battalion, Royal Canadian Regiment.

Tomorrow's Citizens Enjoy Visits to R.C.A.F. Bases on Kids' Day

R.C.A.F. participation in this year's 10th annual "Kids' Day", sponsored by Kiwanis International, represented a 100 percent increase over 1957. Approximately 6000 youths were guests of the Air Force at 19 stations across Canada on Saturday, 27 September.

Open House programmes featured aircraft flying and static displays, simulated rescue opera-

tions, ground equipment demonstrations and tours of workshops. Huge quantities of soft drinks and hot dogs were tucked away by the visitors after the shows.

From Comox to Torbay it was agreed that R.C.A.F. co-operation with Kiwanis in thus honouring Canada's citizens of tomorrow is a most worthwhile endeavour.

Aircraft proved to be still No. 1 attraction for youths at 19 R.C.A.F. stations across Canada during Kiwanis Kids' Day annual visits.



Here some of the 400 children from Grades 7 and 8 of St. Thomas and West Lorne Schools inspect survival gear at R.C.A.F. Station Aylmer, Ont.

Toronto Radar Squadron Celebrates

TORONTO'S only Air Defence Command unit—No. 2400 Aircraft Control & Warning Squadron, R.C.A.F. (Auxiliary)—celebrated its eighth birthday recently.

Three officers and 14 airmen formed the squadron on 15 October 1950. Their only training aid was

a small mobile radar unit. Today, No. 2400 has its own synthetic trainer, operations rooms, classrooms, technical workshops, theatres and administration offices at Station Toronto, the former Eglington Hunt Club.

Synthetic exercises and classroom instruction are held one

evening a week: twice-a-month "live" operational training schemes are held at a nearby Pinetree radar station. During the summer months, squadron members spend two weeks on the Pinetree Line manning operational positions alongside Regular Force personnel.

Blowing out candles on the 8th birthday cake are (1. to r.): A.W.1 Diane Everst, L.A.C. Hugh Scantlebury, A.W.1 Elizabeth Scott, L.A.C. Larry Newland and Sgt. Beatrice Ironside.

Sqn. Ldr. Les Waterfield, D.F.C., No. 2400 commanding officer, hands first piece of birthday cake to Sgt. Lois Brown.



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WINNIPEG OBSERVERS' SCHOOL NAMED "MAWDESLEY HALL"

DURING its comparatively short existence, the R.C.A.F. has produced a few almost legendary individuals. One of its original members who certainly comes in this category is Group Captain F.J. Mawdesley, A.F.C., retired.

Group Capt. Mawdesley was present at a recent ceremony in Winnipeg which ensures that his name, all but unknown to most of today's serving personnel, will have a lasting monument. He unveiled the plaque officially naming as "Mawdesley Hall" the Observer School Building at R.C.A.F. Station Winnipeg.

Born in Ireland and educated in England, "Mawdy" came to Canada in 1914 and immediately enlisted in the Royal Canadian Artillery as a gunner. Two years

later he transferred to the Royal Canadian Engineers and in 1918 became an observer in the Royal Flying Corps. After the war he took a pilot's course and also a wireless course in the Royal Air Force.

On returning to Canada he joined the Canadian Air Force in 1921 and was appointed adjutant at Camp Borden, later taking a pilot's course at that station and a sea plane training course at Vancouver, B.C.

With a wealth of experience accumulated in Canada and many other parts of the world during the 1920's and 30's, he became one of the key men in the successful operation of the British Commonwealth Air Training Plan in the Second World War. He retired



Group Capt. J.F. Mitchell, D.F.C., A.F.C., Station Winnipeg commanding officer, congratulates Group Capt. F.J. Mawdesley, A.F.C., ret., as Air Vice Marshal J.G. Bryans, C.B.E., Training Command A.O.C., looks on approvingly. Group Capt. Mawdesley has just unveiled the plaque bearing his name on the Air Observers' School.

from the R.C.A.F. in 1945 and is now on the staff of the United Nations in New York.

We know this is Hockey Season, But...



Torbay team captain Sergeant J.W. Timmerman accepted "The Bat" from Group Captain F.R. West, Camp Borden commanding officer.

"The Bat", emblematic of softball supremacy in the R.C.A.F., was retained by Station Torbay this fall for the second consecutive year. The Dominion Playdown

was held at Camp Borden, where Torbay beat out Moose Jaw 5-4 in extra innings and went on to take the final from Tactical Air Command, 16-11.



The Champs (back row, 1. to r.): L.A.C.s R. Dillon, R. Young, B. Peters, Flt. Lt. J.W. Fisher (coach), L.A.C.s A.I. Lund, J. Trelford and Cpl. D. Wheeler; (front row, 1. to r.): L.A.C.s C. Brake, F. Flannigan, Cpl. I. Walsh, L.A.C. R. West, Sgt. J.W. Timmerman (captain) and L.A.C. R. Bowe.

Royal Canadian Air Cadets

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

New Judging Formula Used to Pick This Year's Winning Squadron

AS ANOTHER eventful year draws to a close and the festive season approaches, it seems like a good time to reflect upon some of the more notable performances on the Air Cadet scene across Canada during 1958. A few of these award-winning achievements have already been mentioned in bulletins and special announcements from League Headquarters, but in several cases this is the first time that the awards have been the subject of national publicity.

Possibly the most significant award is the R.C.A.F. Association Trophy which goes each year to the squadron judged to be the most proficient in Canada. Because of a new judging procedure introduced for the first time in 1958, the winning squadron could not be announced as early as in previous years. In fact, the judging was not completed at the time of writing, and the announcement of the winning squadron will have to be reserved until the next issue of THE ROUNDLE.

In the running for the R.C.A.F. Association Trophy are 11 squadrons selected as "tops" by their respective provincial and zone com-

mittees. Congratulations are extended to the 11 zone and provincial winners as follows:

Newfoundland—

514 (Kinsmen), St. John's P.E.I.—

60 (Charlottetown)

New Brunswick—

313 (Edmundston)

Nova Scotia—

562 (Cabot), North Sydney

Quebec—

588 (Canadair), Montreal

Ontario—

155 (Sault Ste. Marie)

Northwestern Ontario Zone—

66 (Fort William)

Manitoba—

302 (Flin Flon)



The Hon. J. Keiller Mackay, Ontario Lieutenant Governor, presented awards during the annual inspection of No. 117 (Cawthra) Sqn.

Saskatchewan—

140 (Notre Dame)

Alberta—

185 (Olds)

British Columbia—

89 (Victoria)

Two of the above-named squadrons have already emerged with additional honours:

No. 89 (Victoria) Sqn., winner of the Guthrie Trophy as the outstanding unit in all of western Canada.

No. 313 (Edmundston) Sqn., winner of the Price Trophy which goes to the most efficient unit in the four Atlantic provinces.

These awards have been made on the basis of a judging formula which is compiled under the direction of the appropriate R.C.A.F. Command or Group and which takes into account all facets of squadron operation. In addition, a narrative report on each of the 11 squadrons has been submitted to League Headquarters by the appropriate provincial committee, and these reports will also be used in determining the national winner.

No. 170 (City of St. James) Kiwanis Squadron, Winnipeg, captured the Dominion Challenge Trophy for 1958, beating 103 other squadrons in rifle competition. Standing (l. to r.): L.A.C. R. Morrison, Flt. Lt. A. Morrison, Sqn. commanding officer; L.A.C. M. Johnson, H.W. Sharpe, civilian instructor; Flt. Sgt. J. Berthman; kneeling: L.A.C. R. Beale; L.A.C. S. Thorniley.



INDIVIDUAL AWARDS

One of the most coveted individual awards of the year went to Leho Proos, of 588 (Canadair) Sqn., who captured top honours in the summer scholarship flying training course. Cadet Proos topped the 340 cadets across Canada who took the course this summer and captured the Air Cadet League trophy by scoring an average of 94.48% on flying and written tests. This marks the first time that the trophy, donated by former League President M. Banker Bates, has come to Quebec.

The Air Training Corps "Token of Friendship" Trophy went this year to Manitoba, after a long succession of winning years by the Northwestern Ontario Zone. This trophy is awarded to the provincial committee whose cadets, as a group, achieve the best results on the flying scholarship course. Manitoba selected 29 cadets who were trained at four different flying clubs in the province. All 29 completed the course successfully, qualifying for Air Cadet "Wings" and their private pilot's licenses.

Other individual performances worthy of special mention are those of Cadet N.W. Coull, of 18 (Dartmouth) Sqn., and Cadet W. Warner, of 645 (Kenora) Sqn., who were the respective leaders of the Drill Instructors' and Senior Leaders' Courses at Camp Borden. Both cadets were recipients of the President's Trophy awarded annually by the League.

Congratulations are also extended to the drill team representing the western provinces which won the National Drill Competition held in conjunction with the Drill Instructors' Course. Captained by Cadet David G. Mills of 220 (Red River) Sqn., Winnipeg, this team later took part in the International Drill Display featuring U.S. and Canadian Air Cadets at the Minnesota State Fair.

NEW SYLLABUS

With the jet and rocket age a reality and the era of space travel perhaps not too far off, it is only logical that considerable thought



These three members of No. 526 (Barrhead) Sqn., were among the 340 air cadets who received scholarship flying training courses during 1958. L. to r.: Flt. Sgt. E. Fluett, Cpl. E. Herberling, Cpl. J. Johnston.

should be given these days to possible revision of the Air Cadet training syllabus. The result is that a "new look" syllabus is presently being drawn up to meet the twin objective of modernizing the training programme and assisting squadrons in maintaining the interest of the older cadets.

While it is too early as yet to offer any kind of detailed summary of the new syllabus, it is possible to outline some of the factors which are being considered in the development of an up-to-date training programme. Among them:

- (1) Since the time available for cadet training is limited (60 hours per year), the syllabus will not attempt to provide a full course of training in any of the specified subjects. Instead, the objective will be to inspire the cadets, to fire them with enthusiasm, so that they will want to gain further knowledge on their own.
- (2) The syllabus will have to be sufficiently flexible to meet a wide range of local conditions. In order to achieve this aim, the number of mandatory subjects will be reduced to the lowest possible minimum, while the number of optional subjects will be greatly expanded.
- (3) First-year training will concentrate upon such basic subjects as drill, code of behaviour, service familiarization, etc. with the more attrac-

tive subjects being reserved for the senior cadets. However, some aviation material—of an introductory nature only—will be included in the first year syllabus.

- (4) The "package course" principle will be followed wherever practicable. This means that once a subject is started it will be carried through to its completion on successive parade nights. For example, instead of taking say, six hours of navigation a year for three years, the cadet will take the full 18 hours in one year and will then go on to another subject.
- (5) Wherever possible, the training will stress practical work; the cadets will learn by "doing" instead of by listening to classroom-type lectures.
- (6) Supporting literature must be provided for each of the many subjects included in the syllabus, and the plan calls for a set of three books covering each subject: an instructor's guide, a textbook and an exercise book for the cadet.

From opinions already expressed by squadron officers and instructors in all parts of the country, it is apparent that the new syllabus will be warmly welcomed. The principles outlined above are those which have emerged from years of experience in all parts of the country. Some of them have, in fact, already been put into practice at squadron level in certain areas.

R.C.A.F. Association

A Message At Christmas

This is the first occasion since becoming your President on which I have had the opportunity to express to all members of the Association my sincere appreciation for the splendid job you are doing and for the support you have afforded me during this year.

Christmas 1958 finds our Association busily engaged in many worthwhile projects at wing, group and national levels. These projects are vitally important, for each in its own way has its contribution to make to the future strength of our organization.

To all members of the Association and to their families I send my best wishes for a Merry Christmas and a truly Happy New Year.



On the occasion of the National President's recent visit to Halifax, Air Marshal W.A. Curtis is shown with some members of the executive of 100 and 101 Wings. L. to r.: J. Murphy, Margaret MacDonald, A/M Curtis, Joan Wigginton, Hilda Thompson and W.A. MacKay.

W.A. Curtis,
President



AIR CADET TROPHY

In previous years the Air Cadet Squadron adjudged the winner of the R.C.A.F. Association trophy was announced by Air Cadet League Headquarters early in September. The winner was selected on the basis of a formula under which points were awarded for various facets of squadron performance.

Commencing this year, the procedure has been changed by the League. Each Provincial Committee will submit a narrative report on its top squadron and this report, along with the scoring system mentioned previously, will be studied by the Executive Committee of the League. The announcement of the 1958 trophy winner was made at the time of their executive meeting in Ottawa on 20 November, too late for inclusion in this issue.

This section of THE ROUNDDEL is prepared by R.C.A.F. Association Headquarters, 424 Metcalfe St., Ottawa, Ont.

At Sydney, N.S., the National President met 103 Wing members. L. to r.: I.J. Smith, E.A. Green, A/M Curtis, J. MacPhee, E. Garland, S. MacKinnon.





105 (Cumberland) Wing members greeted Association Headquarters' representative Flt. Lt. R.R. Rowlands to Amherst, N.S., during his recent Maritimes visit. Front (l. to r.): C. Campbell, Flt. Lt. Rowlands, Lt. Col. M. Wagner. Back row: W. Smith, W. Shepherd, R. MacNeil, E. Adams, G. Vansnick, C. Earle.



Lieut.-Gov. J. L. O'Brien places a wreath at the cenotaph in Chatham, N.B. Memorial was erected in 1957 by No. 254 Wing, R.C.A.F.A., and No. 3 Branch, Canadian Legion.

THERE SHALL BE WINGS!

A History of the R.C.A.F.

By Leslie Roberts

This book is a tribute to the thousands of young Canadians who, in two World Wars, fought and worked in the air as efficiently as though they had been born in that element. While the book gives due credit to the spectacular exploits of the fighter pilots, it salutes equally the unsung work-horses of the Air Force—the Artillery Co-operation men and flying-boat pilots of World War I and the Coastal Command, the Bomber Groups, the Convoy escorts and the transocean ferries of World War II.

It traces the development of the Royal Canadian Air Force from its early association with Britain's Royal Flying Corps, through the less spectacular tour of duty between wars, and the heroic days of World War II, to its present participation in NATO and NORAD.

Leslie Roberts, himself a flyer in the first War, has written a superb record of Canada's contribution to the history of flight and of the dedicated service of the R.C.A.F. to its country and to the cause of freedom.

To be published February 23, 1959

R.C.A.F. Association,
424 Metcalfe St.,
Ottawa, Ont.

Please send me C.O.D. on publication, February 23rd, 1959.....
copies of **THERE SHALL BE WINGS** at \$5.00 each.

My name is.....

My address is.....

AIR VICE-MARSHAL WALTER E. KENNEDY, A.F.C.

It is with regret that we record the death of Air Vice-Marshal Walter E. Kennedy on Saturday, 18 October. Air Vice-Marshal Kennedy was a strong supporter of the Association, giving freely of his time whenever any of our Wings across Canada called upon him.

The R.C.A.F. Association has lost a staunch friend.

Three of the members of the Ladies' Auxiliary, 438 (Pembroke) Wing, who acted as models at a Wing-sponsored fashion show, l. to r.: Mrs. T. Rankin, Mrs. A.C. McNair, Mrs. G.T. Heney.



Letters to the Editor

BRANTFORD A. F. CLUB

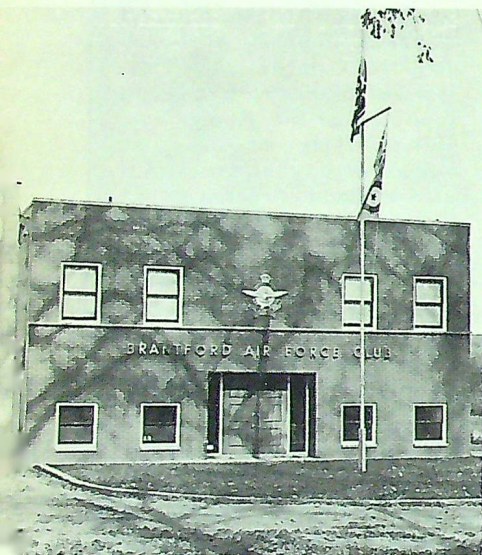
Dear Sir:

Enclosed is a photo of the Brantford, Ont., Air Force Club's new headquarters, officially opened in October. This brings to reality a 13-year-old dream of our members.

Operating from rented quarters, the club has sponsored several community projects through the years—including Junior Baseball, Muscular Dystrophy Campaigns and given bursaries to the Brantford Boys' Band Association.

We began a building fund in 1954 and in 1956 a committee was set up to prepare for construction and the lot was purchased. Last year contracts were let and actual building was started in the fall.

S.F. Nettleton, Secretary,
Brantford Air Force Club,
144-146 Grey St., Brantford, Ont.



PHILATELISTS NOTE

Dear Sir:

I feel sure that many stamp collectors in the R.C.A.F. and the Association will welcome the formation of a Stamp Club devoted to members and ex-members of the R.A.F. and Commonwealth Air Forces.

Known as the RAFLET Stamp Club, details of membership may be obtained from the Hon. Organiser: A.G. Groom, 133 Chart Downs, Dorking, Surrey, U.K.

Cpl. J. Valley,
R.C.A.F. Station Whitehorse, Y.T.

PRUNE'S PROGRESS

Dear Sir:

Your recent article on Pilot Officer Prune (Vol. 10, No. 7) was much appreciated and, I am sure, brought back fond memories to many.

I had the pleasure of meeting the creator of Pilot Officer Prune in June 1941 when he visited our squadron at Scampton, Lincolnshire. We were engaged at this time on the normal bombing effort on Germany, but because we were equipped with Handley Page Hampdens, had the additional task of laying mines at low level in all the ports and harbours of Western Europe from France to the Baltic, a singularly unrewarding and highly fraught operation—for the aircrew at least. The Admiralty, however, thought that we were doing just fine.

This mine laying operation was called "Gardening" and each mine field to be laid and tended from time to time was named after a vegetable, a flower or a fruit.

Answers to "What's the Score?"

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

(There must have been exceptions to this for a check in my log book reveals that "Jellyfish" was the code name for Brest Harbour when the pocket battleships Scharnhorst and Gencisenau were there, but this was probably an intelligent anticipation of the state of the aircrew before, during and after this operation.)

At de-briefing a Personal Experience Report was written by each aircraft captain explaining how things had gone. Pilot Officer Prune's creator was so intrigued by all this that during his visit he produced the following literary gem which I have treasured ever since. To my knowledge it has never been published before.

Group Capt. N.W. Timmerman,
R.C.A.F. Station Chatham, N.B.

PERSONAL EXPERIENCE REPORT

Crew: P/O Prune }
Sgt. Straddle } 83 Squadron
Sgt. Shootaline }
Sgt. Duffgen }

Date 22/6/41.

M.S.I. No.

Task: Shooting up Air Ministry, Gardening Raspberries.

Time out:

Time over target:

Time in:

21.00.

21.40

22.10

Any signals or procedure difficulties:

Twice accosted in Leicester Square.

Any other difficulties:

Refusing.

Task successful or not:

Successful.

Brief account of any events of particular interest:

Route out was via Piccadilly Circus Bar, Regent Palace Bar, Leicester Square (where we nearly lost Sgt. Straddle, by night interception), Criterion Bar, and all the Bars to the East. A large amount of light blonde flak was met in the Strand, but avoiding action was successfully taken. On arrival at the target there was considerable haze due to doors of several civil servants' offices being left open. Luckily the main doorway was visible through a clear patch and we made a trial run for it, the rear gunner having a brief encounter with a hostile taxi driver who had to pull up short, firing several bursts of incendiary language. At the doorway both heavy and light bump was thrown up at us, but we took avoiding action, jumping into a side door further down. A pin point was obtained on the Air Council Room, several more were left on the Air Council Chairs, and finally the Vegetable (a raspberry) was left on the Air Council Table for them to view with Displeasure next morning. The run back was without incident up to Piccadilly Circus. Here Sgt. Duffgen was jettisoned. He landed early this morning, his excuse being that he had been kept by a delayed action blonde.

Signed:

P. Prune, P/O



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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