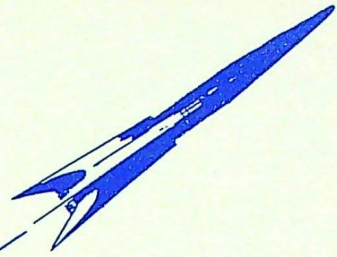




THE

Roundel



1959

APRIL





THE

Roundel

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CONTENTS

	Page
On the Break.....	1
ARTICLES	
Sardinian Sojourn.....	4
Silver Dart Flies Again.....	9
Human Relations in Military Leadership.....	11
Beware the Moose! Part Four.....	19
PICTURE STORIES	
Belles on the Line.....	2
Carnival at Goose Bay.....	25
FEATURETTES	
Manning the Argus.....	15
Night Alert.....	16
Red Tape and Rat Traps.....	28
DEPARTMENTS	
The Suggestion Box.....	26
R.C.A.F. Association.....	30

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THIS MONTH'S COVER

An elderly native of Sardinia, pausing on her way to the well, views Canadian Sabres at Decimomannu airfield. (See story on page 4).

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

On the Break



THIS month Air Transport Command conducts its semi-annual resupply of the government's Arctic outposts. Nos. 435 and 436 Squadrons' *Flying Boxcars*, working out of Resolute Bay, visit such isolated points as Alert, Eureka, Mould Bay and Isachsen — and are greeted as the heralds of spring.

Another recent northern airlift, this one in a 426 Sqn. *North Star*, carried quite a different cargo from the usual equipment, food and mail. It was welcomed with equal enthusiasm, however. See page 2 for details.

* * *

WHILE most of us endured the rigours of a real old-fashioned Canadian winter, a favoured few R.C.A.F. types enjoyed a Mediterranean holiday—and on temporary duty, at that. "Sardinian Sojourn" (page 4) gives a glimpse into the lives of No. 1 Air Div. personnel who go to Decimomannu for air gunnery practice.

Flying Officer D.E. Sharp writes from first-hand experience. An observer in a *CF-100* squadron based at Zweibrucken, Germany, he also edits No. 3 Wing's weekly *DER FLUGPLATZ* and was the youngest contributor of a major article in last year's R.C.A.F. *STAFF COLLEGE JOURNAL*.

* * *

THE above symbol is now well-known across Canada as the tempo of 50th anniversary of powered flight celebrations gains momentum. The R.C.A.F., which this month commemorates its own 35th birthday, is naturally playing a prominent role.

At Baddeck, N.S., on 23 February 1959, the famous first flight was re-enacted before a crowd of spectators many times larger than that which saw young J.A.D. McCurdy fly the original *Silver Dart*. As Wing Commander P.A. Hartman, D.F.C., A.F.C., braved the hazards of a gusty winter's day at the controls of the replica *Dart*, one of the most keenly interested



onlookers was Leading Aircraftman L. McCaffery. His concern for the aircraft's safety is explained on page 9

While on the subject of these anniversaries, we gratefully acknowledge the kind comments received from many readers of our special Jan-Feb issue. The requests for extra copies have completely exhausted our stock. We must confess to several typographical errors in that issue, however, so to put the record straight:

page 12, col. 1 . . . for "Hudson Bay" read "Hudson Strait".

page 19, col. 3 . . . for "December 1944" read "December 1943".

page 30 . . . for "Air Material" read "Air Materiel".

page 32, col. 2 . . . for "1914" read "1924".

The Editor

Belles on

THE northbound crew anxiously listened as an unusual crescendo of sounds supplemented the customary roar of their *North Star's* mighty Merlins. There was, however, no cause for alarm. The unconventional acoustics were being produced by some of the passengers — musicians of the Bell Telephone Co. Show on their way to entertain personnel at Mid-Canada Line sites.

Now in its sixth year, the Bell Show has logged over 40,000 miles in its tours across the 55th parallel to entertain R.C.A.F. and Bell personnel who maintain the radar warning line. Last December an additional 6,500 miles were flown by the 20-member troupe, bringing much appreciated entertainment to servicemen and civilians alike at the isolated stations.

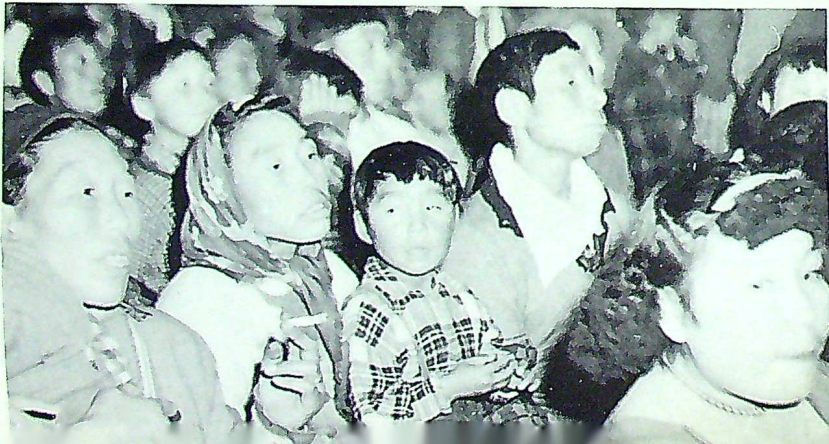
On the nine-day jaunt by means of air transport, helicopter, jeep and snowmobile, these volunteer



The Bell Show chorus line.



An appreciative audience at Great Whale



Rehearsals en route.



he Line

performers visited Winnipeg, Fort St. John, Dawson Creek, Stoney Mountain, Fort McMurray, The Pas, Cranberry Portage, Fort Churchill, Bird, Winisk and Great Whale River. It was a gruelling tour for the singers, dancers, comedians, musicians and magician. They usually arrived at a destination just in time for a quick supper and a change of clothes — then on with the show. Hours after the formal concert ended the cast would still be boosting morale by dancing and talking with the men eager for visitors from the “outside”.

As all good things must come to an end, the Bell Show finished its tour of the Line and returned to Montreal. But the men in isolated stations have not been forgotten. The Bell troupers are on the road again this spring, making weekend trips to various R.C.A.F. stations and sites across Canada, displaying their 1959 version of a most welcome show.

Photostory courtesy Miss Betty Hughes, Bell Company Publications.



By whirlybird to an M.C.L. site.



Preventive maintenance.



Enjoying the show.



The End.





The operations area at Decimomannu, home of R.C.A.F.'s Air Weapons Unit of Sardinia.

SARDINIAN SOJOURN

Pilots of No. 427 Sqn. count their hits.

BY FLYING OFFICER D. E. SHARP



Now beginning its third year of operation is the R.C.A.F.'s most southerly, permanently-based detachment — the Air Weapons Unit at Decimomannu, Sardinia. Situated on a relatively small and mountainous Mediterranean island, the origin of whose inhabitants is lost in antiquity, this unit provides air weapons training facilities for No. 1 Air Division fighter pilots.

The Air Weapons Unit was activated on 1 March 1957 as a replacement for the range at Rabat, French Morocco. Decimomannu (which means Big Ten) was originally an Italian Air Force base and later a U.S.A.F. establishment, but had been idle for several years when the R.C.A.F. advance party arrived to set up shop. On 26 June 1957 the first *Sabre* squadron (No. 439) arrived to begin live-firing exercises and, on 23 November 1957, the first *CF-100* squadron (No. 445) flew in from the Air Division.

Each of the 12 squadrons based in Europe goes to Sardinia twice a

year for gunnery practise, the Sabre squadrons for two-week sessions and the CF-100 squadrons for three-week periods. For the CF-100 crews Sardinia provides a new experience, since they get an opportunity to fire machine guns. Their colleagues in Canada fly CF-100 aircraft equipped only with rockets. The range, which by jet travel is only a short distance from the airfield, is used exclusively by the R.C.A.F. although future plans call for sharing the range with the Italian and German Air Forces.

Some difficulties were encountered when the R.C.A.F. first decided to use the airfield at "Deci". A rather humorous story is told of the unforeseen obstacles encountered when attempts were made to obtain a radio beacon as part of the let-down facilities of the base. The Italians, when approached on the subject, readily agreed to locate a beacon on the airstrip. The power output of the proposed beacon was much higher than the R.C.A.F. authorities had requested, and our people were undoubtedly pleased with the apparent success of negotiations.

However, it seems that certain discrepancies existed between Canadian and Italian terminology. As discussions progressed, it was discovered that the high-powered "beacon" which the Italians referred to was a revolving light beacon atop the tower! Some training stations in Canada still use such a beacon as a night homing aid in clear weather, but it would certainly be of little use for day-time operations. R.C.A.F. planners were finally able to convince our Italian hosts of the desirability of installing a radio beacon to aid aircraft in locating the field. Hence, Deci now boasts a 50-watt beacon as one of its approach facilities.

There are no GCI* facilities on Sardinia, and all operational trips are carried out using fixed patterns. T-33s are employed as tow aircraft for both gunnery and rocketry.

*Ground Controlled Interception

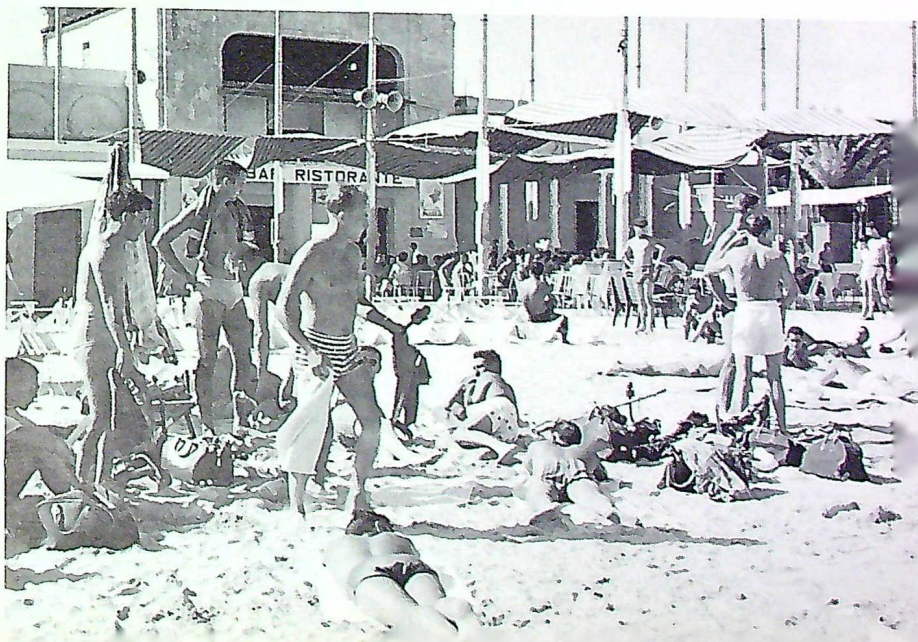


Tents provide respite from Sardinian sun during a lull in operations.



M.E. vehicles are refuelled by hand.

Members of No. 440 Sqn. relax at Lido beach.





L.A.C.s W. Horricks and J. Worbetz visit two Sardinian fishermen . . .



. . . whose catches of octopi and eels may be purchased daily in Cagliari's market place.

A happy Sardinian farmer welcomes Sgt. and Mrs. P.E. Hudon to his lemon grove.



To date, the patterns used have proven most successful, although the operations themselves have been limited in scope and do not simulate the ground-to-air control which is a strong link in the defensive chain. A GCI station is apparently in the "big plan", and should provide for wider variety in the rocketry phase of the weapons camp. In addition, it will serve as a valuable navigational aid and enable sorties to be flown under lower weather conditions. The present weather minima, which must be adhered to when using the firing range, are quite high due to the mountainous character of the island and the limited approach facilities at the airfield.

In comparison to the elaborate establishments at the four European wings, Decimomannu has somewhat frontier accommodations. Two concrete buildings serve as station HQ. and armament stores while an assortment of tents, brought from Germany, are utilized for operations, engineering, photo assessment, and canteens. The airstrip itself is a 10,000 foot runway situated on a hot, semi-arid plain. While stationed at Decimomannu squadron personnel are housed and fed at "barrack village", a former Italian Air Force camp approximately six miles from the airfield, and are shuttled to and from work by bus. Movies twice a week provide one source of entertainment but the miles of white sandy beaches and turquoise-coloured water are the island's greatest attractions.

For the detachment personnel, who number approximately 60, and their dependents a Sardinian tour of duty is another interesting aspect of an overseas posting. Living on the "local economy", as they call it, means that home is a rented house or apartment in the seacoast city of Cagliari, some 15 miles from Decimomannu. This modern metropolis with its palm-lined thoroughfares is a city of contrasts. As up-to-date as any city on the continent, exotic foods such as octopi can still be purchased in the local market place. Sailing is



Flying Officer L.J.R. Lacasse and Carabiniere compare currency.

a popular year-round sport indulged in by many of the detachment staff.

The weather in Sardinia, which is almost as good as the tourist posters claim, is an important factor because the gunnery exercises are confined to visual conditions. This abundance of sunshine, however, is something of a mixed

blessing since the runway gradually burns a gentle brown and blends in nicely with the cacti-covered landscape. Nevertheless, this slight inconvenience is gladly overlooked by aircrews who are intent on acquiring a high-gloss tan before their reluctant return to the stormy and foggy continent.

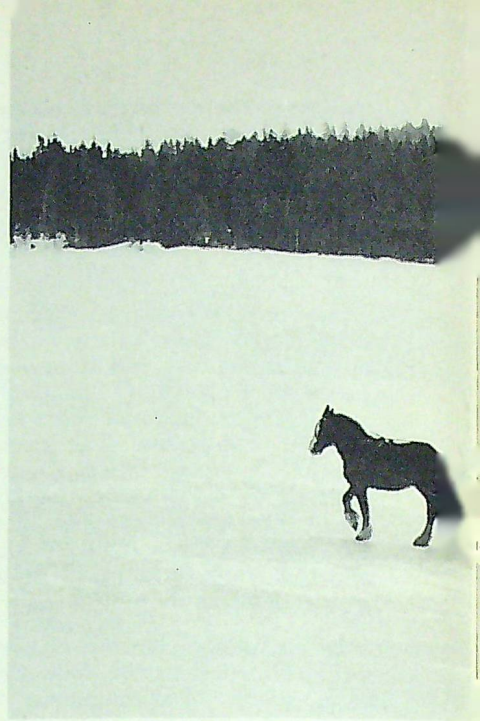
Scanning European Skies

Flying Officer Eileen McKillop, serving with No. 1 Air Division's Radar Squadron, is the only woman employed as a fighter controller throughout 4th Allied Tactical Air Force in Europe. Seen here con-

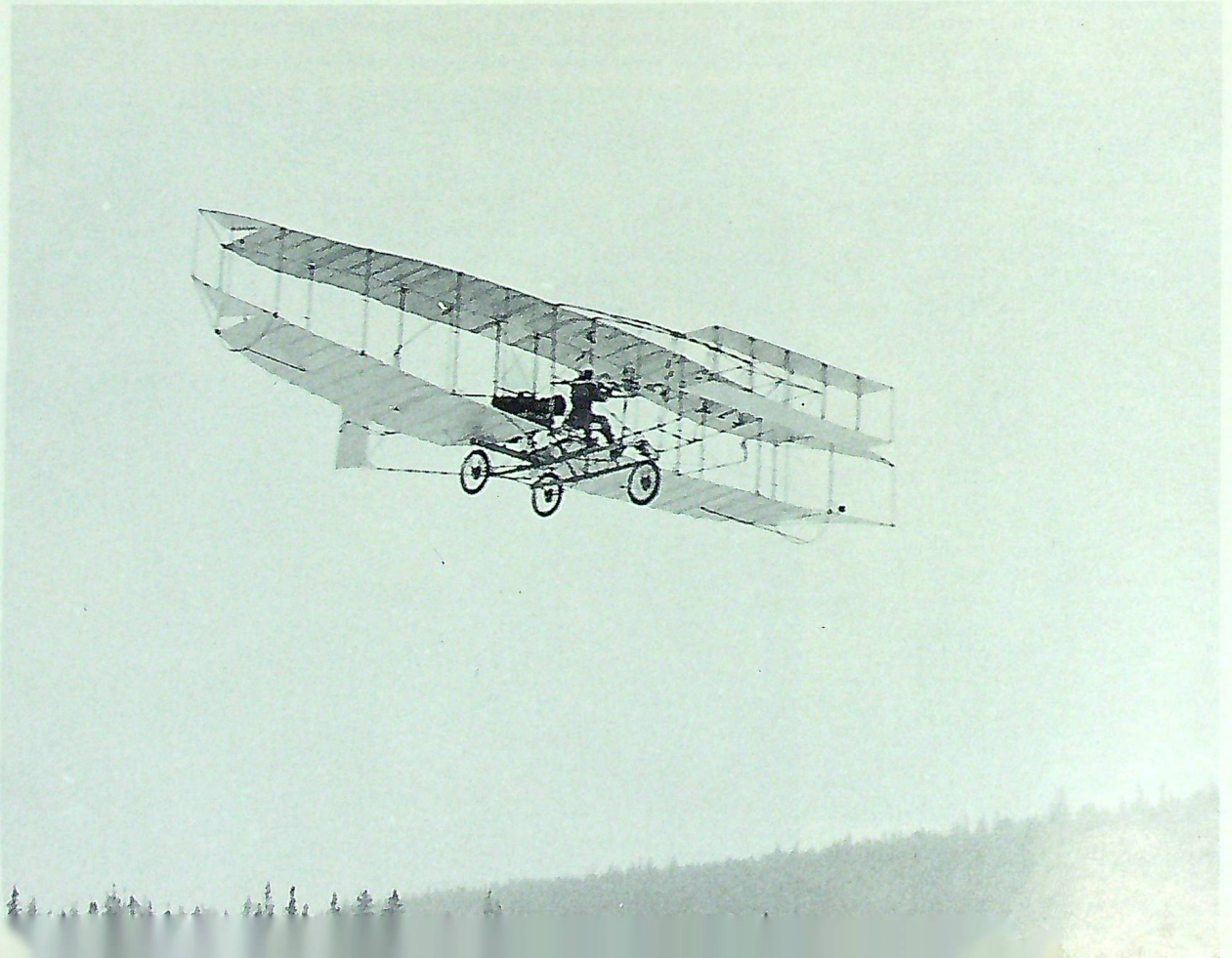
trolling a section of fighter aircraft during an air exercise, F/O McKillop is assisted at the radar scope by F/O R.F. Ward and Flt. Lt. P.V. Hennell. All three come from Vancouver, B.C.

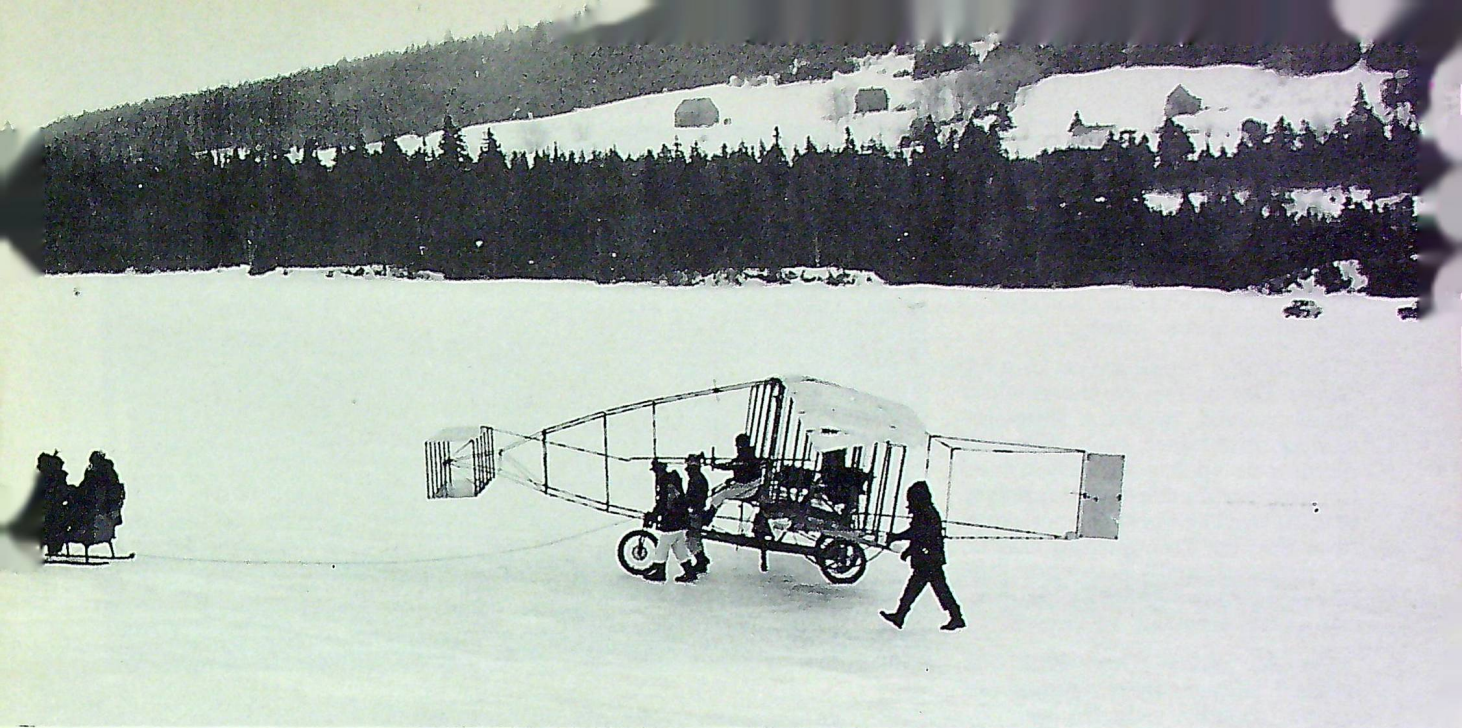


Started as one airman's
hobby three years ago,
this R.C.A.F. project became
a Golden Anniversary of Flight
feature attraction...



Over the ice of Baddeck Bay Wing Commander P.A. Hartman flew the replica Silver Dart half a mile before the gusty, treacherous wind forced him down on one wing tip. Though the aircraft was slightly damaged, the pilot was unhurt.





The horse drawn sleigh which pulled the original Silver Dart out to take-off position 50 years ago was used for the same purpose on Bras d'Or Lake with Silver Dart Mark II.

Silver Dart Flies Again

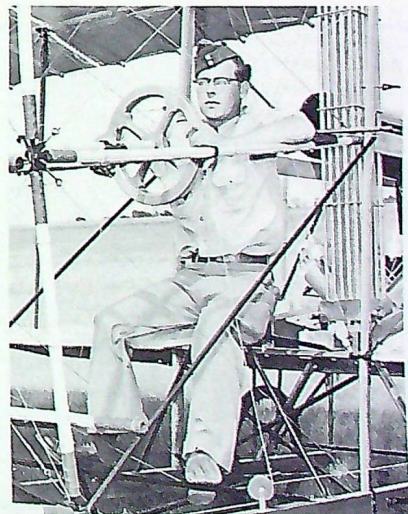
MANY ceremonies have been held during recent weeks to commemorate the 50th Anniversary of Powered Flight in Canada. Many more events are planned. But the climax of the year-long celebrations has already been provided by the skilled hands of a leading aircraftman in the R.C.A.F.

On 23 February 1959 a replica of the *Silver Dart*, with Wing Cdr. P.A. Hartman, D.F.C., A.F.C., at the controls, rose from Bras d'Or lake to re-enact J.A.D. McCurdy's pioneering flight of 1909. This replica was authentic in most details, from its linen fabric to the bamboo elevator and rudder supports. In large measure, it was the creation of L.A.C. L. McCaffrey of R.C.A.F. Station Trenton.

The idea for *Silver Dart Mark II* evolved from a 1912 aircraft replica built by McCaffrey as an Air Force Day display in 1956. Almost immediately after that show McCaffrey, who is an aero engine technician, began to work on the *Silver Dart* on his own time. Field trips were made to the National Research Council in Ottawa, the Alexander Graham Bell Museum in Baddeck, N.S., and the Smithsonian Institute of Washington, D.C. The museum at Baddeck produced photostatic copies of the original plans and furnished the information that no replica of the machine had ever been built.

With this knowledge spurring him on McCaffrey decided to build an exact duplicate of the *Silver*

L.A.C. L. McCaffrey.



Dart rather than a general configuration. As word of the project spread, enthusiasm grew and volunteers appeared on the scene until some 20 airmen, airwomen, civilians, flight cadets and officers were working off-duty, often until the early hours of the morning, to turn plans into a 'plane.

Faithfully copying the original *Silver Dart* down to the smallest detail proved to be a time-consuming task since such items as motorcycle spokes suitably turned for wing turnbuckles were not easy to come by. The workshop personnel from Station Trenton and 6 R.D. rendered yeomen's service to the cause by undertaking the fabrication of the necessary steelwork.

On Air Force Day 1957 the finished *Silver Dart*, minus an engine, proudly went on display. The aircraft which interested spectators saw was a biplane built as closely as possible to the original — the only concessions being in the interests of safety, such as wheel brakes and instrumentation which were unknown in McCurdy's day.

Unlike the original *Silver Dart*, *Silver Dart Mark II* has been seen by countless thousands through the medium of television, movies, and personal appearances at Air Force Day and the Canadian National Exhibition. As the 50th



Hon. J. A. D. McCurdy wishes Wing Cdr. P.A. Hartman good luck as the latter prepares to re-enact McCurdy's *Silver Dart* flight of 50 years ago.

anniversary re-enactment neared, Flt. Lt. W.K. Bell and Flying Officer C.V. Walker used their respective talents to fit the replica with a 65 H.P. Continental engine and ship it to Baddeck.

The original *Silver Dart* was lost to posterity through the ravages of time but no such fate will befall *Silver Dart Mark II*. Having

played its part in celebrating Canada's Golden Jubilee of Powered Flight, the replica will be shown at a number of locations throughout the year. From the humble beginning as a local project for Air Force Day, L.A.C. McCaffrey's brainchild will be an R.C.A.F. contribution to the preservation of Canada's flying heritage.

McCurdy Appointed Hon. Air Commodore

The man who flew the first powered aeroplane in the British Commonwealth 50 years ago is now an Honorary Air Commodore of the R.C.A.F.

J.A.D. McCurdy was granted the appointment at a luncheon following the re-enactment of his famous flight at Baddeck, N.S., 23 February 1959. He received the honorary commission from Air Marshal Hugh Campbell, chief of the air staff, before a gathering of distinguished guests who had journeyed to the small Cape Breton community for the celebration.

Air letter carried by replica *Silver Dart*
Baddeck, Nova Scotia, February 23, 1959

1909 1959

Golden Anniversary
of
FLIGHT IN CANADA

PA Hartman w/c

FIRST DAY OF ISSUE

Wing Cdr. F. H. Hitchins,
140 Kenilworth Avenue,
Ottawa, Ontario.

5 CANADA

MAILED FROM BADDECK, N.S. FEB. 23, 1959 WHERE
FIFTY YEARS AGO J.A.D. MCCURDY MADE THE FIRST
POWERED AIRCRAFT FLIGHT IN CANADA.

What are the qualifications of Leadership?

While basic values remain unchanged,

Today new techniques must be applied to...

Human Relations in Military Leadership

BY AIR COMMODORE J. B. HARVEY, A.F.C.

These remarks are addressed primarily to the young officer who, for the first time, has been assigned to a position of trust and responsibility in the field. He will be seeking guidance in his relations with those for whom he is responsible and the methods whereby he may expect to develop a healthy team spirit in the execution of his task. More experienced officers and non-commissioned officers may also find it of interest and a reminder of certain important aspects of leadership closely related to our daily activities.

THOUSANDS of books and treatises have been written on the subject of leadership over the centuries. Some of the world's keenest intellects have delved into the secrets of human nature in an effort to analyse the personal qualities and motivating forces that distinguish the leader from his fellow men.

The results of these labours have demonstrated one thing very clearly: there is no "formula" for leadership. No two leaders are alike. There have been and will be "good" leaders and "bad" leaders. Some appear to have been destined for leadership almost from birth, while others have gone unnoticed until called forth to fill a vital need at the crossroads of a nation's life.

If we accept the premise that there is no diploma certifying an individual as a leader and the fact that each leader exhibits personal qualities and abilities in a degree peculiar to himself, we must look a little deeper to establish the fundamental values on which true leadership is built. And the values we are looking for must be positive; that is, identified with the ideas of love, harmony, tolerance and justice as opposed to negative values which spring from revenge, hate, greed, and envy. So a list of

attributes such as self-confidence, energy, initiative, imagination, determination, etc., is not suffice to describe the essence of leadership.

A leader is certain to emerge when two or more individuals are drawn into close association and, therefore, the matter of human relation is at the core of any situation involving leadership. The man who sets the aim, moulds the team while preserving individuality and imbues that team with the

highest form of motivation to accomplish the aim is indeed a true leader.

However, substantial changes have taken place over the past 100 years and while the basic values remain the same, new techniques and refinements of traditional techniques are required in leadership. Human relations are dynamic and believing in a *status quo* will surely lead to waking up one morning to receive bad news. Perhaps the three most important changes are:

1. the much higher level of education among servicemen, enhanced by a multitude of general information media readily available;
2. the introduction of very specialized and complex equipments requiring a high level of technological skills on the part of servicemen to maintain and operate them;
3. the breaking down of the ancient relationships that formally trained individuals to association and to work with others.

THE AUTHOR

Air Commodore Harvey, who is Chief Staff Officer at Training Command Headquarters, Trenton, has served for most of his 21 years in the regular force in the training field.

During the Second World War he was employed on instructional and staff duties at various flying schools across Canada. For his excellent work in connection with the British Commonwealth Air Training Plan he was awarded the Air Force Cross in 1945.

His first post-war assignment was as Commanding Officer, R.C.A.F. Station Goose Bay. From 1946 to 1948 he was Director of Air Training at A.F.H.Q. Upon graduation from the U.K. Joint Services Staff College in 1949 he became Senior Personnel Staff Officer at T.C.H.Q. In 1952 he was transferred to the Canadian Joint Staff, London, England, returning to assume his present post in 1955.



In respect to the latter, some authorities believe that the modern individual is far less capable, generally speaking, of working to a common end in a group. However, others like Sir George Paish, in his "The Defeat of Chaos", speak hopefully of a revival of "a spirit of willing co-operation". Certainly, continual review and improvement in the subtle art of causing people to work with him rather than against is indicated.

In any event, it is clear that a prime requisite of leadership is the ability to understand the currents of thought and attitude of the members of the team as a whole and also the smaller groups within the team. It is only in this way that the leader is able, in some measure, to provide the setting within which each individual, by giving his services, can satisfy his desires and contribute to the common aim at the same time. Human understanding is acquired only through extensive observation and association, not infrequently based upon the fact that the leader, as Sir Winston Churchill once stated,

has learned "the art of followership and obedience himself."

In the process of learning more about the feelings or sentiments of individuals, some simple rules may be followed:

(a) The Art of Persuasion

A leader should be conscious of his authority and use it when necessary, but he is well advised to remember that the giving of orders is only an outward symbol of that authority. True authority is based upon a multitude of little things, mostly based upon personal relationships, and they are the real substance upon which the exercise of authority rests. Marshal Foch once said "I did not command as much as has been supposed. I brought those around me to my ideas, which is a totally different thing...". The subtle art of persuasion has been practised by nearly all successful leaders. We are all aware of pitiful examples

where individuals, aspiring to leadership, have leaned heavily on the "crutch" of rank through a sense of inadequacy or straight lack of ability. Theirs is always an ephemeral existence and they are quickly forgotten in the flow of events.

(b) The Value of Patient Listening

To most of us, nothing is more exhausting than the sound of our own voice and yet it is mainly through quiet encouragement of others to express themselves that one is able to determine the sentiments and human situations behind the words. How tempting it is to argue, forgetting that where human relations are concerned, feelings are not changed by logic.

Nor is it wise to take words at their face value. One must interpret the meaning of words. As one well known expert in human relations remarked, "Listen not only to what a person wants to

say but also to what he does not want to say, or cannot say without assistance". Nearly everyone is prone to some degree of rationalization in their thinking, though some keep it fairly well hidden. The demise of the commander who thought he had his finger on the pulse beat of his unit, only to find it was his pulse he was taking, needs no elaboration.

In summary, it is essential to become thoroughly acquainted with the sentiment of individuals and the factors which are the motivating force behind their actions before the exercise of the art of persuasion can take place.

(c) The Art of Communication

We have discussed briefly some of the aspects of the exercise of authority and a method whereby the leader may gain a true understanding of the feelings or sentiments and motivating forces of his followers. It is of equal consequence that he should be able to address himself to his group through the spoken and written word in such fashion that the message will be received "unscrambled" and clear.

Very often, particularly in larger formations and units, leaders labour under a handicap in that it is not possible to have personal contact with all members of the group and so his executive skill in the use of words and his ability to keep open the channels of communication at all levels of the group are exceedingly important. Misinterpretation and misunderstanding are likely to occur unless care is taken in this respect. Many stories have been told, some amusing, of this troublesome problem. Most of us have played the game of repeating a phrase from one to another in a group and laughed at the end result. Communication

is further complicated by the fact that on the one hand a leader is supposed to secure the loyalty of his followers by appealing to facts while, on the other, in different circumstances, the leader is allowed to secure their loyalty by appealing to emotion.

It is suggested that, knowing the feelings of the group, one should address oneself to the concrete human situations that prevail so that what one says or writes will not be misunderstood but at the same time will have the desired effect. Additionally, of course, the leader will receive without distortion the desires and sentiments of his followers. Communications in human affairs is a "two-way street". Communications based on this principle are an exceptional part of the practice of the art of persuasion or the exercise of human control by "understanding" and not by verbal or written magic.

(d) Praise and Criticism

These two functions of a leader should be handled with care. Whereas it is to be expected that an individual will carry out his duties satisfactorily, a word of praise is often beneficial; particularly where the task assigned is inconspicuous yet demanding of the individual's abilities. A great many people with a high sense of duty require some small recognitions of their efforts amidst the hurly-burly and rush of daily events.

It is easy to forget, but almost as easy to take a moment to give praise. The effect on efficiency and morale is hard to estimate, but of unquestionable value. On the other hand, praise loses any real value unless it is warranted and should be restricted where it will result in self-satisfaction and

"mirror-gazing". A sound rule is to decide whether praise will further promote the achievement of the aim and recognize previous accomplishments, over and above what would normally be expected, small though they may be in some cases.

Similarly, criticism should be made when some benefit will accrue either in terms of job performance or attitude, but a thorough investigation of all the circumstances should be made first. It may be found that the individual is not well-qualified for the task assigned to him, has suffered through lack of guidance and supervision, or may be the victim of a personal situation which adversely affects his work and/or attitude.

Where criticism is warranted, it should take place privately and quietly in an impersonal atmosphere and followed by suggestions for improvement, accompanied by a system of check-ups, designed to assist the individual. It is particularly important to refrain from hasty criticism of attitude until the circumstances have been thoroughly investigated and discussed with the individual. The person who says "this is a hell of an outfit" may turn out to be its strongest supporter if care and patience are exercised.

MATURITY

The foregoing has outlined some of the more important steps by which a leader may gain an understanding of the feelings, desires and aspirations of those under his authority. If he practises this approach to leadership successfully he cannot help but benefit himself. He will become more mature.

Perhaps we should pause here to describe a mature person, since the expression is often used in personal assessments. It will be agreed that what we are interested in is the psychological age of the individual.

There are positive and negative ways of doing so. For example, one would describe an individual suffering from arrested development or a fixation as immature. The practical joker of the more virulent species is another example—the little boy who never grew up. On the positive side, Overstreet in "The Mature Mind" has described a mature person as one who is "bound to recognize the uniqueness of the individual and he himself must affirm life; that is, he must be involved heart and soul in the process of living. He is aware that we will never know all we theoretically could know and that it is part of our mortal life that we die with powers yet unexpended." Thorn-dyke in "Adult Learning" expresses a similar line of thought. He states that "he will be found to express the idea of the capacity of the adult to learn. He believes you can teach old dogs new tricks and himself constantly seeks to enlarge the horizon of his fund of knowledge and thought."

Great emphasis is given by these and other authorities to a consciousness that we are all born self-centered and must develop the ability not just to feel for others but, in our own way, to develop the capacity to "live" their experiences. These are the main hallmarks of a mature person and the maturing process is intimately associated with human relations through which the leader gains a sense of creating, understanding, obligation, research, sociability and play.

PERSONAL VALUES

We have described the importance of human understanding, the method of its application, and the hand-maiden of understanding, maturity, in the practice of leadership. It is necessary to complete the picture by mention of certain personal, yet abstract, values or qualities without which all else is meaningless. The leader should have these values firmly fixed in his mind and they should dominate his thinking in the daily approach to his responsibilities. They are loyalty, honour, devotion to duty,

self-command and dependability.

A man is poor indeed who has not the capacity to be loyal. The matter of loyalty enters into our lives very early and, not infrequently, childish loyalties grow into adult loyalties. We learn that without loyalty a person cannot be either a true supporter or a leader. Neither is it possible to be a little bit loyal or disloyal. There are no half-way measures in this quality. It is possible, of course, to be loyal to an unworthy cause or individual but not if one is honourable.

Honour may be defined simply as the steadfast adherence to those enduring principles and values which give life some meaning and which constitute the starting point in the development of self-respect. It is tempting to compromise, particularly if one is in a minority. Without being inflexible, truth and principle should always be put ahead of policy and convenience. The expression—"he is an honourable man"—has become a little old-fashioned in recent years. We would probably say he is "a square-shooter". Whatever the term, it denotes a man set apart from those who are motivated by such negative values as hate, envy, greed and revenge.

Honour encompasses the essence of human nobility, true brotherhood and an appreciation of harmony and affection in relations with our fellow man, and humility is one of its offspring. Unfortunately as we look about us, we might be inclined to agree with the Chinese philosopher who said, "These things we know but never learn". A gloomy prospect, perhaps. Let us brighten it up.

Devotion to duty requires little elaboration. It is life's great disciplinarian that helps us through the difficult periods and keeps us alert and eager when things are easy.

Self-command and dependability are closely related to devotion to duty. There is an old saying that "a man in a passion rides a wild horse". Man is a child of emotion and constant vigilance is required

to enable reason and will to prevail. Having mastered his own emotions, a leader is in a much better position to direct the emotions of others into constructive channels. It is a disturbing experience to work with a person of uneven temperament, especially if he is "the boss". As for dependability, it is aptly described by what one person said about a friend: "He is the sort of fellow with whom I would be happy to go tiger hunting in the dark. I know I could always reach out to touch him and find him there."

Throughout the foregoing an endeavour has been made to confine the discussion to those elements of leadership which have a direct bearing on human relations. There are many other aspects of leadership which could be mentioned—almost as many as there have been books written on the subject—including personal characteristics and abilities of many types and shades of meaning. But in the last analysis, the leader and his team form that tightly bound and closely related unit through which the goal is reached and that sense of achievement and oneness are realized. What reward is the equal?

A centipede was suffering rather badly from rheumatism. He was advised to consult a well known doctor, a mouse. The doctor recommended the centipede to change himself into a mouse, thereby reducing his rheumatism by 96 per cent. The centipede expressed his gratitude, and asked how he could accomplish the transformation. "My job," said the mouse, "is to lay down general policy. The details I leave to you."

—Flight

Few things are so expensive as a girl who is free for the evening.

—*Canadair News*

Manning the Argus

REGARDED by many authorities as the best weapon system of its kind in existence, the giant anti-submarine *Argus* is now coming into operational use with another squadron of Maritime Air Command.

At time of writing, No. 404 Sqn. was in the process of joining No. 405, already equipped with the largest aircraft ever flown by the R.C.A.F. Designed for long range ocean patrol duties, the *Argus* carries the most comprehensive collection of electronic and other detection equipment ever assembled into one aircraft.

A crew of 15 is required to man this mighty aircraft in its maritime mission. In order to reduce fatigue as much as possible during the long patrols certain amenities have been provided for the crew. Because tired eyes could conceivably miss a fleeting target, personnel in scanning radar scopes are frequently rotated to various observer duties within the aircraft. A third pilot and second flight engineer are also carried to provide rest periods for their colleagues.

Off-duty aircrew can relax in the crew rest section of the *Argus*. In that area four bunks are provided in addition to a galley equipped with a refrigerator, two-burner grill, oven and pressure cooker. Hearty meals are available and depend only on individual appetites and culinary skills.

Forethought, which involves doing unpleasant things now for the sake of pleasant things in the future, is one of the most essential marks of mental development.

Bertrand Russell

There would be no laughter in a perfect world.

Christopher Morley



Graduating Argus flight engineers, back row, 1. to r.: Sgts. J.H. Riddy, P.L.F. Durant, W.B. Outhouse, J.A.R. Dessureault. Front row, 1. to r.; Sgt. D.V. Foley, Flt. Sgts. H.W. Reynolds, L.P.D. Bradshaw.

More Dials than the Pilot


Flight engineers aboard the *Argus* find they have more dials to cope with than the pilot. Corporal J.M. Clark is shown here in his

"office". Learning the intricacies of this job requires a seven-week conversion course at Maritime O.T.U.



NIGHT

BY WING COMMANDER



A dark triangle on the white runway.
The metal of the swept wing fighter cools,
Contracts and cracks, loud in the silent night.
And evening coolness ends the torrid day.
The pilot stretches in his small cramped world —
He's young, intense.

A slice of moon shows through the scudding clouds,
He thinks aloud, a habit now acquired,
"I must turn my money for the luck I need".
He quickly shrugs away the superstition —
He's young and brash.

He watches idly as the flickering stars
Across the night their silver radiance pour.
He dreams the many coloured dreams of youth,
And plans ahead the days of leisured leave.
But always part of him remains alert —
And vigilant.

ALERT

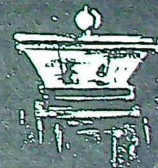
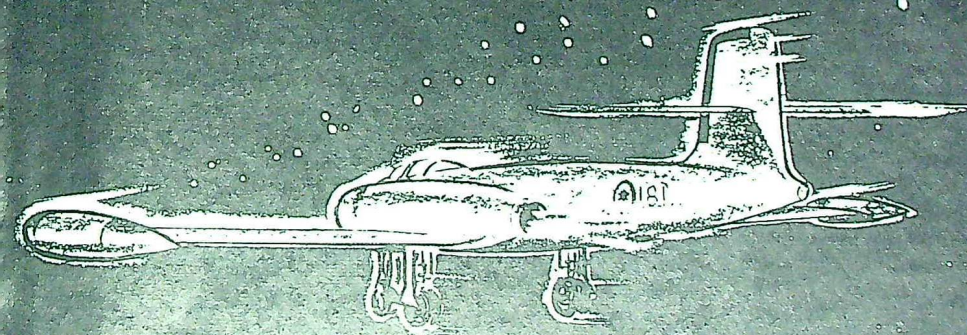
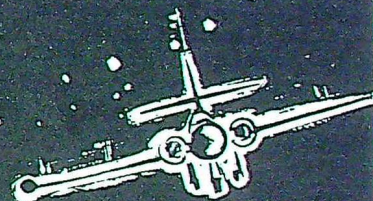
A. L. BOCKING, D.F.C., C.D.

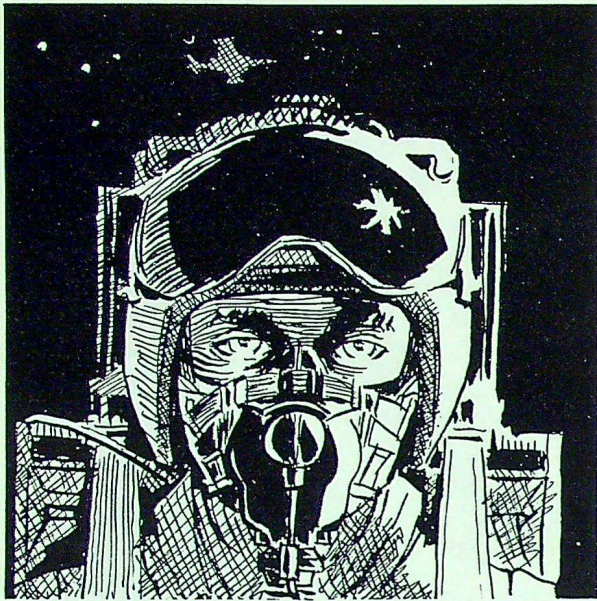
His cold blue eyes belie his lack of years.
He's trained to kill high in the darkened sky.
A sentinel awake while others sleep,
His alter ego is a flaming jet.
With rigid wings extended he's complete —
He lives to fly.

The Stygian darkness shelters darker shapes,
Sleek forms like sharks slip through the friendly sky.
The quiet and silent night throbs distantly
Presaging unknown aircraft flying high.
The fighter pilot stirs uneasily —
He waits the word.

The searching radar scans surrounding space,
Its unseen fingers probing ceaselessly.
It reaches out to touch the unknown shapes
And lights in darkened rooms go crimson red.
Hearts miss a beat until the green lights glow —
To show a friend.

(Continued next page)





(Continued from page 17)

The pilot sits a little more alert.
The aircraft overhead are in his sky.
It's his domain and friend and foe alike
Must answer when their contrails pass his way.
It makes the long and lonely night worthwhile —
He guards the peace.

Now suddenly the tenor of the watch
Is broken by a harsh discordant note.
An unknown aircraft mars the radar screen.
The warning systems stir and come alive.
And one by one red lights replace the green —
The word is passed.

In short staccato sound the word is passed
To the quiescent fighter proudly poised
To challenge all who violate the sky.
To call them to account, or bar the way.
And so the jet bursts into thunderous life —
And splits the night.

The pilot lifts his heavy hurtling craft
Free of the bonds that bound him to the earth.
And now the fields fall swiftly far below.
High in their natural element at last
They climb toward the stranger in the sky —
To seek and kill.

As distance from the earth to fighter grows
The last lights fade and leave the tiny world;
A few square feet of gleaming instruments.
Alone in space and seeming motionless
A quiet voice sounds in the pilot's ears —
A course to steer.

And so the magic of the radar guides
The gleaming blip upon the scope's dark face
An electronic aid to pilot's eyes
That pierces through the blackest veils of night.
It brings together hunter and pursued —
Two dots in space.

With finger tense on rocket firing switch
The pilot closes on his unseen prey.
His airborne radar probes the dark ahead
And now the unknown aircraft fills the sky,
A darker shape against the night's faint glow —
Eyes strain to see.

He has no choice, the risk dictates the kill,
No other shoulders share his burden now.
In this mad world of super atom bombs
A million lives rest in his youthful palm.
But yet — dear God — a friendly crew would die
If he is wrong.

And as they rushed together high in space
At something more than twice the speed of sound,
The mighty force of nature far below
Marched towering ranks of clouds across the sky.
In age-old battle of the elements —
The lightning flashed.

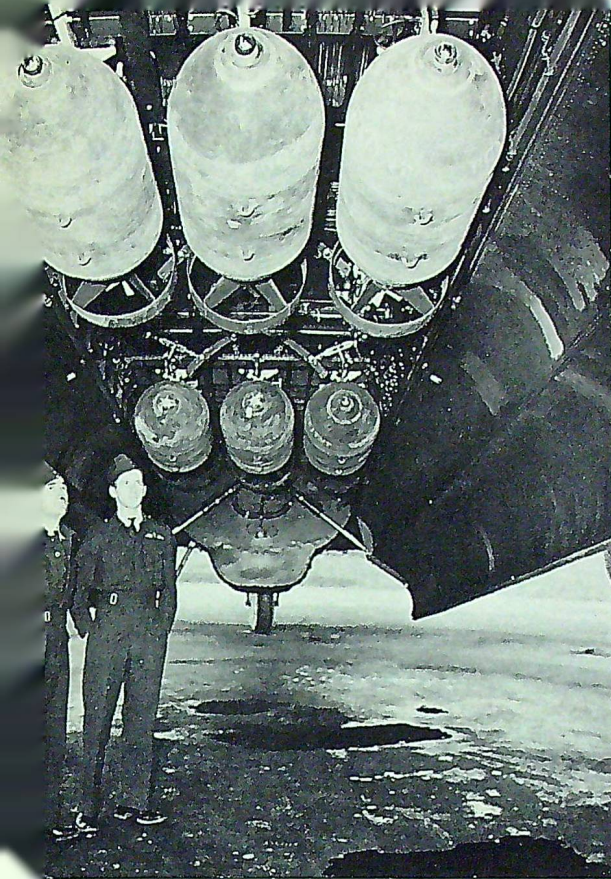
And there before the fighter pilot's eyes
Reflected by the momentary flash,
A friendly bomber limping through the night,
Its damaged engines trailing oily smoke.
In desperate need of succour for itself —
And weary crew.

The fighter pilot quickly passed the word,
The deadly hunter turned Samaritan.
And as the red lights blinked and turned to green
Search aircraft flew toward the stricken plane
To shepherd it with guiding sheltering wings —
Safe home at last.

The pilot with a cocky boyish wave
Pointed his fighter's needle-nose for home.
And slanting downwards on his airy tracks
He cut a fiery path across the sky.
He felt light hearted now his task was done —
And sang a song.

The ubiquitous radar watched him pass
And tempered youthful joy with sage advice.
Until at last it brought him safe to base.
And speaking in his now receptive ears
It helped him set his fighter smoothly down —
All twenty tons.

A dark triangle on the white runway
The metal of the swept wing fighter cools,
Contracts and cracks, loud in the silent night.
As turbines whine and slowly come to rest
The pilot stretches in his small cramped world —
He's young and tired.



BEWARE THE MOOSE!

PART FOUR

BY SQUADRON LEADER A.P. HEATHCOTE

Air Historical Branch

ing Cdr. W. P. Pleasance, 419 commanding officer, and
n. Ldr. J.G. Stewart, B flight commander, inspect a
aded bomb bay. Both completed operational tours and
won D.F.C.s during 1944.

Flexibility Keynoted No. 419 Bomber Squadron's Activities During the Six Months Before and After D-Day, 1944

WHEN 11 *Halifax* aircraft of No. 419 Squadron took off near dinner-time on 6 March 1944 they carried, individually and collectively, the heaviest bomb-load airlifted up to that time from Middleton St. George. Each contained approximately 12,000 pounds of high explosives. Their objective was a marshalling-yard in the Paris suburb of Trappes. This one had not been dreamed up by the back-room boys on the spur of the moment. It represented step number one of "Transportation Plan", which was calculated to hamstring the enemy in his defen-

sive manoeuvrability during the so-critical invasion-consolidation period now but three months away.

In point of accuracy required, the night bombing of such relatively small targets as marshalling-yards, frequently located in the very centres of towns inhabited by friendly non-combatants, offered the biggest challenge yet to Harris' crews. Their response to that challenge gave the first indication that the heavy bomber was a much more flexible weapon than even its stoutest champions had imagined.

The first of 18 rail targets attended to by 419, the Trappes yard was damaged to a degree that surprised Transportation Plan's most optimistic supporters. The blocking of the western exit prevented the passage of rolling stock for more than a month. The tag of "eminently successful" was also given three of Bomber Command's eight other railway projects in March, similar disruption being caused at Le Mans, Amiens, and Vaires. Much to the credit of the Moosemen, they had assisted in four of the most thorough rail-

smashing performances of the European campaign.

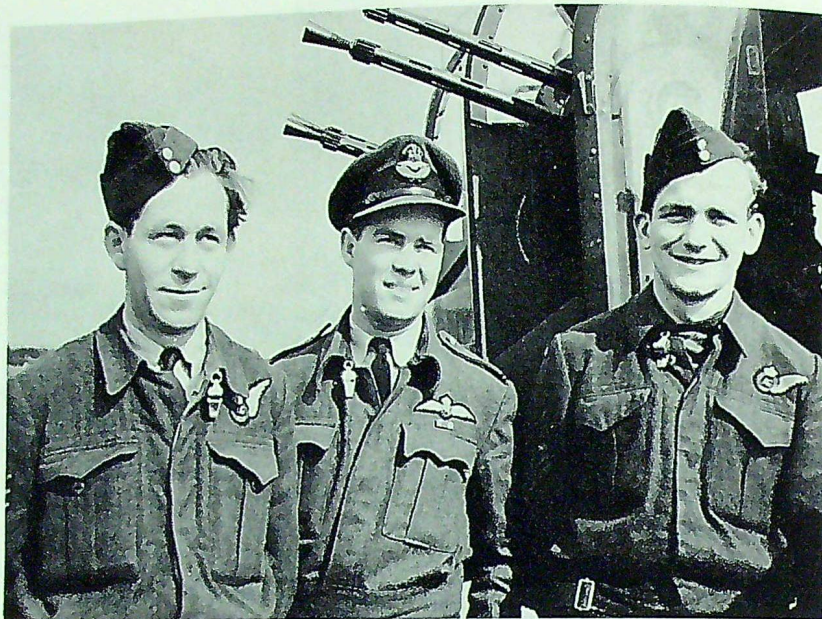
FIRST WITH LANCS

On 27 April, shortly before midnight, 419 became the first squadron in the Command to operate with Canadian-built *Lancasters*. Eight of the new aircraft and five *Halifaxes* joined a show on an airfield at Montzen, Belgium. This was the only occasion on which the unit flew more than one type of aircraft on the same operation.

Operating exclusively on *Lancasters* after the Montzen prang, Moose crews bombed a dozen more targets up to D-Day, all but one (Dortmund, 22/23 May) in support of the coming invasion. Now interspersed with their raids on the rails were blows at the enemy's outer defence perimeter, the specific targets being heavy coastal guns and a radio station. Some of the guns at Calais which they blasted had been shelling Dover for nearly four years. In spite of severe electrical storms that persisted all along the route and into the target area, the radio station (at Mont Couple) was very neatly rendered unserviceable.

In the critical period from D-Day-minus-one to 12 June the frequency of invasion-support operations was at its peak. Eight days, eight targets, was the count for 419. But the aroused *Luftwaffe* was likewise logging more than its usual quota of operational time. Night-fighters skirmished eleven times with Moose gunners over the period and took a mauling, one being destroyed and four being damaged. By contrast, on each of the unit's 11 combat reports was the comment, "Damage to bomber — nil." The kill and all but one of the other successes were scored on one operation (Acheres, 7/8 June).

The big victory was chalked up by Sgts. W.F. Mann (rg) and P.F. Barton (mu). Having just left the target area, their *Lancaster* was set upon by a *Ju.88*. When first sighted (by both gunners simultaneously), the *Junkers* was nearly three-quarters of a mile away,



First enemy aircraft to fall to a Canadian-built *Lancaster* went down under the guns of Sgts. P.F. Burton (left) and W.F. Mann (right). Skipper F/O W.J. Anderson was given an assist.

silhouetted against a full moon. It turned in to attack at a range of 700 yards. At 600 yards Mann gave "Corkscrew starboard" and both gunners opened fire. Tracer ripped into the enemy's port wing, but it kept coming. Mann gave it a short burst at 400 yards and was joined by Burton a split-second later. Their combined fire caused sparks and flame to issue from the fighter and sent it out of control. Other crew members confirmed that it fell to earth and disintegrated on contact. Out of this joint triumph came a precedent: the victim was the first enemy to fall to the guns of a Canadian-built *Lancaster*. Both gunners put up D.F.M.s early in the fall.

Three nights later "E"-Easy nearly came a cropper almost immediately after leaving the ground. The undercarriage had hardly time to retract before both port engines faltered. With a maximum load of high explosives and fuel aboard, Wing Commander W.P. Pleasance was unable to climb above 200 feet. Dodging

obstacles and taking advantage of low terrain, he struggled along at that height (and at little more than stalling speed) for nearly ten minutes. Then his flight engineer, Pilot Officer M.D. McGill, succeeded in restoring full power, and the wingco flew on to the target and bombed it. Faultless airmanship in a situation that could easily have ended in disaster won Bill Pleasance a bar to the D.F.C. By virtue of his invaluable assistance during the emergency Pilot Officer McGill was also gonged.

NO GREATER LOVE . . .

The next operation, on Cambrai, brought the highest of all military decorations to a member of the squadron and great honour to the squadron as a whole. It was shortly after midnight on 13 June when Flying Officer G.P. Brophy, rear gunner of *Lancaster* "A"-Able, warned his captain, Flying Officer Art Debreyne, that a *Ju.88* was approaching from behind and below. The *Lanc* was just beginning to corkscrew when the port wing

and aft section of the fuselage were hit by a fusillade of cannon shells. Fire broke out immediately between the mid-upper and rear turrets. De Breyne ordered a bail-out, then managed to keep the aircraft under some semblance of control while the forward crew members were leaving via the front hatch. Having held the controls for what he considered a long enough period to allow the others to get out, the pilot himself then had to abandon very quickly, as the altimeter was now registering 1300 feet.

Unknown to the captain (the intercom was dead), Brophy was still in the rear turret. As there was no longer hydraulic power to rotate the turret, he had to turn it by hand far enough to permit him to reach his parachute. Having obtained the 'chute, he began to turn the turret beamwards, intending to bail out directly from his position. But the rotation gear handle came away in his hand and he found himself hopelessly trapped.

Meanwhile the mid-upper gunner, Pilot Officer A.C. Mynarski, had recognized Brophy's plight while on his way to the rear escape hatch. He unhesitatingly made his way through the flames to try to release him, and, as he did so, his parachute and clothing caught fire. All his efforts to free Brophy were in vain; in the short time left it was humanly impossible to do anything. Realizing this, Brophy waved him away, indicating that he (Mynarski) should try to save his own life.

Mynarski retraced his steps through the flames to the escape hatch. There he paused, turned about, and, as a last gesture to his trapped companion, stood to attention and saluted. Then he jumped. Frenchmen on the ground watched as he descended, his parachute and clothing aflame. When they reached him he was beyond all human aid; he succumbed to severe burns.

By the most impossible of miracles the one man who had witnessed

Mynarski's act lived to tell of it. The Lancaster* contacted the ground in a belly-landing attitude, then skidded along for quite a distance. The vibration must have turned the rear turret to the beam position, for Brophy was thrown clear. He was knocked out for a while but regained consciousness to find himself surprisingly intact and free of inhibitive injury. Able to contact the Resistance without appreciable delay, he was back in England early in September.

All the above facts were then made known to the authorities. Brophy testified that his fellow gunner could doubtless have parachuted safely to earth had he not paused to attempt the rescue. Mynarski must have been fully aware that in trying to free the rear gunner he was almost certain to lose his own life; but he seemed unaffected by the instinct of self-preservation. Willingly accepting the danger, he lost his life through a most conspicuous act of heroism which called for valour

*In all probability the bomb-load was still aboard. At least there is no evidence to the contrary.

Pilot Officer A.C. Mynarski, V.C.



of the highest order. Only one award was commensurate with this brand of selfless courage. On 11 October 1946 the Victoria Cross was posthumously bestowed on Pilot Officer Andrew Charles Mynarski.

* * *

On 15 June came 419's first daylight op since a "moling" trip in August 1942. In the interim, how things had changed! Whereas in the old days a day trip required cloud-hopping all the way across enemy territory and back to avoid packs of enemy fighters, now cloud was avoided to ensure accuracy of bombing and the only fighters in sight were escorting *Spitfires*. The objective was the harbour at Boulogne. Intelligence was to reveal that the raid caused severe damage to shipping and port facilities. At least 25 vessels were known sunk.

By contrast with this day raid and so many that were to follow, the night attacks continued to produce plenty of fireworks. On Villeneuve-St. Georges, for one example, each of 12 crews that returned safely had tangled at least once with the *Luftwaffe*. On Sterkrade, for another, 14 safe-returning crews reported nine combats, and two more were missing.

From the latter target one aircraft, "G"-George, returned extensively damaged. On the target leg an unidentified enemy aircraft had opened fire on the corkscrewing *Lancaster* and simultaneously a flak shell had burst near the port wing. The fighter broke away out of sight, but almost at once a second attacker, an *Me. 410*, was spotted by rear gunner Sgt. E.L. Vince, who had been wisely searching another quarter of the sky while his mid-upper counterpart, Sgt. F.L. Grumbly, was taking care of enemy number one. Vince guided his captain, Lt. J.G. ("Fearless Joe") Hartshorn (U.S.A.A.F.), in evasive action and let fly with a long burst of 400 rounds. The *Messerschmitt*, which had not fired a shot, dived away with its port engine streaming fire. (A modest claim of "damaged" was later submitted.)

Meanwhile, a third E/A was being watched by Grumbly, but it did not attack. "George" showed damage to its bomb-bay doors, tailplane, rear-turret, wind-screen, and "glasshouse", and its astradome was shot completely off. All electrical equipment was unserviceable for a time, and, after being restored to use, kept cutting out all the way home. The navigator, Flying Officer C.E.T. Hamilton, was wounded seriously enough in an arm and leg to necessitate his replacement on subsequent operations. Despite his wounds and the uselessness of his radar navigational aids he continued to feed accurate courses to his skipper.

These adverse circumstances having arisen on the way to the target, it was much to the credit of Hartshorn, Hamilton, and bomb-aimer Flying Officer A.L. Delaney that their aircraft bombed at all. The three were awarded D.F.C.s. Vince was to put up a D.F.M., the citation referring to his work on this operation and several others.

UNDER A FULL MOON

On the aforementioned Villeneuve raid especially, the fanatical determination of the *Luftwaffe* was strongly in evidence. It was trying everything in the book, and then some, to down our bombers. Taken from the report of a released prisoner-of-war, Pilot Officer W.R. Gibson, who had manned the rear turret of a 419 *Lancaster* shot down on Villeneuve, was the following:

"... There was a full moon. At 13 minutes to target a *Ju. 88* attacked from dead astern level. I gave the order to corkscrew, opening fire at 300 yards. The mid-upper opened up too. Tracer entered the fighter's nose and port wing. . . . About three minutes later I saw a *Fortress II* on our starboard quarter. It had the black nose and no turret. As it edged over to position dead astern I gave the order to corkscrew. It followed us through all combat manoeuvres. When I fired, tracer entered its nose. It went into a 90-degree bank and fell off to the starboard quarter down. Over the target on our

bombing run the bomb-aimer was giving his commentary when a *Ju. 88* was seen circling below. It started to climb toward us. We dropped our bombs on the target, went into a corkscrew, and it was lost from view. About five minutes later a *Junkers* made a pass from dead astern. A corkscrew got rid of him. Maybe 15 minutes after T.O.T.* another *88* made a head-on attack and hit us in the port wing from tip to root. The pilot gave the order to bail out. I saw two 'chutes go by my turret and then noticed another *Junkers* on the starboard quarter down. Thinking it was going to fire at the 'chutes, I gave it a long burst, saw tracer enter the nose and port wing, and finally saw it flip over on its back. Then decided it was time to get out."

Gibson made a good attempt to evade, but treachery led to his capture and that of three crew companions. One of the latter, skipper Flying Officer Joel Stevenson, escaped from a moving P.O.W. train by sawing a hole through the floor of a box-car.

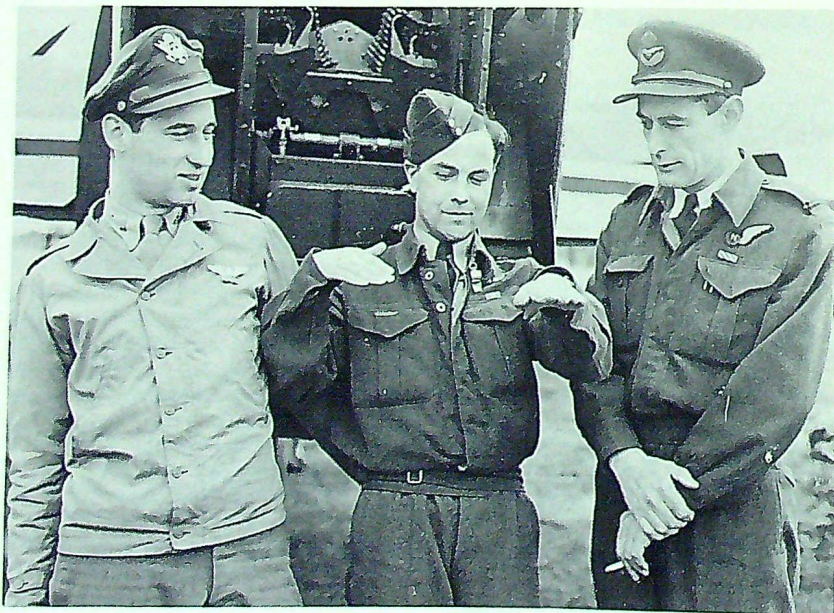
* * *

Eight days after the first flying bomb fell on Britain the squadron began to do something about it. On 21 June 14 of its Lancasters joined a daylight attack on a V-I supply depot at St. Martin l'Hortier. Fifteen times in seven weeks 419 was to be concerned with the comparatively tiny, hard-to-find launching or supply sites. They posed an entirely new problem for heavy-bomber crews, since their areas, instead of being stated in terms of square miles, were more likely expressed as a few thousand square yards.

Exasperatingly tough though they were to find and hit, eventually a fair number of these buzz-bomb sites were properly pasted. Among the heaviest-hit of those attacked by 419 were at Bois des Jardins, Bois de Cassan, and St. Leu d'Esserent. Bois des Jardins, though attacked at night, was the

*Time on target.

Lieut. J.G. Hartshorn, pilot, Sgt. E.L. Vince, rear gunner, and F/O C. Hamilton, navigator, do a post mortem on the Sterkrade trip, during which they tangled with enemy fighters and returned in a badly damaged Lancaster.





Pastoral scene at Middleton St. George, June 1944.

scene of one of the most obvious successes scored on any "Crossbow"* operation. Intelligence learned that a V-I sitting on the launching ramp had been exploded by a direct hit or near miss, and the ramp was no more.

Out of these "Crossbow" attacks there came some highly accurate individual bombing. What probably constituted 419's operational bombing record was the 75-yard error produced by bomb-aimer Warrant Officer C.O. Thompson and his pilot, Flt. Lt. H.M. Scade (R.A.F.), from 12,000 feet over Bamieres. The runners-up were Flying K.L. Bernardi and his skipper, Flying Officer J.H. Calder, who combined over St. Leu d'Esserent to score a 100-yard error from 16,500 feet.

A 16th target for 419 officially listed at the time as a "Crossbow" site was at Marquise-Mimoyecques, bombed by day on 27 August. Originally thought to house the latest terror weapon, V-2, Mimoyecques was eventually unmasked as the site of a 50-barrel, long-range gun installation, each barrel 400 feet long and set in a hillside. With this weird weapon Jerry had hoped to bombard

London with a one 6-inch shell every minute. His plans were spoiled by a series of heavy-bomber attacks on the installation, of which the last and best was the above one.

CLOSE CALL

The closest call experienced by any of 419's crews which took off on this operation concerned Warrant Officer L.H. McDonald and company, whose aircraft crashed after being airborne for less than three minutes. One starboard engine cut out on take-off and about two minutes later another cut on the same side. Under maximum-load conditions the maintenance of height with power so greatly reduced was impossible, and the *Lancaster* crash-landed about seven miles from base. By the excellent emergency action of skipper McDonald, the crew escaped injury and the aircraft did not even catch fire.

Highly pleased with themselves for having just walked away from the crash of a bomber laden with highly combustible fuel and 11,000 pounds of high explosives, the seven found themselves subjected to a barrage of well chosen epithets from the lips of the farmer on whose property they had trespassed. In blistering dialect the irate man-of-the-soil administered

an old-fashioned tongue-lashing, insisting that they were to blame for the whole thing.

In 419's total of 241 sorties on "Crossbow" objectives, casualties were conspicuous by their absence. This happy situation notwithstanding, there was nothing tame about those targets. Although the enemy's fighters stayed away, his flak was usually very much in evidence, and the "VR" aircraft collected their share of wound stripes. Over St. Leu d'Esserent, for example, flak knocked out both port engines of *Lancaster* "B"-Baker. It lost 8,000 feet before the pilot, Flying Officer J.F. ("Strip") Tees, was able to revive the port inner, after which he managed to regain the lost height. In the interim, one of the formation commanders of the fighter escort showed the proper spirit by detailing six *Spitfires* to cover the stricken *Lancaster*. They did that and much more, for they attracted the fire of, and proceeded to shoot up, light-flak positions that would otherwise have concentrated on the disabled bomber. Their protection continued until the *Lanc* had reached its original altitude. Tees took "Baker" back to Middleton on three engines and set it down nicely despite a punctured main-

*Code-name for the anti-buzz bomb campaign.

wheel tire and poor visibility. For this he collected a D.F.C.

STRATEGIC TARGETS

The squadron's strategical work in July and August of 1944 constituted a considerably greater percentage of its overall output than was the case for most heavy-bomber squadrons. Five times in July and as many times in August Moose aircraft crossed the border of the Reich, smashing at the ports of Hamburg, Bremen, Kiel, and Stettin (twice) and the industrial centres of Wesseling, Brunswick, Russelsheim, and Stuttgart (twice), all by night.

Of these operations the toughest by far in point of opposition was that on Hamburg, which, for 6 Group, was the costliest of all. The Canadian group lost 22 crews that night, a number only one less than Command's total losses on the same target. The absence of 419 personnel from the long casualty list was attributable in no small measure to the alertness of Moose gunners (who were on the *qui vive* as seldom before) and to their close co-operation with their captains. Fired upon by an unidentified E/A, rear gunner Sgt. W.H. Murrell directed a stream of tracer at it. The enemy glowed red, slid off to port, and disappeared in a patch of cloud. Presently an explosion occurred, followed by a spiral descent of flaming wreckage. Chalk up one E/A destroyed for Sgt. Murrell.

On the same raid Flying Officer J.A. Anderson's aircraft lost an engine on the way in. Precious time and height were lost, but the objective was bombed as planned. Over the sea the handicapped *Lancaster* was attacked successively by two *FW 190s*. One of them erred by allowing itself to become silhouetted in the light of its own flares. The *Lanc's* rear gunner, Sgt. F.W.J. Flippant (R.A.F.), let go a five-second burst from 700 yards, re-adjusted his sighting, and fired another burst. The *FW* broke away with its engine belching black smoke. Last seen diving apparently out of control,



Royal investiture was held at M. St. G. in August 1944. L. to r.: Their Majesties Queen Elizabeth and King George VI; Air Vice Marshal C.M. McEwen, A.O.C. 6 Group; Wing Cdr. W.P. Pleasance, 419 C.O.

it was claimed as probably destroyed.

ARMY CO-OPERATION

In the ten weeks that followed "D"-Day the squadron also assisted in five attacks in aid of its ground-bound brothers-in-arms. Three of those, over Caen, were perhaps the most important army-co-operation attacks ever delivered by heavy bombers. The other two were aimed at objectives around Falaise.

A pleasant interlude in the operational routine of Middleton St. George came on 11 August 1944, the date of a singularly auspicious occasion in the unit's history. On that day an investiture was held, and officiating were Their Majesties King George VI and Queen Elizabeth, accompanied by Princess Elizabeth. Squadron personnel dec-

orated by His Majesty were Wing Commander W.P. Pleasance, Squadron Leader J.G. Stewart, Flight Lieutenants G.M. Scade (R.A.F.) and R.H. Peck, Lt. J.H. Hartshorn, Pilot Officers M.D. McGill and N.C. Fraser, and Warrant Officer P.E. Bourassa. A fitting conclusion to the investiture was the presentation of the squadron badge by the King to Wing Commander Pleasance.

Ten days later came a fifth change in command as Bill Pleasance departed on posting. Now taking over was Wing Commander D.C. Hagerman, D.F.C., a second-tour man formerly in charge of "A"-Flight.

(to be concluded)

Carnival at Goose Bay

THE Airmen's Club at R.C.A.F. Station Goose Bay emerged as all-round sports champs at this isolated base in Labrador during the week-long 1959 Winter Carnival.

Held during the latter part of February, with entries from the Officers', Senior N.C.O.s', Corporals' and Airmen's Messes and the Dept. of Transport and Civilians' Clubs, the events consisted of ice fishing, hockey, swimming, curling, snowshoeing, dog team racing, skiing, bowling, speed skating, snow sculpturing, volley ball, and beard growing. An exhibition of broom ball between wives' teams and special children's events provided entertainment for all.

Total points of the contests, played under Olympic rules, determined the Queen of the Winter Carnival from nominees of each of the messes and clubs. The honour went to Gail McKenna, 14-year old daughter of L.A.C. and Mrs. Leo McKenna.

The third annual Winter Carnival wound up with an awards presentation and a dance to the music of the Training Command Band.

Three-year old Lisa, daughter of Sqn. Ldr. K.J. Southwood, is not too sure this husky is as friendly as daddy thinks.



Queen Gail McKenna approaches her coronation through an archway formed by the hockey finalists.



Snow sculpturing contest judges Mrs. H.M. Miller, Flt. Lts. W. Archer and Jackson awarded D.O.T. first prize for this fort.

Senior N.C.O.s put finishing touches to their second-place entry.



The Suggestion Box

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

Flt. Sgt. W. C. Moody of Station Centralia made a suggestion concerning a radioactive sources carrying handle.



Flt. Sgt. J. J. Huyck of CEPE Det. Cold Lake suggested a modification to the "drogue gun" used with the Martin Baker ejection seat in *CF-100* aircraft.

Sgt. A. F. Colston of Station Falconbridge suggested an improved method of preparing RCAF form STATS 327, Technical Failure Report.



Sgt. A.N. Roberts of Station Trenton suggested a standard interpretation of "Receipt Required" in the use of Form RCAF G11, Document Transit and Receipt.

Sgt. A.J. MacDonald of Station Uplands made a suggestion concerning local repair of the flywheels on the Manaret anti-skid unit.



Sgt. G.V. Palmer and **Cpl. R.M. Stocker**, both of Station Camp Borden, made a joint suggestion concerning an improved schematic diagram of the A4CBR Sight used in *Sabre* aircraft.

Sgt. G.H. Warren of Station Penhold devised a wing clip clamp for *Harvard* aircraft.



Cpl. J.R. Forget of Station Chatham made a suggestion concerning a combination tool, Schrader Adapter and Dzuz Fastener.



Cpl. R.L. Wilcox of Station Greenwood suggested an improvement to the VHF frequency card holder.

Cpl. G.M. Hendrickson of Station Saskatoon made a suggestion concerning the removal of T33 aircraft rudders.



L.A.C. J.W. Hastings of C.E.P.E. CARDE Detachment, made a suggestion concerning a low pressure filter wrench for use of CF-100 aircraft.

Cpl. I.N. Leslie of Station North Bay designed a handle for carrying the 11 Unit MG2 in the fire Control System of CF-100 aircraft.



L.A.C. J.W. Gumb of 3 Fighter Wing suggested a modification to the thermol relays K228 and K229 to improve their reliability and extend their operating life.

Cpl. L. Nemirovsky of Unit Fort Churchill suggested the use of a special label containing information and instructions required when handling dangerous cargo.

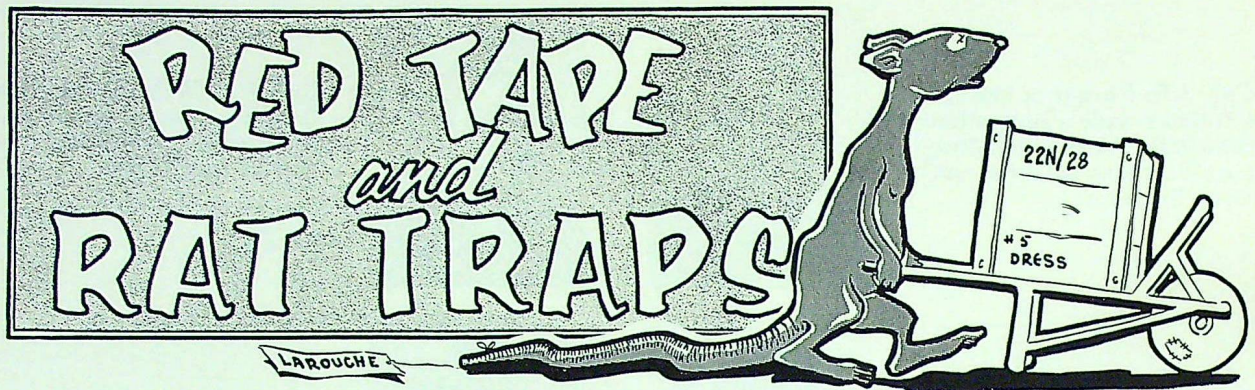


L.A.C. F.G. Lawson of Station North Bay suggested installation of a mounting bracket to facilitate removal and replacement of the dehydrator assembly in CF-100 aircraft.

Cpl. R.L. Smith of Station Uplands suggested a tool for the installation of ailerons on Mitchell aircraft.



L.A.C. C.R. Jeakins of 11 T.S.U. Montreal suggested elimination of form RCAF E26 and use of form RCAF E277 both as an issue voucher and a contract repair record.



(Reprinted from the Royal Australian Air Force RESERVE Magazine)

THERE was once an 'L' Group store in which a quantity of Air Force clothing was kept, pending emergencies, and to keep down the rats there was a cat, for which a small subsistence allowance was drawn monthly.

Retrenchment, however, was the order of the day, and the officer in charge was instructed to demand item Q12/587 "Traps, rat, wire, iron, galvanized, springtype, Mark I" in the proportion of one trap to every 100 units of clothing. A material specification with an elaborate illustration and description of the above trap appeared, and the cat was retired and struck off strength.

The number of traps, according to the above proportion, was found to be 19.3 and accordingly 20 traps were demanded. The demand came back, with one trap disallowed, but by way of consolation it was stated that "fractions of a trap exceeding .5 would be considered as a whole trap".

Thereupon, the officer in charge of the clothing store pointed out that the odd 33 suits of clothing would be at the mercy of the rats, but without avail.

RETURN REQUIRED

The 19 traps duly arrived, and a return, of kills, was ordered to be submitted monthly. The return in question designed by "O. and M.",

was arranged in birdcage form, and was a masterpiece of its kind, showing at a glance the amount of clothing in store, the cubic measurement of each room, the number of traps on hand, and the number of rats caught each day. Mice were to be shown under "Remarks". The percentage of rats caught to suits of clothing, and of rats to traps, was to be marginally noted.

As it was feared that the officer in charge of the clothing store might endeavour to take credit for mice as rats, the measurements of the animals caught were to be inserted, and the officer in charge was authorized to demand a "suitable service measuring rod for the purpose".

The officer in charge of 'L' Group, anxious to show the keen interest taken in the matter, demanded "gauges, measuring cartridges and live shell" which would enable measurements to be taken to 1/1000 of an inch.

The Chief Inspector of Explosives pointed out in reply that these gauges were fitted with gun-metal screws, and intended for measuring explosive articles only, "a condition presumably not applying to rats", and that their use with articles of a non-explosive character would therefore be "highly irregular if not dangerous", and that the operation must in any case be carried out under magazine regula-

tions with felt slippers in an isolated building 400 yards from a road. "A plan of the locality was to be submitted."

An application that the term "live shell" might be extended to include live rats was rejected, and it was suggested that an ordinary 2-foot rule would be sufficiently accurate for practical purposes.

This was accordingly demanded, but elicited the reply that "these stores formed part of chests, tool, carpenters", which were only provided when carpenters' shops were authorized.

STRONG CASE

A strong case was accordingly made for the erection of a carpenter's shop, and form A9 submitted, which was eventually approved at a cost of some hundreds of pounds.

Meanwhile, the officer in charge of the store acknowledged receipt of the traps, and requested instructions as to how they were to be set. The reply came "that the matter had been under consideration by the Directorate of Armament Engineering, and instructions would shortly be published".

The first monthly return showed several suits of clothing destroyed by rats. The authorities thereupon gave evidence of the energy that they have always displayed in an emergency, and a very comprehensive pamphlet was issued by

the Directorate of Training within a month, in which the mining of the iron, drawing out into wire, method of galvanizing, manufacture into traps, and the system of inspection, testing and acceptance into service, were exhaustively dilated on and profusely illustrated.

Nevertheless, the second return was like the first.

"Were the instructions regarding setting of traps strictly carried out?"

"Yes; the clothing destroyed doubtless was part of that for which traps were disallowed", was the triumphant rejoinder.

Another trap was allowed, but "it was intended to make a corresponding increase to the clothing store of 67 suits of clothing".

The third return showed "rats caught nil" and more clothing destroyed.

A Mark II trap was introduced, which differed from Mark I in that

the wire was not galvanized, and the iron was obtained in Germany.

No rats were caught, and further destruction of clothing occurred.

"None but Group 1 tradesmen were to be permitted to handle the traps, and a warrant officer was to be struck off duty and detailed to instruct them. A return was to be submitted monthly, showing the number of men instructed".

In selecting the warrant officer, the claims of a man who had been a professional rat catcher were ignored, and the opportunity of infusing fresh blood into this important service was neglected. This grievance was duly aired in a weekly contemporary.

The worthy airman who was selected elaborated a drill in accordance with "the spirit of instructions", which, after various extensionary motions to develop the trap-setting muscles, commenced with "take up traps", and ended with "ease springs".

Badges in gold and worsted of crossed rats' tails were authorized for men who attained a certain degree of proficiency in trap setting.

NO IMPROVEMENT

Still no rats were caught, and the destruction of clothing continued.

"The return showing the number of men instructed was to be submitted in duplicate once a week."

Even this failed to produce an improvement.

It was suddenly discovered that the trap, though officially known as "trap, rat, wire, iron, galvanized, Mark II", was in fact made of ungalvanized iron. The responsibility for this blunder could not be brought home to anyone, but after some discussion the nomenclature was amended, and the material specification amended accordingly. This amendment was made retrospective, and past returns were ordered to be resubmitted. They were still found to be blank and no improvement ensued.

The authorities were reluctantly compelled to admit "that the traps had not answered their expectations, and that there appeared to be no fault either in the traps or the setting", and enquired incidentally what bait was used.

The officer in charge of the store pointed out that no allowance was made for bait in Finance Regulations, and that he could not be expected to provide it out of his own pocket.

In the end, the cat was re-enlisted under provisions of A.F.R. 458, and was "to be used strictly for the purpose of catching rats". The traps were ordered to be retained "for instructional purposes only" at R.S.T.T., and an Establishment Table was raised.



R.C.A.F. Association

"THE ANNIVERSARY CONVENTION"

MONTREAL, MAY 14-15-16

Mail Your Reservation Request Now!

NEXT month in the Queen Elizabeth Hotel, Montreal, R.C.A.F. Association delegates from coast to coast will assemble for three action-packed days at the ninth national convention. Known as the Anniversary Convention, it will celebrate three big milestones in the history of Canadian aviation:

- 50th Anniversary of Powered Flight.
- 35th Birthday of the R.C.A.F.
- 10th Anniversary of the R.C.A.F. Association.

An impressive group of guest speakers has been assembled for this convention. They include:

General Lauris Norstad, Supreme Allied Commander, SHAPE.
Group Captain Douglas Bader, Battle of Britain hero.
Mr. Gill Robb Wilson, Past-President, American Air Force Association.

A special invitation is extended Association members to attend this convention as fraternal delegates. Full information will be supplied on request. Just fill in the reservation form and mail it to the Convention Housing Committee.

NATIONAL COUNCIL MEETS IN OTTAWA

All but one member of National Council attended the annual executive meeting in Ottawa on 19 and 20 February. The exception was Harry Roberts, president of the Maritime Group, who was unavoidably snowbound. National President Air Marshal W.A. Curtis expressed satisfaction in reviewing Association activities for the year to date.

Highlights of the two-day meeting were:

- **Annual Convention**—Executive arrangements for the Montreal gathering next month were completed.
- **"There Shall Be Wings"**—The Association's commitment to sell 6,000 copies of this history of the R.C.A.F. was virtually assured of success.
- **Increased Membership**—3,000 new members have been added during the past year.
- **Award of Merit**—The Council approved unanimously the setting up of two annual Association Awards of Merit to be presented to leading cadets at Service Colleges. The awards will be suitably engraved wrist-watches.
- **Social Events**—Members of Council were entertained at a luncheon given by the Chief of the Air Staff.

Conversely, Council members were hosts at an informal reception for members of the Senate and House of Commons who had served in Her Majesty's Air Forces, and a number of serving officers. This was the fourth year that such a gathering has been held. Pictured alongside are some of the groups in attendance that evening.

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.....



The Convention Planning Committee in conference (clockwise): Walter Nobes, i/c president's reception; Frank Michalak, publicity director; John Smardon, convention bulletin editor; Flt. Lt. Gordon McInnes, special guests; Sqn. Ldr. Larry Lardombe, R.C.A.F. liaison; George Ellis, deputy chairman; Roy Elder, secretary; Greig Harrison, chairman; Jim Ritchie, budget; Jim Scallon, police committee; Martin Simon, treasurer; Art Clibbon, administration director.

Missing from photo: Lorain Currie, assistant secretary; Skipp Fulton, Quebec Group president; Bill Brennan, hotel director; Gerry Riley, arrangements director; Bob Garriock, programme director; Marion Kucharski, No. 310 (Wilno) Wing president.



L. to r.: Arthur Smith, M.P. Calgary; Air Marshal Hugh Campbell; A/V/M F.G. Wait; Senator Hartland de M. Molson; Air Marshal W.A. Curtis; Hon. Roland Michener, Speaker of the House of Commons.

L. to r.: A/C R.W. Desbarats, Hon. Paul Hellyer, M.P.; Mr. Arthur MacDonald; Air Cadet League; W/C W.M. Lee and A/V/M J.G. Kerr.

May we remind all Wing members that their annual dues were payable 1 April 1959. In order to ensure continued receipt of THE ROUNDLE, please pay your 1959 dues promptly.

Members are also requested to notify National Headquarters immediately of all changes of address. Issues of THE ROUNDLE which are missed by failure to notify us cannot always be provided at a later date.

Send a postcard, stating both old and new address, to: Secretary, R.C.A.F. Association, 424 Metcalfe St., Ottawa, Ont.

L. to r.: Mr. Erik Neilsen, M.P.; Mr. L.N. Baldock, Miss Margaret MacDonald, Mr. J.M. Moffatt, Mrs. Aleta Gould and Mr. William Thomas, M.P.

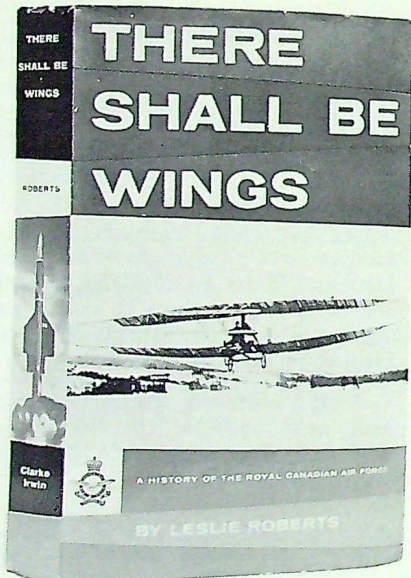




W.V.F. Assembles in Rome

The Eighth General Assembly of the World Veterans Federation meets in Rome, Italy, from 13 to 17 April. Pictured at the W.V.F. executive board meeting in Paris to prepare for the assembly are (l. to r.): Major Ghulam Hussein of Pakistan, vice-president; W. Ch. J.M. van Lanshot of the Netherlands, president; Air Vice-Marshal K.M. Guthrie of Canada, vice-president.

The Federation includes 141 veterans' and war victims' associations in 36 countries, with a combined membership of 20,000,000. Principal aims of the W.V.F. are aid to veterans and all war-disabled, promotion of the cause of world peace and support of the principles of the U.N. Charter.



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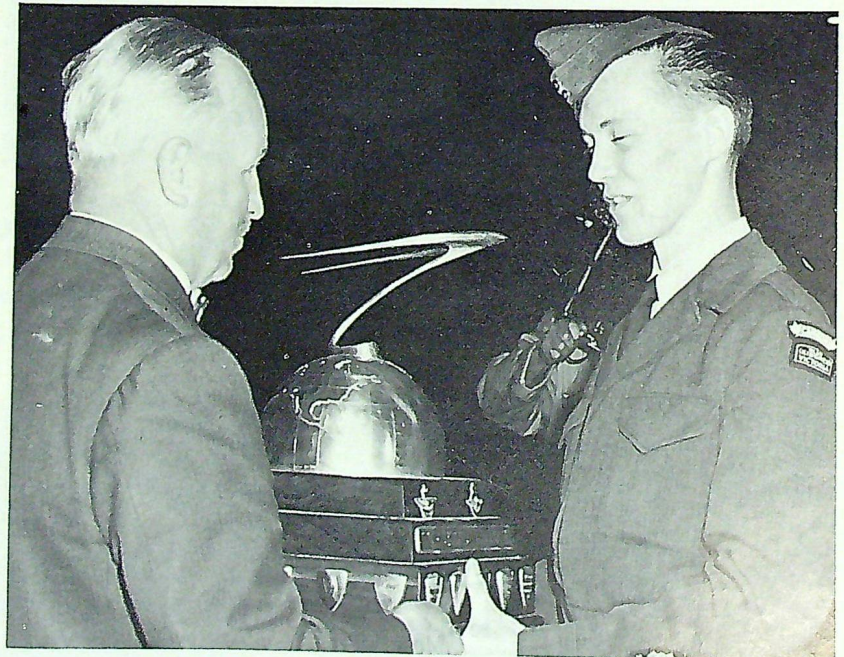
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424 Metcalfe St.
Ottawa, Ont.

B.C. Air Cadet Sqn. Most Efficient

No. 89 (Kinsmen) Squadron, Victoria, B.C., was named Canada's most efficient Air Cadet squadron for 1958. The R.C.A.F. Association trophy was presented by

Air Marshal W.A. Curtis, association national president, to Warrant Officer Ronald Cook at a special ceremony in the west coast city.





The R. C. A. F. Benevolent Fund

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

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

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

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

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