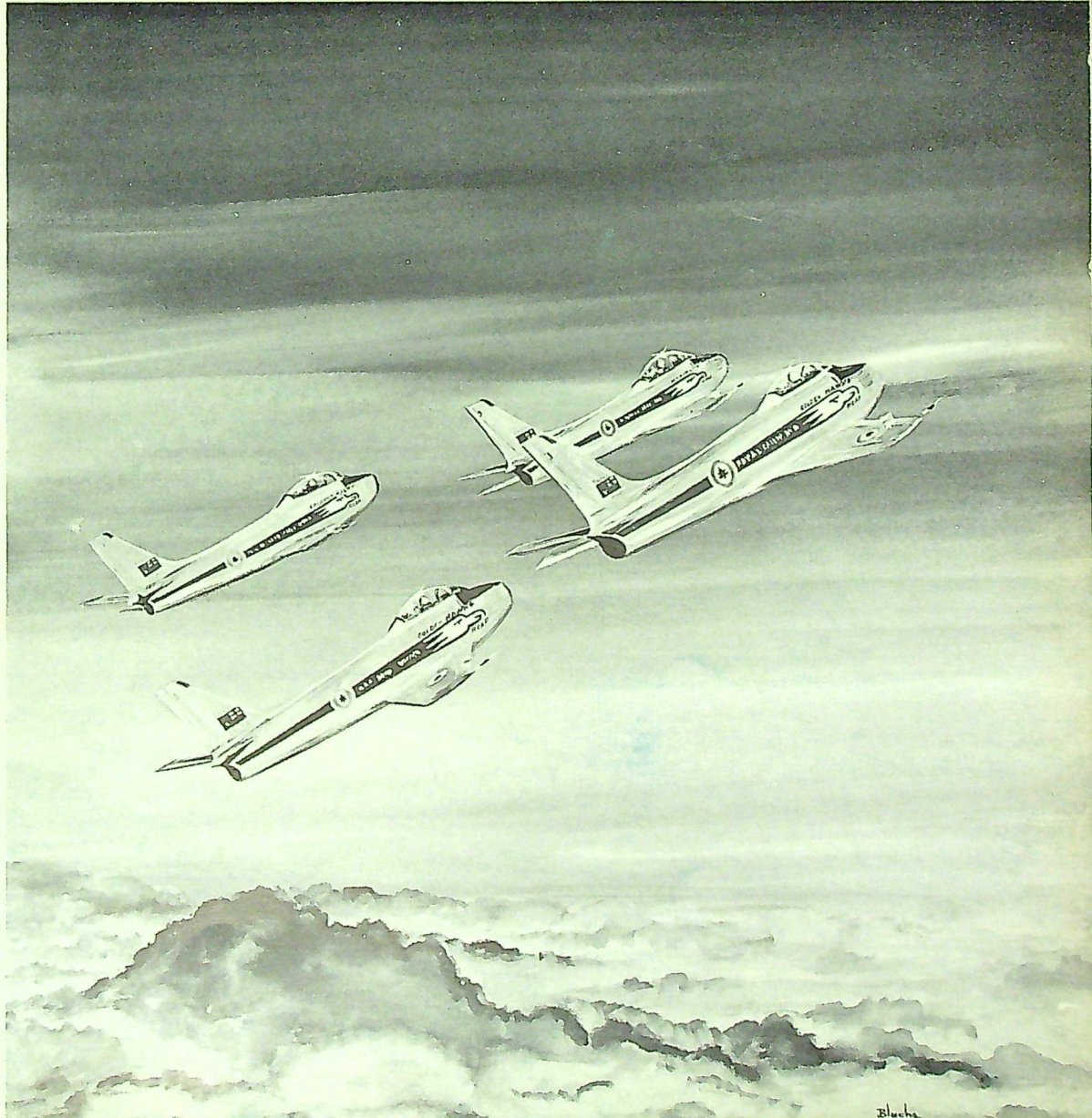
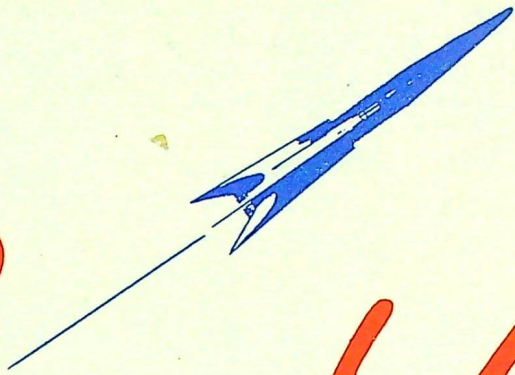




THE

# Roundel



1959

MARCH

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THE

# Roundel

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

VOL. 11, NO. 2

MARCH 1959

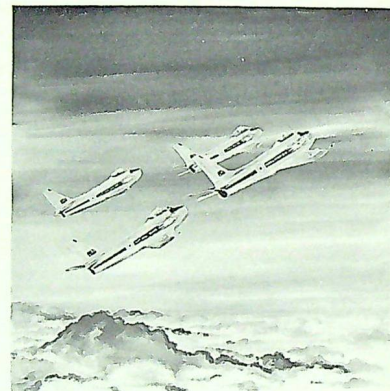
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Contributions and all other correspondence should be addressed to:

Editor, The Roundel,  
R.C.A.F. Victoria Island,  
Ottawa, Ont.



THIS MONTH'S COVER

"Golden Hawks" is the name chosen for the R.C.A.F. aerobatic team whose gleaming Sabre 5 jets will be featured at air force day exhibitions and other shows during 1959 to mark the Golden Jubilee of Powered Flight in Canada and the 35th birthday of the R.C.A.F.

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

# ON THE BREAK

OUR THANKS go to the editors of R.C.A.F. station publications for their co-operation in helping us compile "Hold That Deadline!" (page 4). Some months ago we circulated a questionnaire to these colleagues, not because we consider ourselves experts in the field, but rather because we honestly believe it is THE ROUNDDEL's duty to act as the focal point in a discussion of this kind.

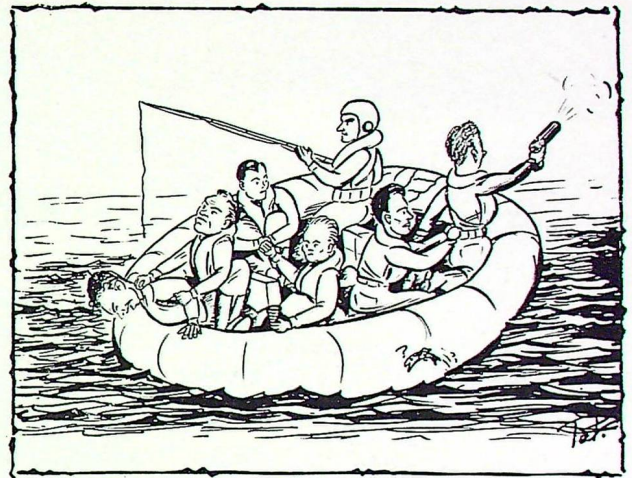
One alert editor ran the questionnaire, with his answers, in full in his station magazine — thus alleviating the necessity of writing an editorial that issue. Another claimed, because of time spent answering our request, his publication came out a day later than usual. Within that 24-hour period he received over 20 phone calls inquiring about the delay — which proves that at least he has readers.

In attempting to identify the purpose of station magazines, we naturally have given much thought to doing the same for THE ROUNDDEL. We try each issue to present, in an accurate and forthright manner, a picture of the R.C.A.F. past and present — and, at the same time, promote intelligent discussion on service topics. We must do this, not only for the internal audience, but for those outside the R.C.A.F. who are interested in our activities (and who comprise over half our circulation list). Towards this end, we rely on the support of all ranks. Our "in-basket" is always receptive to constructive criticism and contributions.

\* \* \*

As we've mentioned before on this page, we take every opportunity to quiz our readers on what they like or dislike in THE ROUNDDEL. A recent field trip again confirmed the fact that wartime squadron histories are still one of our most popular features.

Without disclosing our source of supply, we happily announce that we have a limited number of No. 419 Sqn. badges, beautifully coloured and ready for framing, in our office. They'll be sent on a first-request first-deliver basis to ex-Moosemen, free of charge. Incidentally, the third instalment of 419's story (beginning on page 10) ends with the incident



depicted in the above cartoon. This month marks the 15th anniversary of that unexpected dunking.

\* \* \*

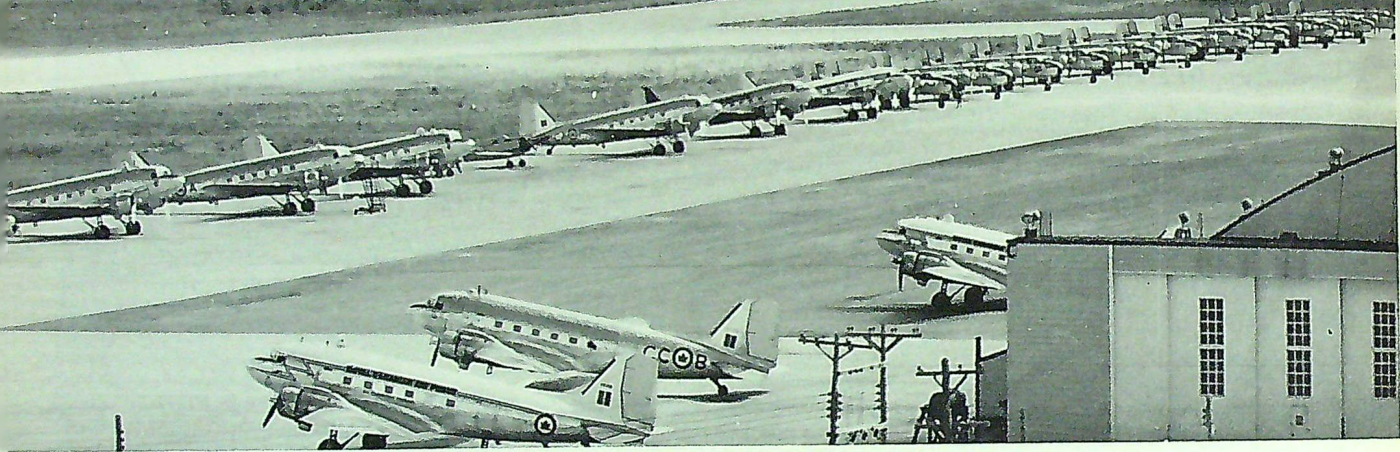
WHAT'S your first reaction when you flip a magazine open to an article on automobile accidents? We're willing to bet you glance at the usual gruesome picture accompaniments and hurriedly turn to another page. Unfortunately, the old saw "it can't happen to me" still dominates the thinking of most of our motorized maniacs.

"Carelessness is Costly" (page 18) won't take more than five or six minutes to read. We'd like to think that its inclusion in this month's issue could account for a real slow-down in casualty messages which clack out of our commcentres' teletype machines with such sickening regularity.

Anyone can assist in avoiding accidents. Just quit being part of the problem.

*The Editor*

# TAPS FOR T.A.C.



*Air transport for northern exercises, based at Whitehorse, Y.T.*

**N**EARLY six years after being raised to command status, Tactical Air Command, with headquarters in Edmonton, has been disbanded. Effective 1 January 1959, regular force units under its control were allotted to Air Transport Command and auxiliary units placed under the operational control of Training Command. Defence Minister G.R. Pearkes said that the re-organization results in "considerable savings in personnel without any loss in operational effectiveness".

Regular force units transferred to Air Transport Command are R.C.A.F. Stations Whitehorse and Namao, the Canadian Joint Air Training Centre, Rivers, and the Survival Training School. Auxiliary units going to Training Command are 18 Wing H.Q. (Aux) Edmonton, including 418 'City of Edmonton' Squadron and 3054 Technical Training Unit; and 23 Wing H.Q. (Aux) Saskatoon, including 406

'City of Saskatoon' Squadron and 3042 Technical Training Unit.

#### WARTIME CREATION

The history of T.A.C. dates back to 1942 when the R.C.A.F. created the North West Staging Route headquarters at Edmonton to control all air operations over the northern Canadian area enroute to Alaska. The great expansion of

operations along this route led to the creation of North West Air Command two years later, in June 1944.

The post-war re-organization of the R.C.A.F. on a geographical basis in March 1947 resulted in the expansion of N.W.A.C. to incorporate No. 2 Air Command and Western Air Command and they became, respectively, No. 11 Group with H.Q. at Winnipeg and No. 12 Group with H.Q. at Vancouver. On 1 April 1942 No. 11 was designated Tactical Group and in August 1951 the H.Q. of this group was moved to Edmonton and N.W.A.C. merged with it. (A month previously No. 12 Group had been

THE ROUNDUP

transferred to Air Detence Command.) The next step in the evolution of Tactical Group was its elevation to command status on 1 June 1953.

The task of T.A.C. was twofold. The first was the planning, organization and execution of procedures and techniques to provide air support to the Canadian Army. The second was to provide search and rescue facilities for a large area of north western Canada.

**ARMY CO-OP**

To carry out air support for the Canadian Army, a high degree of proficiency was maintained through constant training. Joint and combined exercises with the familiar code names of 'Sundog', 'Bulldog' and 'Morning Star' were carried out in all regions of Canada. The planning and execution of these exercises contributed to the knowledge from which the special doctrines of joint and combined exercises have been derived.

The two T.A.C. auxiliary squadrons, 418 'City of Edmonton' Squadron and 406 'City of Saskatoon' Squadron, played a prominent part in these exercises in supporting the regular force formations. The squadrons, flying *Mitchell* aircraft, worked in close cooperation with the jet aircraft of the Tactical Fighter Flight of C.J.A.T.C. Rivers.

The importance of search and rescue activities carried out by T.A.C. in the past cannot be over-emphasized. The command's area of responsibility included Alberta,



*Group Capt. H.G. Richards, O.B.E., acting A.O.C. of T.A.C., hands Queen's Colour to Air Vice Marshal J.G. Kerr, C.B.E., A.F.C.*

northern British Columbia and Saskatchewan, the Yukon, and the western portion of the North West Territories. The area controlled by the Edmonton Rescue Co-ordination Centre has been taken over by R.C.C. Winnipeg.

The Survival Training School in Edmonton has taught over 6,000 R.C.A.F. aircrew members the techniques of survival in the event of a crash or forced landing. The training is given in three phases: summer bush, winter bush,

and Arctic. In addition to R.C.A.F. trainees, students also come from the R.C.M.P., Canadian Army, R.C.N., U.S.A.F., and the R.A.F. Survival students are given four days theory at the school's headquarters in Edmonton and then leave for the bush, 180 miles west at Jarvis Lake, where they put into practice what they have learned from books and lectures. The school is remaining in Edmonton under A.T.C. administration.

**MUCH-TRAVELLED BAND**

The T.A.C. Band, one of the foremost musical organizations in the country, also remains in Edmonton under T.C. Since its inception in 1946, the band has travelled thousands of miles by air, train and bus to present nearly 3,000 concerts in hundreds of cities, towns and villages throughout Canada and the United States. Engagements have been played north beyond the Arctic circle and south as far as Texas, and in 1955 a tour of four European countries was made.

T.A.C. received one of its greatest honours in June, 1954, when it was named the R.C.A.F.'s first western Canada custodian of the Queen's Colour and the Colour of the R.C.A.F. 31 October 1958 marked the end of T.A.C.'s honoured responsibility, when the colours were returned to Air Vice Marshal J.G. Kerr, representing the Chief of the Air Staff, who in turn presented them to Air Cdre. A.D. Ross, Commander 5 Air Division, Vancouver.

*T.A.C. Band has visited many countries.*



# Cold Lake Courier

Published in the Interest of Station Personnel, Their Families, and Their Friends

\$1.20 PER YEAR

RCAF STATION COLD LAKE ALBERTA

TELEPHONE LOCAL 349

FRIDAY

tion Personnel Recei

# THE ALBATROSS

INTEGRITY

R.C.A.F. Station Macdon

# The Bordenaire



RCAF STATION SUMMERSIDE  
GREETINGS

TO ONE

# UPLANDS

# Time

VOL 11 NO. XVIII JANUARY 29, 1958

LIDL AND

1958 R.C.A.F. Station Camp Borden, Ont. "Birthplace of the R.C.A.F." Vol. 9 No. 52

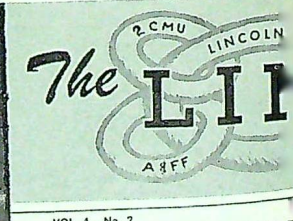
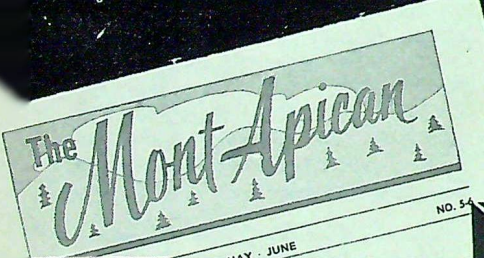
## Hold that Deadline!

A "Roundel Round-up" of Station Publications—  
Their Aims, Objectives and Mode d'Opération.

AT R.C.A.F. stations across Canada, in England and in Germany this month approximately 25 editors are blue-pencilling copy, correcting final page proofs and advising their printers to let the presses roll. Advertising managers are soliciting new accounts, section reporters and photographers are gathering material for next issue. Business managers are checking their ledgers in the hope that the operations are still solvent.

THE ROUNDEL

4



VOL. 4 - No. 2

December 1958

EN - GERMANY

**TEER**  
 ly (Mid-Month) Newspaper  
 Macdonald Air  
 Top Examination

**JET AIR**  
 VOL. 6 No. 8  
 Parryville, Manitoba, Canada  
 FRIDAY, JANUARY 30, 1959  
**Jet Air Under New Management**  
 FL. Ackland to Edit Station Newspaper

A review of the Trade Exam marks reflect we  
 ations (Regular Force Results for those writing the  
 50 Trade

RCAF Officer To  
 Compete In 7th  
 NATO Ski Meet

**WINGS OVER GREENWOOD**  
 RCAF Station Greenwood, Prince George, B.C.  
 PUBLICIZES FIRE PREVENTION WEEK  
**Fire Prevention**  
 Fire Prevention  
 Fire Prevention  
 Fire Prevention

**RCAF STATION**  
**UPLANDS ONTARIO**  
 BI-MONTHLY

**THE HUB**  
 ACCIDENT FREE FLYING HOURS 9329  
 R. C. A. F. STATION - ST. HUBERT - QUEBEC  
 JANUARY 16th, 1959

**NEW YEAR'S PRODUCTIONS GRANTED**  
 Notes & Quotes  
 It really is gratifying to hear

From the COLD LAKE COURIER at R.C.A.F. Station Cold Lake to the SCHWARZWALD FLIEGER (Black Forest Flyer) at No. 4 (Fighter) Wing, Baden Soellingen, volunteer editors and their staffs are continually seeking new ideas and fresh approaches to improve their publications, ranging in frequency of appearance from weeklies to quarterlies. The efforts of some have been recognized by public awards, similar to that merited by Flight Lieutenant Ralph Sotolov and staff of the Winnipeg VOXAIR which won the 1957 Achievement Award from the Canadian Industrial Editors Association, for "editorial creativeness and skill, excellence of presentation and achievement of purpose".

The majority are in the form of magazines, several are produced as newspapers and a few take the format of pamphlets or circulars. A number of station publications have folded, due to reduction of personnel, lack of interest or an inability to meet publishing costs; while others, like THE HUB at Station St. Hubert, have only recently come into production.

MARCH 1959

5

**AN EYE TO THE SKYLINE**  
**Soul Flight**  
 Vol. 1 JANUARY, 1959  
 R. C. A. F. Station Sydney, Sydney, N.S.  
 PERSONALITY OF THE MONTH

**The Gimli Sta**  
 R.C.A.F. Station, Gimli, Manitoba, September 1st, 1958

**ORD**  
**K**  
 TSU  
 FEBRUARY, 1959

**Coronet**  
 RCAF STATION CENTRALIA, ONTARIO  
 DECEMBER 1958

**LANGAR**  
 LO  
 VOLUME 11 NUMBER 7 July 1958  
 PUBLISHED BY 3D AVS  
 RCAF LANGAR NOTES

**he Rockcliffe**  
**RECORD**

**Recreation NEWS**  
 Vol 3.....10.25  
 5 Oct.....12 Oct

**LOGISTIC SUPPORT -- the Muscles and Sinews of Operational Wings**  
**RE**

CANADIAN INDUSTRIAL EDITORS' ASSOCIATION

1957

# Achievement Award

RALPH SOTOLOV, EDITOR

VOXAIR

RCAP STATION, WINNIPEG

THIS AWARD IS GIVEN IN ACKNOWLEDGEMENT OF EDITORIAL CREATIVENESS  
AND SKILL, EXCELLENCE OF PRESENTATION AND ACHIEVEMENT OF PURPOSE.



*R.S.C.*  
CHAIRMAN, JUDGES

*James Stewart*  
CHAIRMAN, AWARDS COMMITTEE

*W.A. Harkness*  
PRESIDENT, C.I.E.A.

for employees, whether the company has one or many plants. Station publications are produced primarily for a group in one area, with the whole way of life of that group forming an integral part of an organization whose activities span the globe.

## STRESS LOCAL NEWS

A survey of station editors revealed that the publishing of station news is the primary aim of practically all editorial staffs, whether their product be in magazine or newspaper format. In answer to the question: "What are the aims and objects of your station publication?" Squadron Leader C.H. Bell, former editor of the Portage La Prairie JET AIR, summarized the matter briefly with the words: "To provide station personnel and dependents with information on local news items, station activities and unit achievements, promote morale and develop a strong station spirit." WINGS OVER GREENWOOD, in addition to the above, attempts

to keep personnel informed of service and general aviation activities elsewhere, says Sqn. Ldr. A.C. Golab of Station Greenwood. Flt. Sgt. J.B. Roy, managing editor of Station Summerside's ALBATROSS, listed a noteworthy objective when he described the paper as a means of providing individual self-expression for contributors and staff.

Such opinions in various forms were submitted by most editors on Canadian stations. Objectives of overseas publications vary to meet the totally different situations met in England and on the Continent. Sqn. Ldr. C.A.M. Hellyer, editor of the LANGAR LOG, states the threefold purpose of his publication is (1) to give publicity to 30 Air Materiel Base's role in the U.K. (2) to foster good relationship between English and Canadian people on the base and in the area and (3) to encourage R.C.A.F. personnel to visit the United Kingdom and the Continent. The two German-based editors, Flt. Lt. Burt of the monthly SCHWARZWALD FLIEGER, and Flying

These morale-building "house organs" are produced through the spare time efforts of editors and staffs whose normal occupations may be instructing aircrew, handling station supplies, conducting ground defence classes, patrolling the skies by aircraft and radar or arranging courses in education. Between the time this article is written and it appears in print new members will undoubtedly be added to editorial staffs, others will be transferred and one or two may have left the service to take a post in civilian life—perhaps better equipped for a journalistic career because of experience gained on the station paper.

## NO DEFINED ROLE

The purpose of R.C.A.F. station publications has never been defined officially in any Air Force Orders. Group Captain W.H. Schroeder, Director of Personnel Administration at A.F.H.Q., points out that in this respect they are comparable to the common law of British justice: "The atmosphere and sur-

roundings have created a common understanding of purpose without the need for its enunciation."

In the world of industry, however, most successful company publications have defined roles. Mr. R.T. Rudd, Public Relations Chairman of the Canadian Industrial Editors' Association, in a discussion on "The Role of the Company Publication in Communications" has written: "In some cases the C.I.E.A. is convinced the money spent on publications is wasted and the company could use it to better purpose in some other aspect of their employee communication programme. These are the cases where the company has obviously never defined the purpose of its publication."

It is not the intention here to relate company publications to station newspapers or magazines. While admittedly there are certain similarities, there are also many differences. The company publication may be the only one of its kind

Officer D.E. Sharp of the weekly DER FLUGPLATZ, concur.

It is the opinion of Air Commodore J.G. Stephenson, A.F.H.Q. Chief of Personnel Services, that publications should keep personnel informed, not only of events occurring on the station, but also of news and developments throughout the R.C.A.F. He suggested that "intellectual food for thought" should be an essential ingredient of a good publication.

#### TERMS OF REFERENCE

The regulations under which station publications appear are contained in A.F.A.O. 4.28/01. Under section 5 (which outlines the responsibility for editing, publishing and reviewing) it is required that:

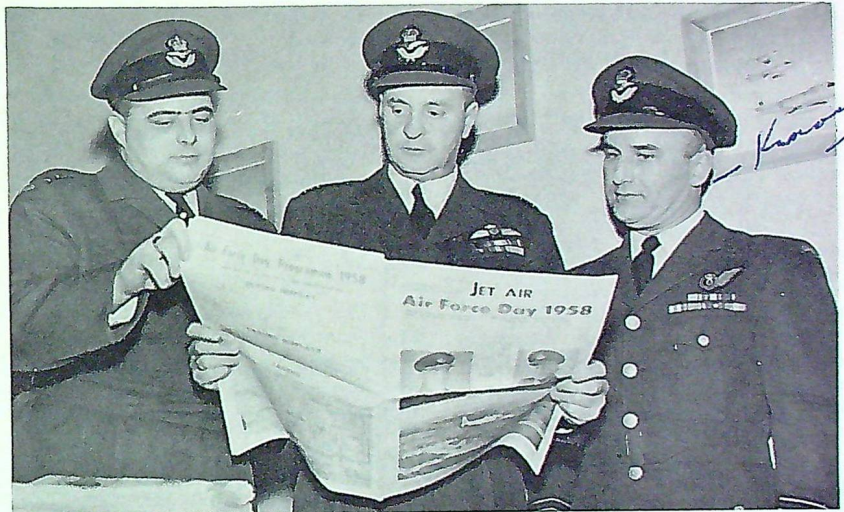
- (a) no material is published that would be embarrassing to the Department of National Defence
- (b) no political advertisements are included
- (c) no controversial subjects affecting other departments of the public service are contained in the publication
- (d) the publication is purely local in character and each issue carries a statement prominently displayed to the effect that views and opinions expressed are those of the writers and do not necessarily reflect official policy.

It is also stated that publications must maintain a high standard, must not be profit-making schemes through planned and excessive advertising and the contents of each publication must be approved by the editorial committee appointed by the C.O.

Many publications derive sufficient revenue from advertising to meet all or nearly all production costs. On the other hand, a few find it difficult to obtain enough revenue in this manner and meet costs through assistance from the station fund. Some commanding officers have indicated that the station paper must pay its own way, while others have purposely permitted editors to draw from non-public funds—believing that full value is received from such expenditures.



At Baden-Soellingen, Germany (l. to r.): Editor Flt. Lt. C.G. Burt, Herr Knappe, associate editor Cpl. R. Coulson.



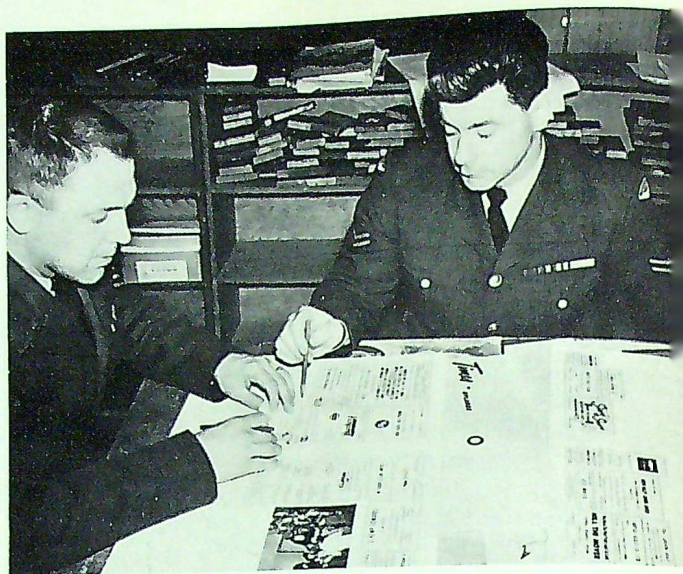
Portage la Prairie JET AIR staff (l. to r.): Flt. Lt. D.G. Ackland, editor; Sqn. Ldr. C.H. Bell, former editor; Flt. Lt. G.E. Geary, sports editor.

Flt. Lt. D. Hepburn hands his column "Inside View on O.T.U." to Flt. Sgt. J.B. Roy, managing editor of the ALBATROSS, Station Summerside's monthly newspaper.





*Paste-up day in the Rockcliffe RECORD office (l. to r.): Flying Officer R.C. Parsley, editor; Sgt. G. Corbett, assistant editor.*



*Flt. Sgt. G. Fartier, advertising manager, and Cpl. K. J. Scully, editor, discuss lay-out of the bi-monthly Uplands TIMES.*

The most important cog in the publishing chain is the editor, and it is to the lasting credit of these men that R.C.A.F. stations produce such highly-regarded publications. In some cases editorship is undertaken voluntarily by an officer or airman with a flair for writing and a desire for publishing. In most cases the C.O. appoints the editor, who later selects or recommends the appointment of other staff members. To replace an editor who has been transferred the C.O. may appoint one of the associates to carry on. In this way Cpl. K. J. Scully of Station Uplands suddenly found he had inherited editorship of the UPLANDS TIMES after having joined the editorial staff only a few months previously. The majority of the editors and most staff members have had no previous newspaper or magazine experience. Transfers, however, may bring in an officer or airman with fresh ideas from another station.

Behind the cover photos, the front page headlines, the squadron news or full-page advertisements are hours of planning, work, news gathering and patient co-operation. By the time a new issue is ready for the printer as many as 500 manhours may have been spent in

its preparation. The staff of the VOXAIR, for example, works between 400 and 500 hours each month in producing their publication. At Station Mont Apica Flt. Lt. C.W. Pearson and staff usually work about 200 hours on the MONT APICAN. On the other hand, stations producing pamphlets or circulars may complete their operations in 10 to 15 hours.

#### TAILORED TO TASTE

What do the readers like? The editors themselves feel the popularity of articles varies a great deal. This is due in some cases to the location of the station—personnel overseas, for example, appear to go for articles on travel. Perry Como's slogan, "Letters—We Want Letters", has been adopted by several editors requesting readers to submit ideas. Recently the MacDonald ROCKETEER, edited by Flying Officer M.A. Copeland, introduced a feature entitled "Community Billboard" specifically for P.M.Q. residents. Editor Flt. Lt. D.A. Dolan included a children's page in the latest issue of the quarterly Centralia CORONET.

Most station editors deserve compliments on their imaginative lay-outs. However, in all publications, regardless of their origin or

time spent in preparation, the quality of the lay-out varies from issue to issue. One of the most admirable features of station publications is the fact that each is tailored primarily to meet the needs of its particular audience—hence, the wide variety of formats in evidence. It does not necessarily follow that the most expensive-looking publication is, indeed, doing the most effective communications job. At least three stations have decided that an inexpensive mimeographed weekly pamphlet is the answer—and Namao NATTERINGS, Downsview P.M.Q. CIRCULAR and Goose Bay RECREATION NEWS bear evidence to this fact. On the other hand, the contents of some professionally produced, slick paper magazines do not stand up very well under critical analysis.

Advertising, which is the financial backbone of most publications, is obtained in various ways. Some have planned advertising programmes which assure them a steady flow of revenue, a practice employed by most commercial publications. THE LINK, published by Station Lincoln Park, works on a year-long contract to cover entire cost of production. A few

concentrate their main effort on national advertising and two publications, the LANGAR LOG and THE MONT APICAN, have contracts with the printer by which he secures the advertising. Publishers of DER FLUGPLATZ at No. 3 Wing, Zweibrücken, work through a German co-ordinator while at Station Sydney staff members of the SEUL FAHRE (An Eye to the Skyline) obtain all ads by canvassing business firms. The location of the paper is an important factor in this matter. In some areas the station paper is the best means of communication for the local merchants. Elsewhere competition for every type of advertising may be very keen. And then, too, some advertising men will work harder than others. Flying Officer J.R. Carson, advertising manager of WINGS OVER GREENWOOD, probably handles more accounts than any other ad man in the R.C.A.F.

#### CAPTIVE AUDIENCE?

Circulation ranges from 300 to 5,000. The Winnipeg VOXAIR is

far out front with a circulation of 5,000, followed by the Uplands TIMES with 3,000, the Camp Borden BORDENAIRE with 1,800 and the Cold Lake COURIER with 1,500. The Portage La Prairie JET AIR has a run of 1,400 and WINGS OVER GREENWOOD just 100 less. The Rockcliffe RECORD, Chatham CHATAIR and Centralia CORONET print 1,000 copies each. DER FLUGPLATZ has a circulation list of 900.

Publishers of station newspapers enjoy a higher average readership than do publishers of magazines. This could be attributed to the fact that there are twice as many magazines as newspapers, with the majority of the newspapers being printed at large stations.

It has been said that one picture is worth 1,000 words. It is also true that an item which wouldn't rate 1,000 words probably doesn't warrant picture coverage either. While this article was being written, THE ROUNDEL encountered one instance of a station publication

striving to improve the reproduction of its photos. The cover shots on many magazines reflect the clever work of the cameraman. Most publications have their own photographer, several rely on the station photographer, while all are glad to receive acceptable shots from the camera fans usually found on any station. Indeed, dramatic shots, taken by amateur on-the-spot photographers are being reproduced in several station papers and enterprising editors might do well to promote local contests in this regard.

In summary, it is evident that the task of producing a station publication is an important one. Editors and their staffs are what might be termed "internal public relations men" of the R.C.A.F. In their hands are the means of welding stations together, of formulating thoughts and outlooks of close to half a million people. This survey has shown that these amateur journalists are doing a creditable job coping with the problems which beset them each time they shout "Hold That Deadline!"



MARCH 1959

## HOW TO GET A HEAD

The anthropometric dummy is used by aviation medical and safety equipment specialists to access acceleration tests on universal seat packs. It was designed to meet the average aircrew specifications for body measurements and compressibility and weighs 200 lbs.

Seat ejection practise is carried out regularly by staff and students as part of jet flying training. This dummy is riding on the ejection tower at R.C.A.F. Station Portage la Prairie, where it is in constant use by aircrew to help them overcome any physiological or psychological barriers they may have in case the real thing becomes necessary when flying.

A smile is a curve that sets many things straight.



1958 sequel: Flying Officer G.J. Protz, observer in 419 Sqn., befriended a three-day old wild boar he found rolling along the runway in the jet stream of a CF-100 at Baden Soellingen, Germany. The baby was taken to a home for stray animals in Baden Baden.

# BEWARE THE MOOSE!

## Part Three

BY SQUADRON LEADER A.P. HEATHCOTE  
Air Historical Branch

### “Ops in a Hally, Scrubbed for a Lanc” — No. 419 Squadron Continued to Pound Fortress Europe During 1943-44

**F**AR FROM being self-contained and well defined chronologically, the Ruhr battle of 1943 was, more correctly, slugged out in detached segments interspersed with ops in other regions. Actually less than one-third of 419's operations in March and April concerned “Valley” targets, most of their commitments taking them to more distant objectives like Munich, Nuremberg, Berlin, and, farthest of all, the Skoda Works at Pilsen, Czechoslovakia, which involved a round trip of some 1800 miles.

The unit's concentration on anti-Ruhr activities began over Essen on 1 May. Then came a string of nine consecutive operations over the pleasant vale, extending through May and half of June. In those six weeks practically every major Ruhr centre from Duisburg and Duesseldorf, at the western extremity, to Dortmund, at the eastern limit, felt the heavy tread of the Moose. But again the enemy's fanatical resistance to Command's stepped-up offensive was reflected in the loss column. In May alone missing Moose crews numbered nine, a figure unsurpassed in any calendar month of the unit's history. The toll for June was seven.

A *Mosquito* pilot's selection of the Middleton St. George airfield for a forced landing led to an incident that could well have added

to the May casualty list. When the aircraft became serviceable, Sqn. Ldr. J.D. Pattison (who had recently returned for a second tour)

wangled permission to take it up on an air test. After landing he declared it to be the most perfect machine he had ever flown; it had no vices whatsoever. Wingco “Merv” Fleming now decided to have a go. Off he went, taking Flying Officer W.C. (“Pop”) Rice along as passenger. Somewhere along the line the viceless *Mossy* must have acquired at least one fault, for, just after becoming airborne, its starboard engine conked out. Losing height alarmingly fast, the aircraft disappeared behind some trees. Just as witnesses were mentally writing off one wing commander and one flying officer, the *Mosquito* re-appeared and climbed steadily to circuit level. Its pilot promptly carried out as pretty a single-engine approach

and landing as anyone would care to see. He had never flown the type before, but a second-tour *Mossy* driver couldn't have done better. It was a show of superb airmanship in an emergency, and added much to Merv Fleming's classic repertoire of aerial experiences.

The "good shows" put up by Moose personnel on operations in that action-packed spring of 1943 were legion. Undoubtedly the outstanding one of all concerned Flying Officer C.E. ("Dog") MacIntosh. Over Essen the aircraft of which he was captain absorbed a little too much German scrap iron for its own good. Both inboard engines were silenced, the W/T receiver was smashed, and the port wing and rear turret were damaged. MacIntosh coaxed and cajoled the *Halifax* back to England and Coltishall aerodrome on the outboards alone, a feat requiring nothing but the ultimate in skill and determination. With half the power usually available to him he landed without incurring injury to his crew or further damage to his aircraft. The achievement earned him a D.F.C. Before finishing his tour, Flying Officer MacIntosh, in collaboration with his bombardier, Sgt. E.J.C. Hancock, was to compile a record of aiming-point pictures reputedly second to none in 6 Group.

Another fine effort on the part of a crew captain was turned in by Flying Officer P.G. ("Hairless Phil") Weedon. While over Dortmund, his aircraft was hit by falling incendiaries which severed the fuel lines. Returning to base short of fuel, he heard "Bandits"\* over the R/T and had to circle while waiting for the "All Clear" signal. On the landing attempt, as luck would have it, an overshoot was necessary. At this critical moment two engines failed on one side. In pitch darkness the *Hally* contacted the ground, cleared the River Tees in one prodigious bounce, then sheared off a wing by hitting a tree. The wing was

\*A code signal warning aircraft of enemy intruders in the vicinity.

consumed by fire but not the rest of the aircraft, which remained virtually intact. The complete absence of injuries after such a prang was a minor miracle. In fact, five days later the same crew was once again operating over the Ruhr. Weedon's navigator, Flying Officer P. ("Paddy") Campbell, thought the crash was quite a joke. He was quoted as remarking to Wing Cdr. Fleming, "I didn't like that aircraft anyway. When do I get a new one?" He and his skipper were to be gonged simultaneously.

#### GROUND SNAFU

Not all the "ardua" during this hectic period was confined to the air. Occasionally a "Snafu" would develop early in an operation, that is, on the ground. One of these was described in the diary of Sqn. Ldr. Pattison, "B"-Flight Commander.

"The squadron was briefed at 1800 hours, after take-off time had been changed several times and Command had refused to commit itself to sky-markers or ground-markers. After briefing, the Groupie read us a message from Joe Stalin thanking us for hitting the great German industrial centres.

"The met. wallahs were a little unsure of themselves tonight, forecasting a westerly wind for take-off, a hairy front over the North Sea, and solid cloud over the Continent from the ground up to 15,000 feet. Then they dug up some new winds and a new position for the front, all of which meant a change in tactics and a much earlier take-off. There was bags of panic as harassed navigators sweated with new flight plans and worried-looking skippers scuttled about rounding up crew members who had temporarily bogged off. To complicate matters further, the local wind decided to change, albeit briefly. All the aircraft had to taxi in the dark from one end of the field to the other, a feat somehow performed without a single kite becoming mired in the mud.

"As I was taxiing, Flying Control informed me there would be a west wind for take-off after all. This caused untold confusion, as the aircraft were by this time taxiing out to the wrong end of the field and positioning themselves for take-off. But the mess finally straightened itself out . . ."

\* \* \*

*For the Moose Squadron the Battle of the Ruhr ended on 26 July. The twenty-week struggle cost the unit 17 crews and aircraft, and five more went missing on other operations during the period. Although during this time the loss rate did reach its peak, it was not appreciably to diminish until the following spring, so intense and hazardous did the pace and nature of heavy-bomber operations continue to be.*

*Meanwhile, the squadron had been hitting the enemy with more than bombs. Definite kills were scored by gunners Flt. Sgt. J.A.L. Brunet, Pilot Officer R. Harling, and Sgt. W.H. Barnes, and, according to POW reports, there were two or three instances in this period where gunners whose own aircraft were shot down took one of the enemy with them. To our*

*Flt. Lt. C.E. MacIntosh and Sqn. Ldr. H. Dyer, both 419 flight commanders and D.F.C. winners.*



knowledge, none of the latter kills ever became official.

#### HAMBURG HOLOCAUST

On 24 July 1943, in the big city-port of Hamburg, things were moving along at virtually the normal busy pace. Since what little bomb damage there was confined itself mostly to dock areas, the routine of business and everyday living remained relatively undisturbed; the pulse of Hamburg was as strong as ever. In the next nine days this situation profoundly changed. After absorbing nearly 9000 tons of explosives and fire-bombs in four raids by the R.A.F. and two by the U.S.A.A.F., Hamburg's conglomeration of factories, shipyards, docks, and built-up areas was no longer recognizable. Some idea of the magnitude of the catastrophe brought to Germany's second city may be gained from a relevant passage in a Command report, which read, in part, ". . . Survivors of the disaster existed precariously without gas, electricity or drinking water, and depended on emergency supplies of food collected from the surrounding country. It is now clear, both from photographic evidence and eyewitness reports that not even the most vivid imagination could have conjured up anything worse than the actual facts . . ."

Some of the "actual facts" were: 100,000 casualties, three-quarters of a million homeless and destitute, and damage so enormous that any attempt to summarize it in a reasonable space would be impossible. Now 75 per cent written off, Hamburg could claim the dubious distinction of being the most thoroughly war-torn major city in world history. The four-part operation, code-named "Gomorra", had quite obviously lived up to its name, for, Cologne and Essen notwithstanding, nothing like this had happened since catastrophe befell Sodom and Gomorra.

The Moose contribution to the annihilation of Hamburg was 56 sorties distributed over the four raids. Of command's 87 bombers



Debriefing after a rugged mission, l. to r.: Sgts. "Woody" Potter, "Bank" Bullis and Gord Anderson. Their Halifax arrived home with one engine out, riddled with holes and a German fighter to their credit.

lost, only one was a "VR" aircraft. Its downfall was thought to have been brought about not by the enemy but by the weather. Considering that the squadron assisted so strongly in the virtual elimination of Germany's second city, its casualties—four killed and three taken prisoner—could be considered unusually light.

Between the second and third of the Hamburg raids the unit paid its twentieth call on Essen and helped to arrange a complete stoppage of production in the Krupps Works, which, according to Air Chief Marshal Harris, absorbed as much damage as in all previous attacks put together.

Over the French coast enroute home from Essen, gunner Sgt. L. Northcliffe blasted a *Focke Wulf 190* whose pilot had advertised his presence by turning on an amber light in the nose. The *FW* exploded in the air, disintegrating into flaming blobs that disappeared into cloud. A fortnight earlier Flying Officer Rudy Wagner had qualified for a third notch in

his .303s by finishing off a single-engine attacker burning a white light in its nose. To rationalize this light-burning tactic was not the job of the air gunners; but whatever the explanation, they were all for it.

Having for some five months been confined largely to targets in the western section of Germany, the squadron's strategical orbit was now extended to embrace centres in more remote parts of the Reich and even beyond its borders. If, in choosing a title for the chapter covering 419's operations in August, September, and October, 1943, the main considerations were the targets' size and productive capacity, then an apt title would be "From Mannheim to Nuremberg; from Milan to Berlin; from Munich to Hanover". On the other hand, to make this selection would be to overlook what may have been the most vital single operation of the war in Europe. The target concerned was obscure in comparison to the great cities already processed by 419. It had none of the industrial capacity of Essen, the maritime greatness of

Hamburg, or the political importance of Berlin. Yet an attack on it was imperative. The little known target was Peenemunde, main centre of German rocket development.

The nearly-2000 tons of explosives and fire bombs dumped on diminutive Peenemunde on 18 August did their work thoroughly. During his final run over the target the master bomber "found it quite impossible to distinguish individual buildings because of tremendous fires sweeping the area." Goebbels himself as much as admitted that the attack was successful, confiding to his diary that it set back the rocket project anywhere from four to eight weeks. In the light of the fact that V-2 rockets came into operational use not until early September, 1944, his statement prompts the theory that, had Peenemunde not been attacked, the land campaign in Normandy could conceivably have failed and the whole complexion of the war might have changed.

On this operation, for the second time in its history, 419 counted a triple loss. Similar setbacks were to occur several times more, but

on no other occasion did the accompanying fatal casualties even approximate those of the Peenemunde raid, which none of the 22 missing personnel survived.

#### LONG-HAUL TARGETS

With the exception of Berlin, the squadron was managing to avoid casualties on its other more distant targets. Whereas, a few months before, it had logged Turin and Pilsen without loss, now it was doing likewise with respect to Munich, Nuremberg (twice) and Milan. The latter operation necessitated its longest haul to date.

Meanwhile the unit's Brownings were exacting no mean toll of their own. On the second Nuremberg raid (27/28 August) Sgt. Barnes shot down his second victim, an unidentified twin-engine fighter. On the next operation (Muenchen-Gladbach, 30/31 August) two gunners were victorious, Sgt. M.A. Potter finishing off a *Focke Wulf 190* and Tech. Sgt. B. Blount (U.S.A.A.F.) sending a *Ju.88* flaming to earth.

On the latter raid the Luftwaffe's score against 419 was two damaged. Cannon shells had ripped into the bomb-bay, hydraulics,

"Gee" set, and radio of one *Halifax*, starting a fire amidships. Displaying unusual promptitude, Sgt. J.N.S. Ashton, an R.A.F. flight engineer, sprayed the flames with extinguisher fluid until they subsided. Procuring another extinguisher, he proceeded to the bomb-bay to check the fire situation there. (Throughout his inspection, done at 18,000 feet, he was without oxygen.) When he raised the inspection panel, flames leaped up at his face. With his gloved hand he manoeuvred the extinguisher through an opening in the floor and put out the threatening fire. His quick action and resourcefulness, which were perhaps indispensable to the aircraft's safe return, won him an immediate D.F.M.

#### CHANGES IN COMMAND

On 8 October, after having guided the Moosemen for thirteen months Merv Fleming was posted. It was entirely fitting that this officer, shortly after his departure, received the coveted D.S.O. to add to his D.F.C. The citation referred specifically to him as an ideal leader whose skill, courage, and devotion to duty on a large number of difficult operations had



## Real Cool Session

Testing band instruments for their serviceability under cold weather conditions, these musicians sit in on a "real cool" session. Tests are being conducted by the Defence Research Board at Shirley Bay, near Ottawa, on behalf of the services to determine minimum temperatures at which a band can play at outdoor functions. L. to r. Sgts. H. Heinitz, E. Major, and R. Bertrand, members of the R.C.A.F. Central Band.

Happiness is nothing more than good health and a bad memory.

—Dr. Albert Schweitzer

Old  
Fuddy  
Once  
Attache  
Bus



for 419's crews to carry out an assignment in the virtual absence of the terrible trio, fighters, flak, and searchlights! Surprisingly enough, this operation, on a target in France, was the longest ever undertaken by the squadron. It kept some crews airborne for 10 hours and 15 minutes.

**BATTLE OF BERLIN**

How vastly different from the Cannes cake-walk was each segment of the inevitable struggle that began eleven nights later. Having been visited at lengthy intervals by medium-size forces of heavy bombers since March 1943, Berlin, Germany's capital and Europe's most important industrial centre, was now to undergo a series of "maximum effort" saturation raids, the accumulative effect of which was to eliminate it from the list of priority targets contained in the secret file at Harris' headquarters.

Mere words could never do justice to the Battle of Berlin. The fanatical resistance of the defenders, the equally determined efforts of the attackers, and the macabre spectacle of the burning city were altogether too fantastic to be faithfully recorded on paper. It was Hamburg all over again, but on a bigger scale.

During this period especially, instances of determination above and beyond the call of duty were many. A case in point concerned the crew of 419's *Halifax* "X"-X-ray, which failed to return from Berlin on 21 January 1944. As X-ray was crossing the enemy coast, it was learned that its main navigational aid, H2S, had gone unserviceable. The navigator, Warrant Officer A.H. Towers, had therefore to resort to the method of plotting known as dead reckoning. When the *Halifax* was turning on to the target leg some 60 miles north-west of Berlin, a route marker appeared almost directly beneath it, proving that Towers' navigation had been accurate enough to keep it on track.

Almost simultaneously a *Messerschmitt 109* attacked from

L. to r.: Pilot Officer M.D. McGill, flight engineer in the C.O.'s crew; Group Capt. F.A. Sampson, Middleton St. George station commander; Wing Cdr. W.P. Pleasance, 419 commanding officer from October 1943 to August 1944.

contributed materially to the operational efficiency of the squadron. His successor was Wing Cdr. G.A. McMurdy, formerly O.C. "A"-Flight.

Only two weeks later, flying his first operation with his new unit, Wing Cdr. McMurdy (*Halifax* "A"-Able) failed to return from Kassel. Three of the crew survived to become POWs but he was not among them. Their reports indicated that "Able" had fallen victim to three fighters attacking simultaneously. One of the survivors was Flt. Lt. R.E. ("Kerney") Shields, bombing leader, who had served with 419 since September 1942. Operations in that autumn of 1943 were taking their toll of section commanders, for posted missing in September had been the squadron gunnery leader, Flt. Lt. B.L. ("Bobo") Kenyon (R.A.F.), who, since joining the unit in March, 1942, had logged 45 sorties. His aircraft, returning from Modane, was also brought down by fighters working in unison;

but, according to a member of another squadron who witnessed the action, Kenyon's guns got one of them first. He was also captured.

The squadron's third commander in 17 days was Wing Cdr. W.P. Pleasance, who took over on 25 October.

For the past seven months or so the unit had been engaged chiefly in an intense and costly campaign aimed at the progressive destruction of industry in Germany itself. Only four times in that period had it been diverted from that end, and one of those occasions had involved a long and hazardous trip to Milan, Italy. On the night of 11/12 November it was afforded a fifth brief respite from the flak-fouled, fighter-filled Reich skies. Cannes, the French Riviera's world-famous playground in peacetime, was now a major rail centre in the enemy's network of supply to Italy. It had a sizeable marshalling-yard which was begging for attention. Bomber Command obliged. What a delightful change

cover of cloud. The attack developed so quickly that the rear gunner, Flt. Sgt. M.A. Potter, had no chance to instruct his captain, Pilot Officer H.L. Bullis, in evasion tactics. Cannon shells and machine-gun slugs punctured the bomber from tail turret to nose.

From his damaged turret Potter returned the fire. A shell then burst inside the turret, wounding him and knocking out two of his guns. Dazed and bleeding, he nevertheless continued to engage the enemy, manipulating the disabled turret by hand. Presently the *Messerschmitt* went down in flames, its demise being witnessed by at least one other crew member. Though it was, in all probability, destroyed, the claim never made the records.

The fighter pilot's aim had been deadly. His fire had killed the flight engineer, seriously wounded the mid-under gunner, and wounded Bullis and Towers. The windscreen and instrument panel were shattered, the rudders and elevators were badly damaged, and a fire was started in the bomb bay. The *Halifax* fell out of control about 12,000 feet. At the 6,000-foot level Bullis regained control, however, and headed west. Assisted by Flt. Sgt. Potter, who had taken over the duties of the deceased

flight engineer despite painful wounds, he even managed to climb the riddled kite back to 18,000 feet, but had trouble maintaining a steady course. The bomber strayed over a defended area north-west of Hamburg and was promptly zeroed in by predicted flak. When, presently, fire broke out in both port engines, Bullis gave the order to jump. The four able crew members hit the silk in quick order. Bullis' intention was to stay with the aircraft and try to crash-land it, for the mid-under gunner, though still alive, was too badly wounded to bail out independently. But the port wing fell off, leaving the captain no alternative other than to jump.

The five survivors were captured and imprisoned for the war's duration. In October, 1945, there appeared in the London Gazette promulgation of an award to Potter of the D.F.M.

#### C.O. GONGED

Strangely enough, none of 419's crews that returned safely from Berlin on that early morning in January professed to having had undue trouble with defences. Wing Cdr. Pleasance had, however, experienced a sticky situation with regard to fuel. The fact of a marginal supply made itself known

early in the return trip, and chances of avoiding wet feet were hardly enhanced when the port outer engine quit at the 10-degree-East meridian. The three stout Merlins did take the *Hally* to the right side of the Channel, but now it was learned that England was having one of its fogs. As a ditching appeared to be a distinct possibility, the I.F.F. was set on wide pulse. Then, suddenly, the "Fido"\* lights of Woodbridge emergency field cut through the murk. When the *Halifax* was set down, barely 30 gallons remained in its tanks. His persistently high standards of leadership, skill, and determination both as a crew captain and as a squadron commander were to earn Pleasance a D.F.C. the following spring.

\* \* \*

*The squadron's last soiree over Berlin, on 15 February, was part of the heaviest and most successful attack of all on the capital, this despite the fact that the city was invisible under cloud many thousands of feet thick. With the final stroke 5½ weeks later, Command's accumulated losses in the Battle of Berlin proper were*

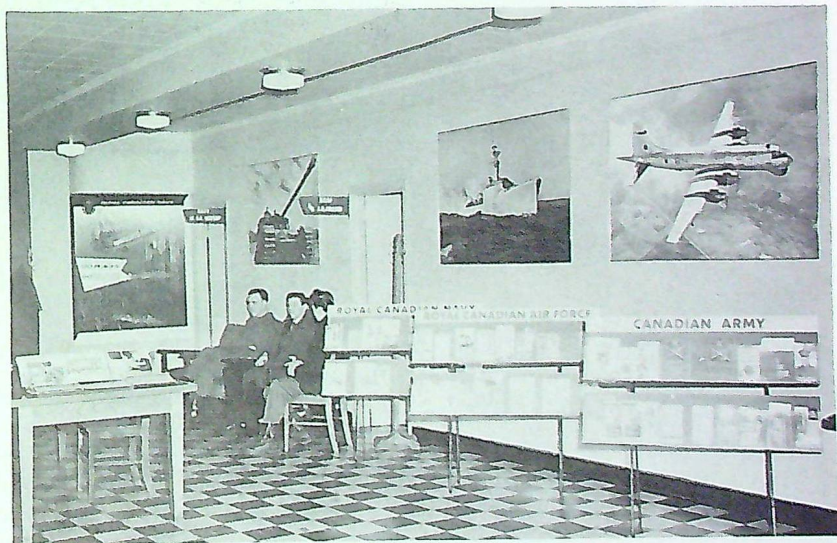
\*Fog Investigation and Dispersal Operation.

## Towards Togetherness

Another step toward integration of Canada's armed forces is the combining of recruiting stations across the country. First such tri-service centre was opened in Ottawa recently.

### Take Heart

No man is completely worthless. He can always serve as a horrible example.



to reach nearly 500 crews and aircraft. The statistical story of 419 and Berlin for 1 March 1943 to 15 February 1944 reads as follows: operations, 10; sorties, 143; missing crews, 11.

\* \* \*

In going after Berlin, and, between trips to the big city, certain other objectives such as Magdeburg, Kassel (2), and Leipzig, all producers of aircraft or their component parts, the Moosemen were, in one sense, doing themselves a favour. Through their handiwork they were helping to deny their G.A.F. rivals everything from the humble magneto to the Mercedes engine and the Messerschmitt airframe.

While over Germany enroute to Leipzig, Sgt. N.C. Fraser, rear-gunner of "E"-Easy, sighted a Ju. 88 at 1000 yards' range and almost directly below. He had to stand up to keep it in view. The Junkers presently attacked, and

both its guns and Fraser's opened up at 500 yards. Fraser managed to fire 75 rounds before his turret's hydraulic system was hit, rendering the guns useless. Also damaged were the port tailplane, which was practically shot away, the fuselage, and the port wing. Though aware that his aircraft was no longer protected at its most vulnerable position, skipper Flying Officer Art Byford elected to continue to the objective which he subsequently bombed as briefed. Meanwhile, Fraser remained at his post in the damaged turret and once again had to give his captain corkscrew directions to evade an attacker. "Easy" returned safely to base. Reference to the above operation was made in the citations accompanying subsequent awards of the D.F.C. and D.F.M., respectively, to Byford and Fraser. Before the year's end, for continued all-round proficiency on difficult operations Byford was to be gonged a second time.

#### CONVERSION TO LANCS

After this Leipzig blow the unit was to see no more of Germany for more than three months. A recent order had decreed that its somewhat outmoded war chariot, the *Halifax II*, was to be relegated to the status of a second-line aircraft and was therefore being taken off major targets. The news rather severely jolted the Moose pride but helped to speed up the process of conversion to *Lancaster Xs* which had begun shortly after Christmas. During the conversion period operations went on, although at considerably reduced strength.

In the 15 weeks preceding D-Day nearly 95 per cent of 419's work concerned the bombing of targets in France or Belgium and the seeding of destruction along the enemy's maritime supply lanes. In the latter connection, the allocation to the unit of marking duties on mining ops, meaning in addition

Groundcrew and aircrew huddle by a 419 dispersal hut at Middleton St. George. L. to r.: Flying Officer R.V. Daly, L.A.C. J. Greves, A.C. F. Beaves, L.A.C. V. Hewitt, Sgt. N.C. Fraser, Cpl. D. Mersereau, Sgt. D. Logan, Flt. Lt. A.J. Byford, A.C. K. Barter.

*Ham*





*Rescued (front row) and rescuers at R.A.F. Station Thornaby, where Pilot Officer Peck's crew were entertained after their ditching episode.*

to its actual vegetable-dropping, somewhat offset the injured feelings resulting from the recent decree "no more main targets for *Hally IIs*". Regarding the operations wherein 419 handled the marking, it can be reported that results were, for the most part, particularly good.

#### GARDENING GOLDFISH

Most of these mining expeditions were in the areas around Heligoland, the Frisians, and Kiel Bay. For the rookie crew of *Halifax* "W"-William an operation over the last-named vegetable patch provided more than the usual measure of excitement. Not many crews enjoyed the privilege of qualifying for membership in the Goldfish Club on their first operation. This one did. Over the Danish coast enroute to the garden the port outer engine of "William" caught fire. The flames were quickly doused by the engine's extinguisher system, and skipper Pilot Officer R.H. ("Rich") Peck continued on three engines to the dropping area, where the vegetables were successfully planted. On the return trip over the North Sea, at a position some 20 miles closer to Denmark than to England, the port inner engine took fire and also had to be feathered. With both engines gone

on one side, Peck could no longer maintain safe flying speed without losing height, and at the 5000-foot level it became obvious that the *Hally* would not be touching down on any aerodrome. SOS signals, along with position reports provided by the navigator, Flying Officer A.T. ("Archie") Paton, were transmitted, and none too soon, for ten minutes after the first SOS was rattled off by Flying Officer Aubrey Winch, "William" was waterborne, almost on the stroke of midnight.

The ditching was extremely well organised throughout, its every phase being executed with calm precision. The touch-down was smooth and the dinghy was boarded by all seven of the crew without difficulty, even though the last to leave were knee-deep in water. After a considerable period they saw star shells off in the distance, and at once fired a Very light. Presently an Air-Sea Rescue kite from Thornaby appeared and ringed the dinghy with flame floats. Approximately 3½ hours after the ditching the seven dinghy mariners were picked up by a converted trawler, H.M.S. *Kurd*, and returned to England next morning.

The ditching was not all grim drama; it did have its touches of comedy relief. The first comic bit centered on the strenuous efforts of the crew to paddle away from their stricken *Halifax*. They had been straining for several minutes to do this and were getting nowhere when one of them finally analysed the cause. The dinghy line was still attached to the aircraft! After the rescue Pilot Officer Peck was being asked some routine questions by a senior naval officer. With a twinkle in his eye the latter inquired of the pilot why in blazes he had complicated rescue proceedings by landing in the middle of a mine-field! When this incident became known on the squadron, the crew quickly acquired a collective term of reference — "Peck's Bad Boys".

For his inspiring leadership in a moment of extreme emergency Pilot Officer Peck was awarded an immediate D.F.C. Peck was further rewarded with an appointment to the position of 419's O.C. Dinghy Drill. For their individual skill and highly effective team-work, which were largely responsible for the quickness of the rescue, Flying Officers Paton, Winch and bomb-aimer Eric McRorie were also gonged on completion of their tour.

*(to be continued)*



*One airman died here.*



*Speed kills. One died in this crash.*

# CARELESSNESS IS COSTLY

BY FLIGHT LIEUTENANT R. B. ALLISON  
Mobile Equipment Accident Prevention Officer





*And the tree didn't move an inch.*



*One killed, five seriously injured.*

## War Has Been Declared on Automobile Accidents— Cause of Most R.C.A.F. Fatalities

AN R.C.A.F. aircraft crashes and, because an aeroplane accident is dramatic, the news get into every newspaper in the country. In actual fact, statistics show that each year more R.C.A.F. personnel lose their lives in automobiles than in aeroplanes.

An automobile accident, unfortunately, is a common everyday occurrence which people seem to accept as a matter of course. It receives little more than passing interest. But imagine one accident causing the deaths of more than 80 persons and tens of thousands of dollars damage. Such an accident by itself would attract world-wide attention!

### STAGGERING LOSS

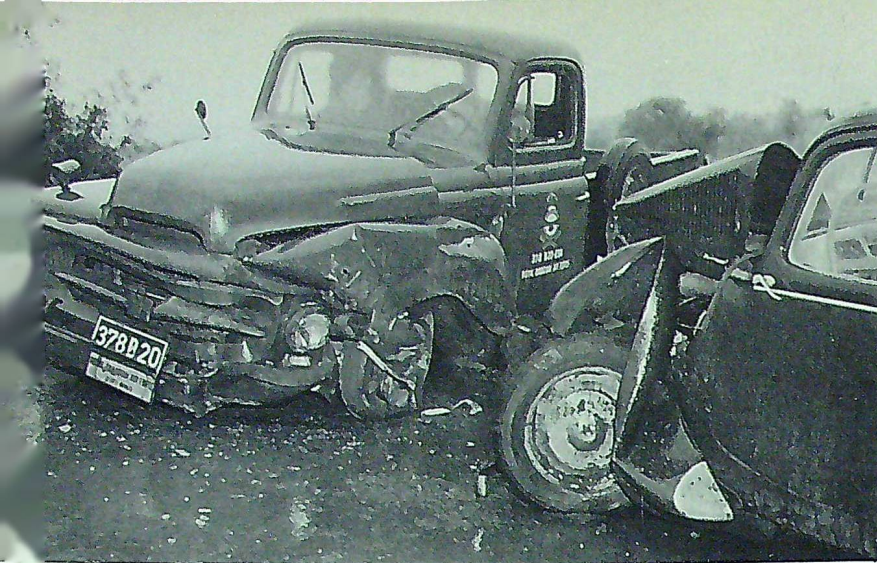
In a two-year period ending 31 December 1957, 83 R.C.A.F. service personnel were killed, approximately 1000 were seriously injured and incalculable damage was done—all by automobile accidents. In addition to the staggering loss in lives and resources, the R.C.A.F.'s role as a military organization is jeopardized, since these accidents inevitably cut down on the service's efficiency. During this same two-year period the injuries sustained resulted in a loss of approximately 17,317 man-days, not counting sick leave which would probably have been granted following hospitalization.

Annual studies of motor vehicle accidents show that more than 90 per cent of vehicles involved in accidents are in good condition. These investigations also show that highways were adequate, if used at speeds governed by prevailing conditions and the purpose for which they were designed, and weather was a negligible factor. The one constant unchanging factor has been the person in control of the vehicle. Only he can transform it from a useful servant to a projectile of destruction. Certainly, the great change will have to come from the vehicle operators if the passing scene of the Canadian highway is

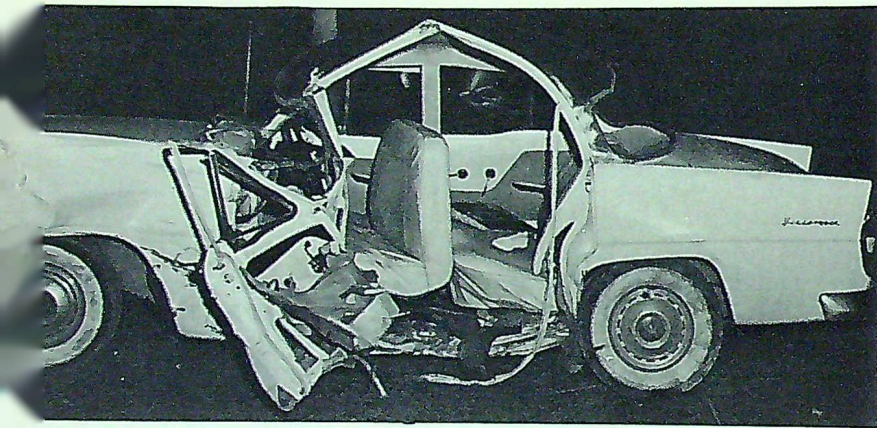


*Two died, two critically injured.*

to become more peaceful. In Canada, fatal motor vehicle accidents occur at a rate of about 10 each day. In the light of this statistic the advent of the motor

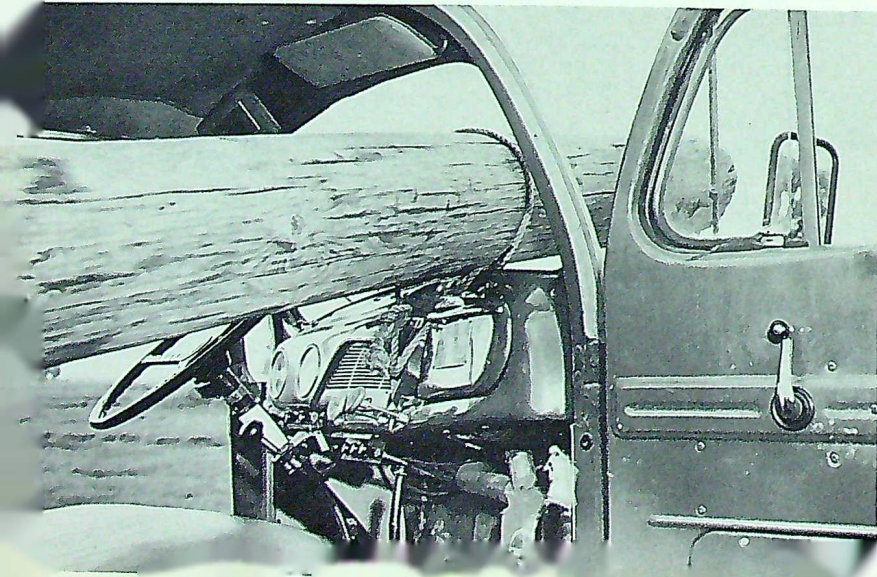


*\$1600 damage done here.*



*One killed, three injured.*

*Miraculously, no one was hurt.*



vehicle has proven to be indeed a mixed blessing!

#### ACCIDENT PREVENTION

The R.C.A.F. is, of course, not oblivious to this problem and positive steps have been taken in the direction of accident prevention. For some years now officers and senior N.C.O.s have attended courses in Toronto, sponsored by the Ontario Safety League, which prepared them for leadership in safety programmes. Other courses in accident prevention are given to Vehicle and Marine Engineering Officers and Accident Prevention Officers by the Metropolitan Police in London, England, at Northwest University in Chicago and at New York University.

Further specialized training is to be provided shortly when the R.C.A.F. inaugurates a five-week accident prevention course at No. 1 Technical Training School, R.C.A.F. Station, Aylmer, Ont., which will qualify personnel as Safety Supervisors. Operating on the theory that "an ounce of prevention is worth a pound of cure", these Safety Supervisors will be primarily concerned with setting up and supervising accident prevention programmes but, when necessary, they are also prepared to do accident investigations.

The best safe driving record in the R.C.A.F. is held by M.E. personnel. The worst offenders are private motor car owners, and the greatest number of accidents happen on weekends and when off duty. At present, some R.C.A.F. stations insist that every P.M.C. must undergo an inspection and be issued a safety sticker before being allowed on the station. When this system is extended to include all air force stations Safety Supervisors will be able to ensure that all automobiles on the station have serviceable brakes, headlights, etc. In addition, Safety Supervisors plan to give regular lectures and show films on safe driving procedures to personnel in permanent married quarters.

But education, encouragement and pressure are not in themselves

sufficient to ensure highway safety. The will to drive safely must be deeply inculcated. Preventive measures have some effect, of course; but the motorist is, by the very nature of his activities, away from direct supervision most of the time. Therefore, efforts must be made to implant in his mind a tender and active "conscience" which will prevent him from committing infractions of safe and reasonable driving rules and giving way to violent outbursts of temper.

The safety programme, designed not so much to preach safe driving procedures as to convince the driver of the necessities for the constant maintenance of safety ideals, is of inestimable value. He must be persuaded that regulations and safe driving procedures are not merely nuisances and hindrances

to his freedom but are, instead, absolute necessities in the interest of society in general and of himself in particular. It is this conviction which must be fostered if highway safety measures are to attain any real effectiveness.

#### CO-OPERATION ESSENTIAL

If the elimination of accidents and preventable injuries is to be achieved and maintained, the Safety Supervisor must have everyone's co-operation. Every commanding officer, indeed, every officer, N.C.O. or airman having charge of R.C.A.F. resources, bears the responsibility of ensuring safety within the scope of his jurisdiction. By his personal example, and through his abilities and opportunities as a leader, he can exert a great deal of influence on the programme the R.C.A.F. has instituted to prevent accidents.

Accidents are the hallmark of inefficiency and, with the possible exception of those arising from material failure, reflect seriously on the efficiency and supervisory standards of the organization in which they occur. This is all the more clearly evident when one considers the number of accidents which occur daily as a direct result of poor housekeeping, improper or irregular working practices or conditions, flagrant disregard for existing safety regulations, and failure to take corrective action following accidents. All of these unsatisfactory accident-producing conditions, which in themselves breed carelessness and indifference, can be eliminated in short order by a vigilant commander or supervisor who strives for efficiency and who has the welfare of his subordinates at heart.

## R.C.A.F. Pistol Champions

The four-man Air Force Police team from Station Portage la Prairie has won the second annual R.C.A.F. Security Service pistol competition, with a score of 166 out of 200 points. Close runner-up was the team from Station Winnipeg.

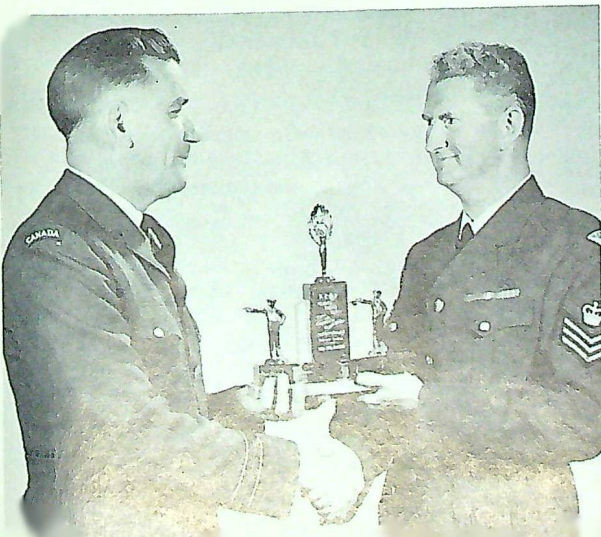
Flight Sergeant J.J. Grogan, of Eastern Special Investigation Det. North Bay, took individual honours with a perfect score of 50. Corporal W.B. Taylor of 3 (F) Wing, Baden Soellingen, placed second.

Sponsored by the Directorate of Air Force Security, the annual

competition encourages increased proficiency in the use of pistols by personnel whose service duties occasionally require them to carry sidearms. Trophies for both team and individual champions were donated by officers of the Air Force Security Branch. Small replicas are provided for the winners' retention.

*Sqn. Ldr. H.G. Larocque, E.S.I.U. commanding officer, presents individual trophy to Flt. Sgt. J.J. Grogan.*

*Winning Portage la Prairie team receives trophy from their commanding officer, Group Capt. G.A. Hiltz. L. to r.: Cpl. S.C. Carter, Flt. Sgt. F.H. Adkin, Sgt. W.H. Cole, (Missing: Sgt. M.C. Gysel.)*





## First Weightlifting Champs

Leading Aircraftmen W. Shwaluk and J.H.C. Croteau, both of R.C.A.F. Station St. Hubert, placed first and second, respectively, in the servicewide weightlifting tournament inaugurated last December. Third place was won by Cpl. J.A. Laliberte of C.E.P.E. Detachment, Valcartier.

The tournament, conducted on a wire-service basis, consisted of three Olympic lifts with the Hoffman handicap formula applied to total scores to produce an overall champion. A.A.U. of C. official rules for weightlifting were in effect.

A.F.H.Q. recreation officials report sufficient interest was shown to warrant an annual competition in this sport.

*Champion W. Shwaluk and runner-up J.H. Croteau prepare for weightlifting work-out.*

## RCAF AT THE INTERNATIONAL BONSPIEL

4 A.T.A.F. Rink (l. to r.): Sqn. Ldr. C. M. Griffin, Sgt. J.W. Woods, Sgt. W. A. Pearce, Flt. Lt. W.G. Fraser, Sqn. Ldr. H. Vincent.



CURLING is rapidly becoming Canada's national winter participant sport. Although on a per capita basis, Canada probably now has more curlers than any other country, Scotland is the home of curling and will always be the Mecca of all curlers. It was, therefore, with great appreciation that the Zweibrucken Curling Club accepted the invitation from the Royal Caledonian Curling Club in Edinburgh to enter two rinks in the World's International Curling Championship, held last December in Edinburgh.

Two rinks were selected from the Zweibrucken Club, one composed of 2 (F) Wing personnel, the other entirely of R.C.A.F. personnel from Headquarters, Fourth Allied Tactical Air Force, which is based at Ramstein, some 18 miles from Zweibrucken. 4 A.T.A.F. is an internationally manned organization within the N.A.T.O. structure. The second rink was thus wobbly

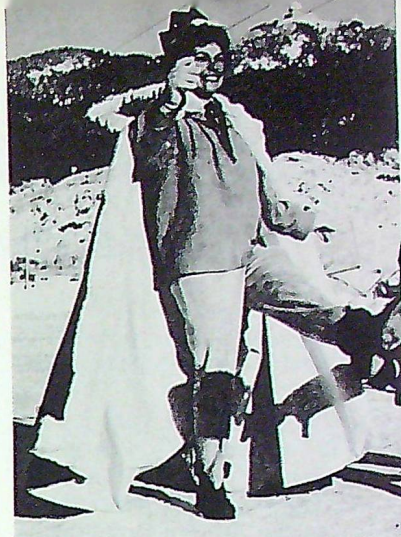
## MONT APICA SNOW BOWL

PASADENA may have its Rose Bowl and New Orleans its Cotton Bowl, where this year football fans sweltered in 80° temperatures, but R.C.A.F. personnel at Pinetree Station Mont Apica staged the Snow Bowl game in sub-zero weather and had a lot of fun in the process.

Crowned by Wing Commander W.L. Baynton at the New Year's Eve station dance to reign over the

1959 classic was Airwoman Jo Ann Vaughan, who officiated at the kick-off next day for the annual game between officers and senior N.C.O.s The N.C.O.s retained, by a 14 to 0 score, the championship they had won the previous year.

The Queen was chosen by votes purchased by station personnel during December. Proceeds were used to buy new hockey equipment.



*The kick-off.*

*Four aspirants for crown were (l. to r.) airwomen Charlene Carriere, Marguerite Brown, Clare Somers and winner Jo Ann Vaughan.*



*Snow Bowl Queen Jo Ann Vaughan presented trophy to victorious senior N.C.O.'s football team after hard fought battle in sub-zero temperatures.*



honoured in that its members were able to represent not only the R.C.A.F. but also their American, French and German colleagues.

Although defeated on the third day of the Spiel, the Canadians received so many invitations that they were able to continue curling every day for the rest of the week, in some cases as much as six hours a day. Both rinks were royally received and entertained throughout their stay in Edinburgh.

The style of curling in Scotland differs somewhat from the Canadian style in that the Scots play a "draw" game almost exclusively. It appears to be very seldom that they deem it necessary to throw a take-out rock; as a result it is not unusual to see the "house" with upwards of ten rocks lying in it. The Scots also believe in very short guard rocks and one frequently sees a guard lying tight up against the "shot" rock.

The equipment in Scotland also differs from that used in Canada;

brooms have a horizontal head with short soft bristles, these brooms are used to polish the ice rather than to sweep it. The "hack" or "crampit", as the Scots prefer to call it, is also different in that, whereas the Canadian hack is recessed into the ice; in Scotland a removable brass stirrup or a flat roughened steel plate, which is also removable, is used. The majority of Scottish curlers deliver their rocks from these hacks without any slide at all, but nonetheless with deadly accuracy.

# The Maribo Room at Bagotville

## A Do-it-yourself Project

The story of how it came about, as told by the airwomen of R.C.A.F. Station Bagotville.

WE NEEDED a new lounge very badly for several reasons—one of them being our old one was used as a thoroughfare by just about everyone who wanted to get from one end of the combined mess to the other. This was annoying, so we decided to do something about it. Our conversation from then on was centred on ways and means of providing ourselves with a new lounge—tastefully decorated, complete with soft lights and music.

After much thought and discussion it was decided we would hold a dance. We recruited the muscle power of the boys on the station with a little "airwomanly" persuasion and went to work making posters and decorations. The "muscles" did all the heavy work of moving chairs and tables into the Rec Centre where the dance was held. We even had a wishing well and no one wished harder for success than we did. Our wish was granted, for, despite typically Bagotville weather, everyone

turned up and had a wonderful time, resulting in a net profit to us of \$800.

To give you an idea of what we had to start with, the room that was allocated to us for the lounge was long and bare with three pillars down the middle, and an ugly mass of heavy water pipes and taps hung down from the ceiling on one side. The panels on the walls were painted a horrible colour!

After days of shopping around and pouring over catalogues, it didn't take long to spend the \$800 when we finally decided on what to buy. (The wallpaper finally came from Vancouver, chosen by one of us while on leave.) It took hours to sew, unpick and re-sew and press the drapes. We managed to get natural coloured chairs by exchanging blue and red ones with the other messes. Everyone helped, giving a little of something here and a little labour there when it was needed.

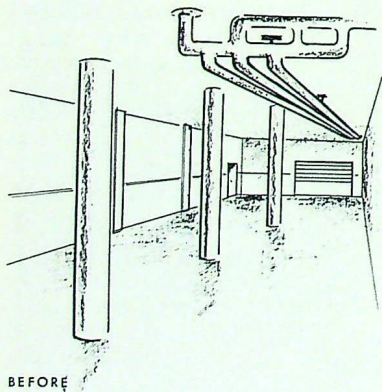
It took much deliberation to decide on a name but after a few friendly arguments The Maribo, meaning West Indian village, was chosen. Last summer "The Maribo Room" was officially opened by Group Captain R.A. Ashman, our commanding officer. We were proud of our accomplishments after he cut the ribbon to start the festivities and we saw the looks of astonishment on the faces of the visitors at the change we had brought about.

The room was softly lit by two wall lamps and several table lamps on small wrought iron end tables. Rich brown drapes were drawn across the windows, and, in the centre of the long wall opposite was a 12-foot planter floodlit from behind, lighting up a variety of plants, and above this a mural in old English lettering with the

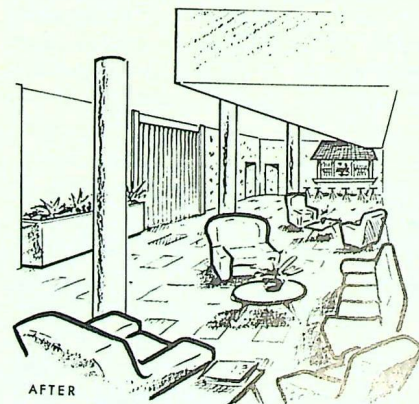


The Opening: L.A.W. Marie Cecile Rurak, chairman of the Airwomen's lounge committee, helps Group Capt. R.A. Ashman, Station Bagotville commanding officer, cut the ribbon.

date of the opening, the C.O.'s signature and the signatures of all the airwomen. On each side of the planter heavy drapes were hung from the ceiling to floor, while the acoustic tile ceiling and pillars were painted a delicate primrose yellow. The canopied bar, finished in salmon pink leatherette with matching stools, was enhanced from behind by a West Indies design of wall paper which highlighted the colours of the bar and surrounding trim. Beige and green chesterfields completed the furnishings.



BEFORE



AFTER

THE ROOM

*I know him  
& found him  
an excellent ref.*



# New Navigation Aid Proven Successful

SCIENTISTS from the Defence Research Board's Electronics Laboratory, in collaboration with the R.C.A.F.'s Central Experimental and Proving Establishment, have developed a self-contained, transistorized, Doppler radar navigation aid for use in aircraft. The project was undertaken because of the R.C.A.F.'s requirement for a navigation device independent of ground installations.

refinement of a heavier Doppler radar which employs vacuum tubes and which was developed previously by the Ottawa laboratory in conjunction with the Canadian Marconi Company.

The use of transistors rather than vacuum tubes increases its reliability and reduces the unit's size and weight. It requires only about a quarter of the power needed for its predecessor, or the equivalent of that used by a standard lamp. Because the components can be installed in two boxes, each about the size of a lunch pail, the complete radar is unusually compact. The use of transistors, printed wiring and miniaturized components results in a total weight, including the aerial, of less than 50 pounds.

## Most Efficient

Flying Officer C. Douglas Hamilton, officer commanding No. 6 communications Unit, Halifax, displays the trophy awarded him for the most efficient R.C.A.F. Communications unit in 1958.



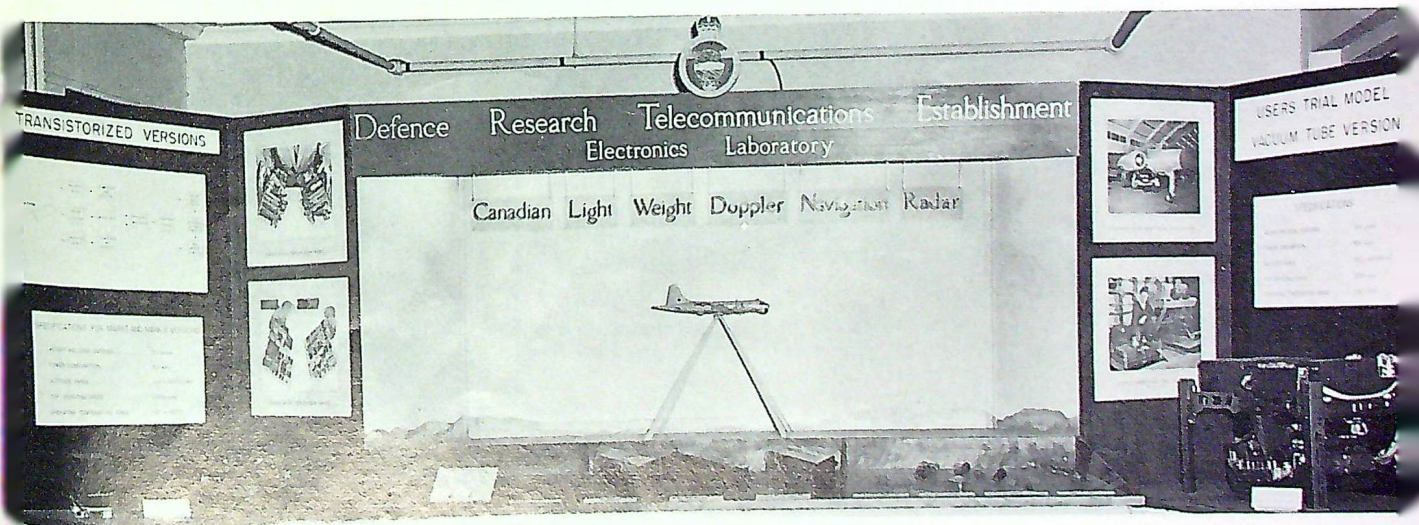
## STOP AND THINK

Before you start complaining about growing old, just stop and think about those who have been denied the privilege.

The new development determines the distance flown by an aircraft by employing radar principles. This information is fed into a small computer which works out automatically the aircraft's position and the track it must fly to reach its destination. Groundspeed is measured by exploiting the physical phenomenon known as the Doppler effect, the same principle that makes the sound of a train whistle appear to change in pitch as the train passes. The radar employs this Doppler effect in radio rather than sound waves.

Developed in just under two years, the device is a miniaturized

Experimental models were tested successfully almost a year ago and a more advanced model is now complete and available for further testing. Aircraft from C.E.P.E. at Uplands were used for the extensive in-flight trials.





At Chatham Air Force Appreciation Night banquet, l. to r.: Wing Cdr. D.L. Ramsay, Station St. Margarets C.O.; Mr. F. Kerr, board of trade president; Mr. D.J. Cripps, mayor of Chatham; Hon. R. Pichette, N.B. minister of industry; Mr. R.J. Martin, M.L.A.; Group Capt. N.W. Timmerman, Station Chatham C.O.

Col. D.S. Sweat, U.S.A.F., explains F-102's pitot tube usage to North Bay mayor M. Dickerson and Group Capt. L.J. Birchall, Station North Bay C.O.



*The Survival of Ceylon  
his wife??*

Enclosed please find my cheque in the amount of \$5.00 for one copy of "There Shall Be Wings", a history of the R.C.A.F. by Leslie Roberts.

My name is:.....

My address is:.....  
.....

## Cementing Community Relations

INDICATIVE of the importance of good community relations between service and civilian populations across Canada are recent events at three widely separated R.C.A.F. bases.

An Air Force Appreciation Night was held by the Chatham, N.B., board of trade to pay tribute "to the substantial contribution the R.C.A.F. is making, not only to the economy of the area, but in the more intangible field of good neighbourliness."

At R.C.A.F. Station North Bay, Ont., civic officials were guests of the Air Force at a special showing of the U.S.A.F.'s F-102A *Delta Dagger* aircraft. In welcoming the visitors, Group Capt. L.J. Birchall said, "This certainly shows the excellent co-operation which exists between ourselves and the city of North Bay. I think the air display shows that similar co-operation exists between Canada and the United States in the air."

On the west coast, R.C.A.F. Station Sea Island won a commemoration medal for its part in the B.C. Centennial celebrations of 1958. The award was made by the Centennial Committee to Wing Cdr. J.V. Watts for his station's "fine co-operation in all public-spirited endeavours in the Vancouver area, as well as for its role in the recent celebrations."

### "THERE SHALL BE WINGS"

This most interesting book will soon be available. For your copy please enclose your cheque together with this coupon and mail it to: The Secretary, R.C.A.F. Association, 424 Metcalfe Street, Ottawa, Ont.



Flt. Lt. W.J. Marsh

*As at September 3/11 - EA  
to Acc at AOC.*



Flt. Lt. R.E. Sabourin



Sgt. D.E. Stevenson

## Decorated For Bravery

Her Majesty the Queen has been pleased to approve the George Medal to three members of the R.C.A.F., and the Queen's Commendation for Brave Conduct to four others.

Awarded the George Medal are Flight Lieutenant W.J. Marsh, for the part he played in rescuing the pilot of an F-86 Sabre jet which crashed and burned at R.C.A.F. Station, Chatham, N.B., on 6 August 1957; Flt. Lt. R.E. Sabourin, for successfully landing his crippled T-33 jet trainer which had been severely damaged when one of the wing rockets exploded during an air-to-ground rocket exercise near Rivers, Manitoba, on 9 January 1957; and Sergeant D. E. Stevenson, for twice entering a dangerous aviation fuel fire at Montmedy, France, on 10 July 1956, and bringing it under complete control.

Corporal T.G. Onarheim, together with Leading Aircraftmen J.J. Gommer, R.W. Henderson, and D.C. Meier received the Queen's Commendation for Brave Conduct for their prompt actions in helping Flt. Lt. Marsh rescue the pilot from the burning Sabre at Chatham.



Cpl. T.G. Onarheim

L.A.C. J.J. Gommer



L.A.C. R.W. Henderson

L.A.C. D.C. Meier



# R.C.A.F. Association

## NINTH ANNUAL NATIONAL CONVENTION

"The Anniversary Convention"

Queen Elizabeth Hotel, Montreal, May 14-15-16, 1959

OUR Ninth National Convention will mark a number of historic events:

The Golden Anniversary of Powered Flight in Canada.

The 35th Birthday of the Royal Canadian Air Force.

The First Decade of the R.C.A.F. Association.

The theme of the three-day convention will highlight these important milestones in Canadian aviation history. Montreal Wings have been busy for some time planning the details.

Accommodation in Canada's newest hotel, the Queen Elizabeth, has already been set aside for convention delegates. A special invitation is extended to Association members to attend this convention as fraternal delegates. Full information will be supplied on request. Please complete and mail the reservation form printed on this page.

The combination of cosmopolitan Montreal, the Golden Anniversary celebrations, plus something for everyone to do and see makes this a "must" when members are making their early summer holiday plans.

### COMMONWEALTH AIR MEMORIAL

It is now expected that Her Majesty Queen Elizabeth II will officiate at the formal unveiling of the Commonwealth Air Memorial on Green Island, Ottawa, on Dominion Day.

The Memorial is to 799 airmen trained in Canada under the Commonwealth Air Training Plan who lost their lives while in training or serving on operational units in Canada or the United States during World War II and who have no known graves.

The Memorial, which is being erected by the Imperial War Graves Commission, consists of a large bronze globe resting on the back of four bronze beavers set in a reflecting pool. The globe will be surmounted by a bronze eagle with wings outstretched.



*my boys in NTE*  
National president Air Marshal W.A. Curtis and Group Capt. R.C. Ruttan, R.C.A.F. Station Cold Lake C.O., toured the Primrose Lake Weapons Proving Range by helicopter during A/M Curtis' recent Alberta visit.

#### Queen Elizabeth Hotel

Convention room rates.

Single room \$9 to \$20

Twin bedded room for 2, \$16 —  
\$8.50 each

2 Room Suite \$33

Mail to:

R.C.A.F. Association Housing Committee,  
Ninth National Convention,  
4450 Sherbrooke St. W.,  
Montreal 6, P.Q.

Date.....

Name.....

Address.....

City & Prov.....

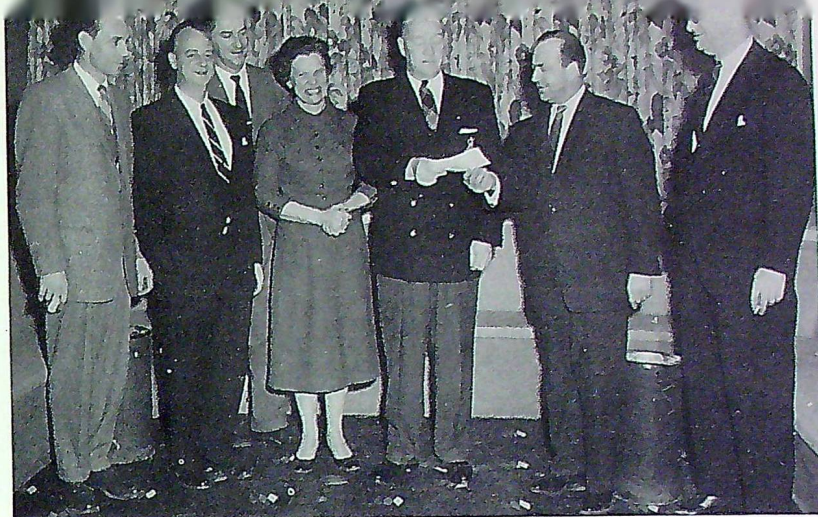
Type of room .....  
single                      twin-bedded                      2 room suite

Arrival Date.....

Departure Date.....

### 302 (Quebec) Wing Clubrooms

Some 300 persons enjoyed the reception and buffet when 302 Wing officially opened its new clubrooms. The Wing's new accommodation is the last word in planning and furnishings, truly among the best in Canada. Representatives from Quebec City Council together with Association representatives from National and Group were in attendance. Members of the Quebec Branch War Amputations of Canada have been given the use of the clubrooms for their meetings and social functions. The executive and members of 302 Wing are to be congratulated for their work in providing these splendid new clubrooms and in addition for the welfare work they are doing in the City of Quebec.



*In lounge of 302 (Quebec) Wing's new quarters on opening night (l. to r.): R. Imbeau, S. Groves, P. Gorman, A. Belanger, President P. Haberlin, Alderman P. Mecteau, S. DeBono.*

*President A.A. (Pappy) Deeks receiving charter for newly-formed 442 (David Hornell, V.C.) Wing from Sqn. Ldr. B.C. Denomy. National Vice-President L.N. Baldock is at right.*

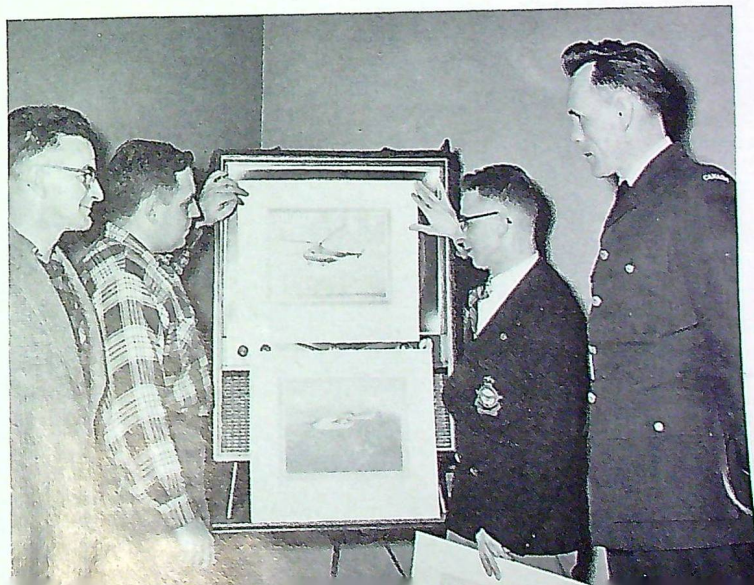
### Welcome to New Members-at-Large

In response to an invitation from the National President to become members of the Association, some 100 former members of the R.F.C. and R.N.A.S. who served in the First World War have joined the Association. We extend a very special welcome to these new members.



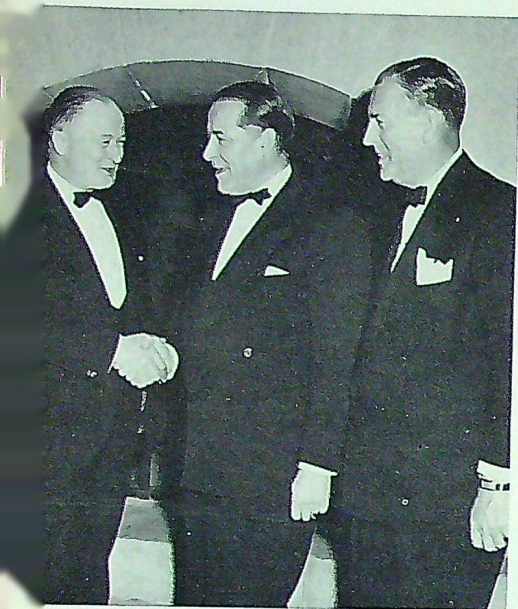
*306 (Maple Leaf) Wing are "piped in" to their annual fund raising campaign buffet dance at the Queen Elizabeth Hotel.*

*440 (Oxford) Wing members admire set of pictures received from their liaison officer, Flying Officer W.M. Pratt. L. to r.: J. Weir, B. Boswell, D. Underhill, F/O Pratt.*



# Air Cadet League of Canada

(This section of *THE ROUND* is prepared by Air Cadet League Hdqts., 424 Metcalfe St., Ottawa.)



*H.P. Illsley, left, is congratulated upon his election as president of the Air Cadet League by retiring president J.G. LeDroit. Honorary president C. Douglas Taylor is on the right.*

**H**ELD in February at the Seignior Club, P.Q., the 18th Annual Meeting of the Air Cadet League of Canada was rated an outstanding success in every possible way.

Over 100 League delegates representing every province attended the two-day gathering, along with substantial R.C.A.F. representation and observers from cadet training organizations in the United States and Great Britain. The American delegation was headed by General Walter R. Agee, National Commander of the U.S. Civil Air Patrol, while the Air Training Corps of Great Britain was represented by Wing Commander George Rayner.

H.P. Illsley, of Montreal, was elected 1959 League president to succeed J.G. LeDroit, also of Montreal. The new president was one of the League's founders; has served as a squadron commander, a local chairman, provincial chairman and national director. His name appears on the original charter granted to the League by the Secretary of State in April, 1941.

Other members of the National Executive elected were: honorary president C. Douglas Taylor, M.B.E., Montreal; honorary treasurer D. Alex Ross, Toronto; honorary secretary Harold L. Garner, Peterborough; past president J.G. LeDroit, Montreal; past president E.M. Duggan, Edmonton; vice-presidents Arthur R. Smith, M.P., Calgary; John F. Ayre, St. John's, Nfld.; and Ivan B. Quinn, Q.C., Vancouver; executive members Arthur R. Cousins, Toronto, A.C. Tufts, Dartmouth, N.S., E. Vopni, Winnipeg, W.H. Collie, Montreal, and J.T. Eaton, Regina. Named as honorary members of the executive were Air Marshal Robert Leckie, Ottawa; Air Marshal W.A. Curtis, Toronto, and R. Scott Misener, Port Colborne.

**W**ELL DESERVED recognition came to retiring president J.G. LeDroit when he was named League "Man of the Year" for 1958. An illuminated scroll was presented by Air Marshal Hugh Campbell, Chief of the Air Staff, who lauded Mr. LeDroit for his services to the League and to the R.C.A.F. over a period of years.

One of the major problems considered by the meeting concerned future growth of the Air Cadet movement in the light of existing establishment limitations. Overall cadet strength now stands very close to the maximum figure of 25,500 cadets authorized by the Government, and there are already a number of new squadrons on the waiting list. The meeting agreed that until such time as the establishment could be increased, a

system of provincial quotas would have to be set up and that a province wishing to open a new squadron would have to find room for it either by limiting the size of existing squadrons or disbanding inefficient units.

On the subject of Air Cadet training, the meeting heartily approved the R.C.A.F.'s plans to introduce a "new look" training syllabus attuned to the age of jet-powered flight and rocket propulsion. Present plans call for the introduction of the first phase of the new syllabus with the start of the new training year in September, 1959.

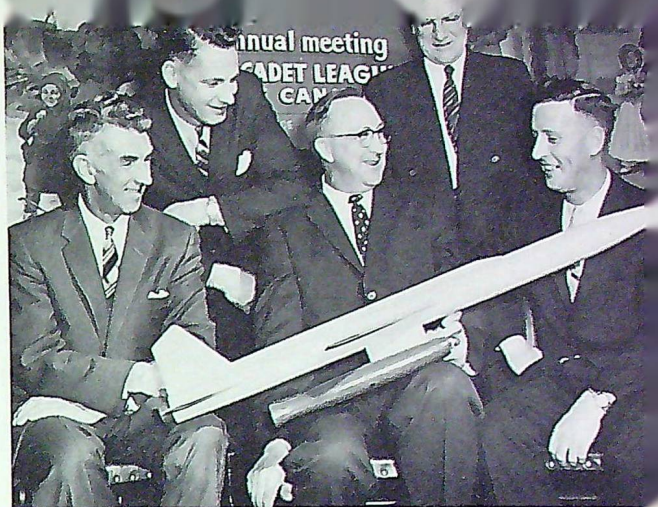
Approval was also given for continuation of the League—R.C.A.F. special activities programme for Air Cadets on the following scale:

- (a) Summer camps for a total of 6000 cadets distributed as follows: Sea Island, B.C., 2300; Clinton, Ont., 1700; St. Johns, P.Q., 1000; and Summerside, P.E.I., 1000;
- (b) Senior Leaders and Drill Instructors Courses for 100 cadets each to be held at Camp Borden;
- (c) A National Drill Competition to be held in conjunction with the Drill Instructors Course at Camp Borden between teams representing eastern, western, and central Canada. The winning team will participate in the International Drill Display at the C.N.E. on August 19th.
- (d) Flying Scholarships for 250 R.C.A.F.-sponsored cadets plus up to 100 League-sponsored cadets;
- (e) Exchange Visits trips to six countries for a total of 58 Canadian cadets.

One matter of concern to the directors was the problem of obtaining properly qualified officers and



Named as Air Cadet League "Man of the Year" for 1958 was retiring president J.G. LeDroit of Montreal. An illuminated scroll was presented to Mr. LeDroit by Air Marshal Hugh Campbell, Chief of the Air Staff, in the presence of His Excellency, the Rt. Hon. Vincent Massey, Governor General of Canada, left; and Hon. G.R. Pearkes, Minister of National Defence, right.



A group of Calgarians pictured with a model of the Bomarc guided missile (l. to r.): P. Aumonier; League vice-president; Arthur R. Smith, M.P.; Alberta chairman W. E. Ross; League honorary treasurer D.A. Ross, now of Toronto, and G.L. Rabone.

instructors to replace those who are retiring from the movement after a number of years' service. Plans were approved for a special officer training course for graduate Air Cadets to be held on a trial basis this spring at R.C.A.F. Station Centralia. If successful, the course will be expanded and further developed for the future.

The League's 18th Annual Dinner was held under the distinguished patronage and in the

immediate presence of His Excellency, the Governor General. In a brief address, His Excellency referred to the League as "a fine organization with a proud record of service to Canada". He lauded the League's effectiveness in helping young men to become better citizens and predicted that, "the pace of its activities, which has shown no sign of slackening but, on the contrary, has maintained its momentum, will gear itself to

the challenge of future needs and will uphold Canada's short but impressive history in the air through the years to come."

Chief speaker of the evening was the Hon. G.R. Pearkes, Minister of National Defence, who reviewed the international situation with particular reference to its effect upon Canada's national defence policy. The Minister dealt specifically with the role of the R.C.A.F. in the current defence picture.

Nova Scotia delegates look over views of jet engines to be used in the training of Air Cadets under the new syllabus. Left to right: Air Commodore W.I. Clements, A.O.C., Maritime Air Command; Nova Scotia chairman A. Courtney Tufts; Ray Gabriel; A/V/M A.L. Morfee and Sq. Ldr. E.W. Rhuda.

Quebec delegates view a collection of models indicative of the type of aeronautical equipment to be studied by Air Cadets under the new training syllabus. Left to right: J.G. Notman; Wallace H. Collie, J.M. Lachance, A/V/M Adelard Raymond; and Quebec provincial chairman, Rene Gauthier.



# Letters to the Editor

## HISTORICAL NOTE

Dear Sir:

The story of Canadair Limited ("They Make Our Aircraft" Vol. 10 No. 10) was very interesting. However, Cartierville Airport in 1928 did not house Canadian Vickers Limited, but rather Curtiss-Reid who were at that time manufacturing a bi-plane known as the *Reid Rambler*. Incidentally, this was the aeroplane in which the late Ft. Lt. George "Buzz" Beurling learned to fly.

The long building in the lower left of centre part of the photograph of the airport in 1928 was the manufacturing facilities of Curtiss-Reid, later taken over by Noorduyn Aviation Limited, and it was here that the famous *Norseman* aeroplane had its beginning.

The hangars shown housed the Curtiss-Reid Flying Club and in later years the Montreal Light Aeroplane Club, who graduated some of the Canadian pilots who later became the famous "few" during the Battle of Britain.

A. W. Stewart,  
261 Brittany Drive,  
Ottawa, Ont.

## DISTURBED DRIVER

Dear Sir:

At the risk of being labelled a disturber of that which is better left at rest, the writer would like to draw your attention to what he considers a regrettable oversight in the article entitled "On Duty at Christmas" in the December issue (Vol. 10, No. 10).

Who transports all these people to and from their place of work? Who delivers gas to the aircraft on stand-by? Who takes the O.O. on his rounds? Who transports visiting officers around the Messes? Who stands-by the ambulances; keep runways and station roads clear? The V.M.E. section, of course.

And where is their photograph?

The 24-hour service provided by V.M. sections on practically all stations on a day-to-day basis the year round surely deserves, and would benefit from, some recognition.

F/L R.B. Allison,  
Directorate of Vehicle and  
Marine Engineering,  
A.F.H.Q.

*(The point is indeed well taken. We have attempted to rectify our omission on page 19 of this issue.—Editor.)*

## WHO IS SARAH?

Dear Sir:

I read with interest the article "Ideas Do Pay Off" (Vol. 10, No. 10) on the Suggestion Award Plan. However, an outstanding error was made referring to SARAH as Semi-Automatic Report and Homing.

SARAH is the registered trade mark of beacon equipment and stands for Search and Rescue and Homing.

W.O. 2 A. E. MacKenzie,  
T.C.H.Q.,  
R.C.A.F. Station, Trenton,  
Ont.

*(Absolutely correct. The author of this article has since been banished from our staff to a P.R. course in the U.S.A.—Editor.)*

## CALLING EX-PATHFINDERS

Dear Sir:

I am attempting to contact all Canadian members of 109 and 582 Pathfinder Force Squadrons who were stationed at Little Staughton, Huntingdon, so that I may put them on my mailing list to receive news of Squadron members living in England and Australia, when that link has been forged.

I should be pleased if they would write to me, sending along their own news and, if possible, the address of any other members with whom they maintain contact.

It would be interesting to those Pathfinder "types" to know that Group Captain Coulson is now officer commanding 617 Squadron—"The Dam Busters".

ex-Flight Engineer  
W. H. (Bill) Lanning,  
44 Balmoral Ave.,  
Rushden, Northants,  
England.



## WINS FRENCH MEDAL

Warrant Officer Charles Rainzette, a member of No. 1 Air Division public relations staff for three years prior to his return to Canada recently, was decorated by French citizens on the eve of his departure from Metz. He received the Médaille de la Reconnaissance Française "for outstanding service to the community and for his work in promoting friendship between the R.C.A.F. and French people."

Awarded by the Renaissance Française, composed of distinguished French civilian leaders, the decoration is normally given only to French citizens.

## YOU TELL US

The mysterious East has a reputation for being rich in philosophers who speak in nothing but profundities, phrased in terms that are as simple as they are true. In this respect, a man visited us the other day and while passing the time of day told us of his years in India. There, he said, they have

looked at flying, tested and tried it, then drawn on the wisdom of the ages to sum it up in a few succinct phrases thus:

- On the land, here you are.
- On the sea, there you are.
- In the air, where you are?

— Aircraft

THE EDITOR



## *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.

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

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