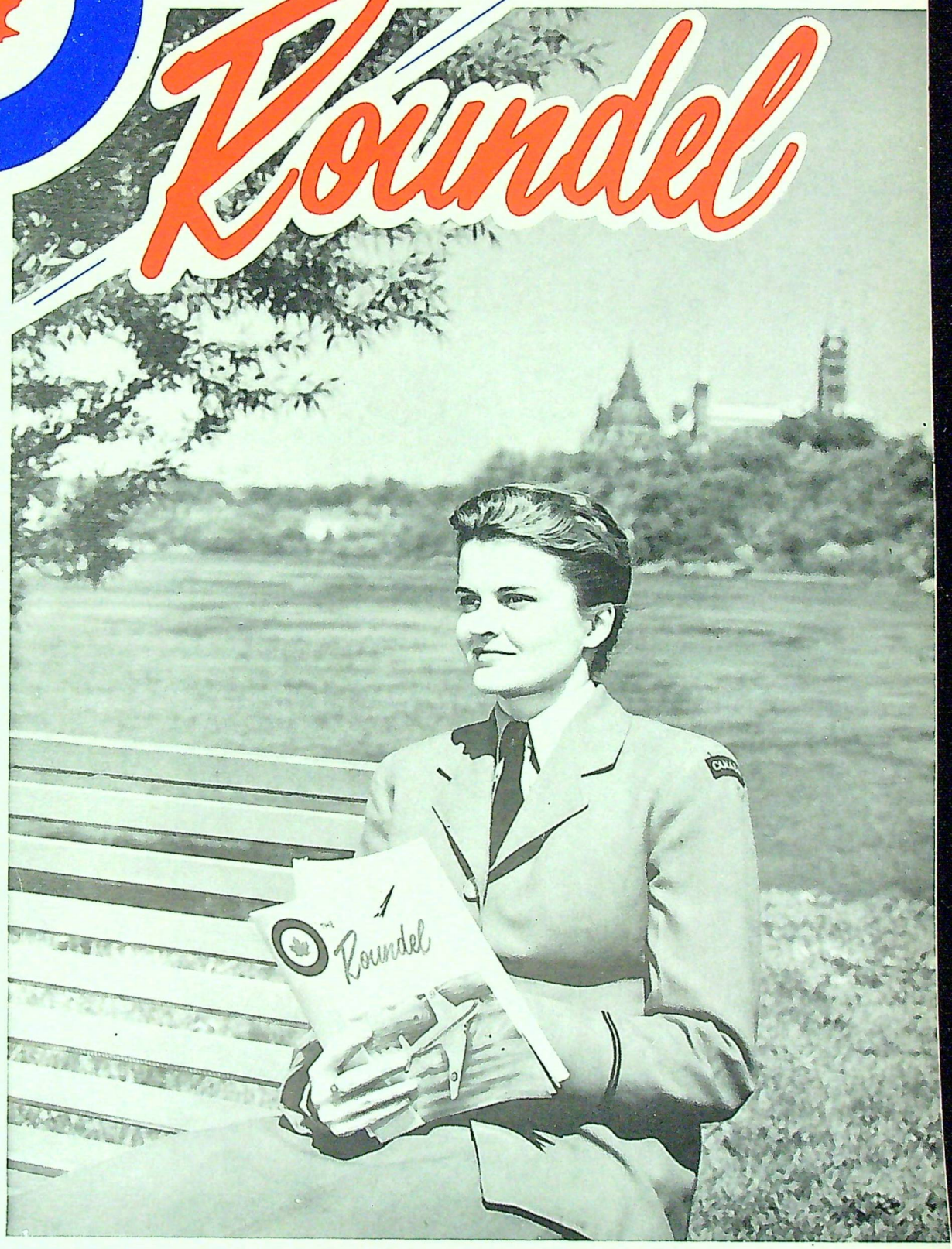
THE Roundel



JULY-AUGUST 1959

THE

Roundel

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CONTENTS

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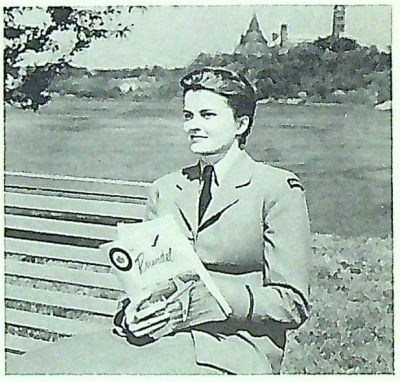


THIS MONTH'S COVER

In pensive mood, ROUNDEL summer staffer Flight Cadet Vivian Grant seeks literary inspiration at RCAF Victoria Island. F/C Grant is a senior at the University of New Brunswick.

Authorized as Second Class Mail, Post Office Department, Ottawa.

On the Break

Formation aerobatics of the "Golden Hawks" are thrilling Canadians from coast to coast this summer. See page 8 for further details.

VICTORIA ISLAND is a quaint little piece of real estate squatting in the middle of the Ottawa River, neath the shadow of Parliament Hill. Its main function, besides holding up the centre of the Chaudiere Bridge from Ottawa to Hull, is providing a home for several R.C.A.F. offices that have overflowed from A.F.H.Q. Not the least of these (we keep telling ourselves) is THE ROUNDEL's modest abode — an ancient red brick shack which makes up in atmosphere what it may lack in architectural quality.

This preamble brings us to the point of our cover photo and the theme of this month's issue. For the first time the cover shot originates in our own backyard and the model is (temporarily) a ROUNDEL staff member — one of 1,400 university students who are serving as flight cadets at R.C.A.F. establishments across Canada and overseas this summer.

"Summer Service" (see page 4) provides the opportunity for these young people to continue their education and, at the same time, save money for next fall's college expenses. While many are spending the summer under training on formal courses, others are doing assigned jobs in a variety of trades, relieving the manpower situation appreciably during the peak annual leave period for regular force members.

Feeling the greatest impact from this influx of summer service personnel is R.C.A.F. Station Centralia. Approximately 600 aircrew candidates, mainly ROTP and URTP flight cadets, plus 500 R.C.N. candidates, are "being processed" at the Personnel Selection Unit (Officers) there during the six-week period ending 8 August. "Campus Centralia" (page 9) follows a regular force flight cadet through his apprenticeship for a profession at this busy station.

* * *

IN keeping with our policy of featuring the Golden Anniversary of Powered Flight in Canada throughout the year, we present the first of a two-part article entitled "Too Expensive a Luxury" on page 22.

Written by one of this magazine's most respected and faithful contributors, this authentic account of the events of 50 years ago makes fascinating reading. While the author, Wing Commander F. H. Hitchins, cannot claim to have been an on-the-spot witness (being a very young boy at the time), he was present for the re-enactment of the *Silver Dart's* first flight at Baddeck last February.

* * *

THE anniversary mentioned above helped set the theme for this year's R.C.A.F. Association convention in Montreal, details of which are reported on page 16.

Our spies tell us this was a very successful gathering, not least amongst the contributing factors being the renewal of many wartime acquaintanceships. One of these involved guest speaker Doug Bader and association member Bill Hall. The two had been prisoners of war together at St. Omer, France. They recalled with relish the night Bader used Hall's bed clothing in effecting his escape — one of several that the legless R.A.F. hero attempted during his colourful career.

The Editor.

March-past at Royal Military College, Kingston, Ont.

Graduation Day at the Canadian Services Colleges

Defence Minister G. R. Pearkes, V.C., accompanied by Cadet Wing Commander G. F. Williamson, top cadet and parade commander at R.M.C. graduation.

CEREMONIAL parades mark graduation day at Canada's three services colleges—Royal Military College at Kingston, Ont., Royal Roads at Victoria, B.C., and College Militaire Royal at Saint Jean, Que.

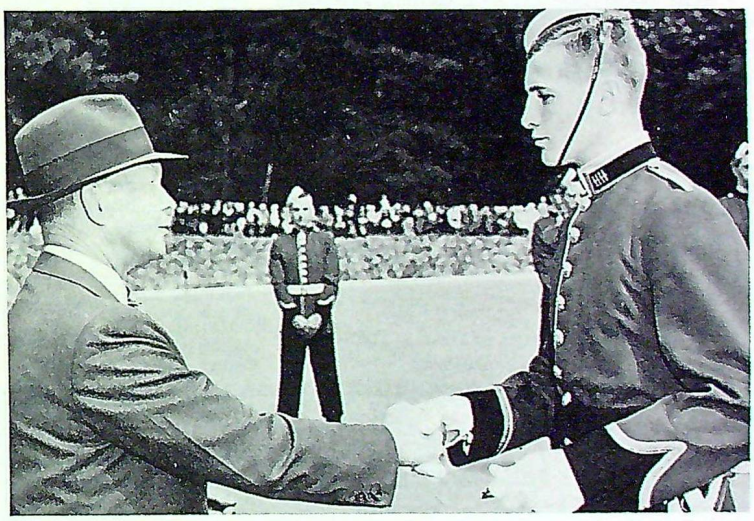
This year for the first time officer cadets graduating from R.M.C. received B.A. or B.Sc. degrees as well as the Queen's Commission. Convocation address was delivered by Prime Minister John Diefenbaker, on whom was bestowed the college's first honorary doctorate of laws.

For cadets at Royal Roads and C.M.R. graduation is only the halfway point towards completion of their college careers. This fall, after spending the summer in the service of their choice, they will proceed to R.M.C. for their final two years of academic training.

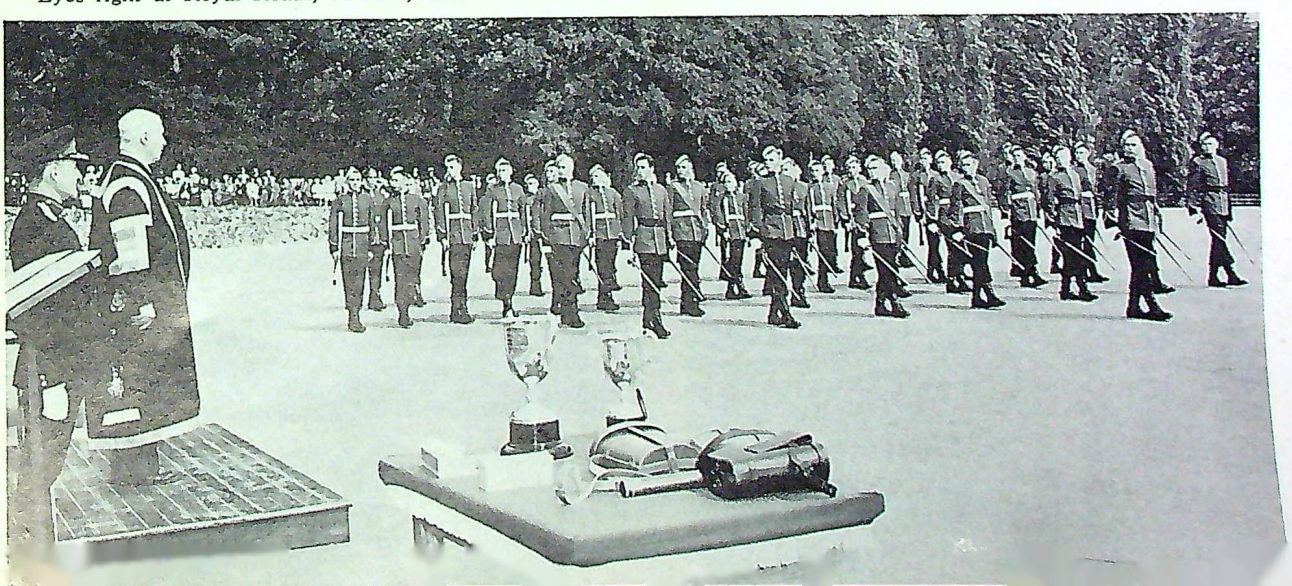
At Collège Militaire Royal, Saint Jean, P.Q.

Top award winners at C.M.R. with Defence Minister Pearkes: Cadet Wing Commander R. D. Byford (left) and Officer Cadet J. L. Granatstein.

Top R.C.A.F. cadet at Royal Roads, A. W. Pchajek, receives R.C.A.F. Association award from Wing Cdr. D. R. MacLaren (ret.).



Eyes right at Royal Roads, Victoria, B.C.



University of Manitoba science student Flight Cadet P. A. Didur helps adjutant at R.C.A.F. Station Gimli.

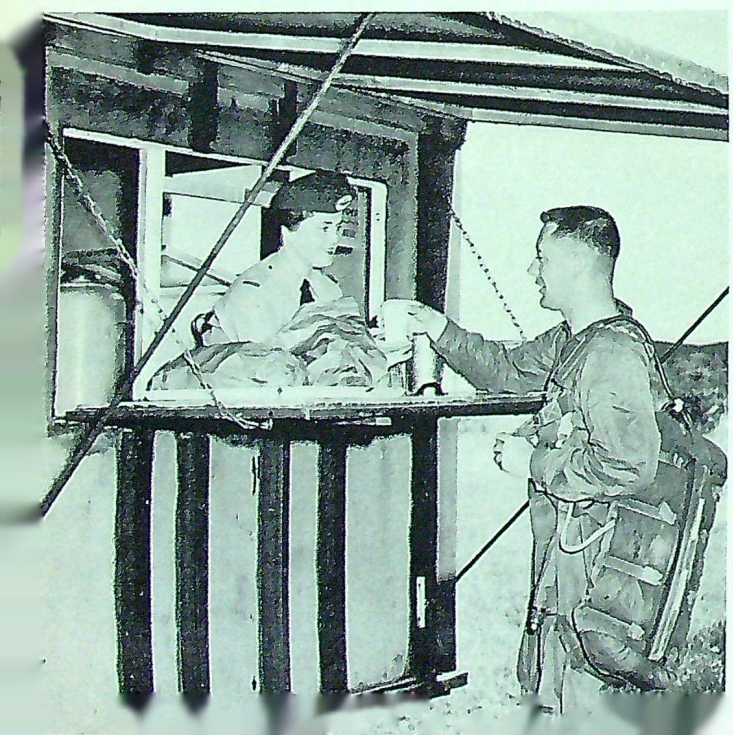
Summer Service

University Students in Uni

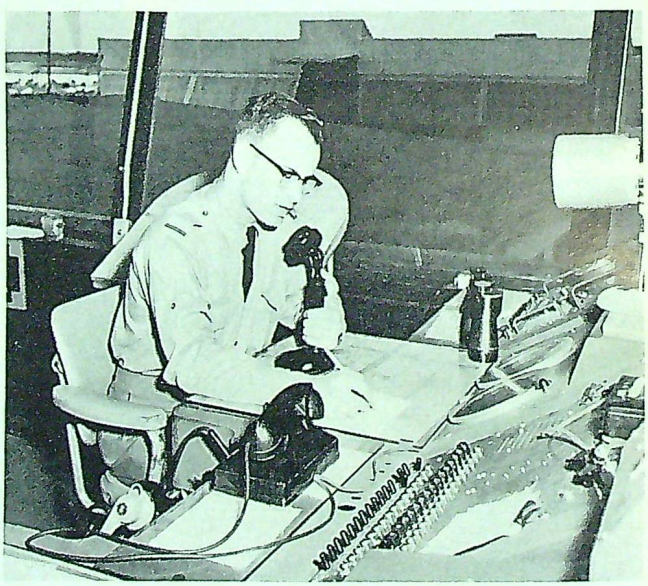
R.C.A.F. Establishments in

The accompanying photographs were all taken last summer.

Flight Cadet J. Tracy serves Flying Officer N. R. Lakins at the mobile kitchen on the airfield at 3 Fighter Wing, Zweibrucken, Germany.



University of Alberta student Flight Cadet A. A. Peet directs traffic from Namao control tower.



form Train and Work at

anada and Overseas.

FROM the classrooms and laboratories of Canadian services' colleges and universities approximately 1,400 students in R.C.A.F. uniform are gainfully employed this summer under the Regular Officer Training Plan (ROTP) or the University Reserve Training Plan (URTP).

The majority of these student flight cadets are either on formal courses or contact training in Canada. A few are spending the summer at R.C.A.F. units in the United Kingdom and Europe. During the academic year they receive service training at the three military colleges or in R.C.A.F. reserve squadrons established at universities.

Practically all ROTP students are trained as aircrew or technical officers. They comprise about one-half the total flight cadets on strength this summer and on graduation from university will serve in the R.C.A.F. regular force. ROTP selection begins at the local recruiting unit, after which successful candidates are sent to the Personnel Selection Unit (Officers) at R.C.A.F. Station Centralia. Final screening takes place at Air Force Headquarters. About 250 candidates are selected annually from approximately 1,500 applicants.

The R.C.A.F. has been actively engaged in the URTP since 1948. Thousands of undergraduates have received training in various technical and non-technical trades and are now either in the regular force, auxiliary or supplementary reserve. At present there are more than 600 active members of URTP in some 36 Canadian universities and colleges.

URTP selection is carried out at the university concerned. A board of regular force and reserve officers selects candidates adjudged most suitable for the R.C.A.F. Unlike ROTP students, who agree to serve in the regular force for at least three years upon graduation, URTP cadets are under no such obligation — the majority being placed on reserve status.

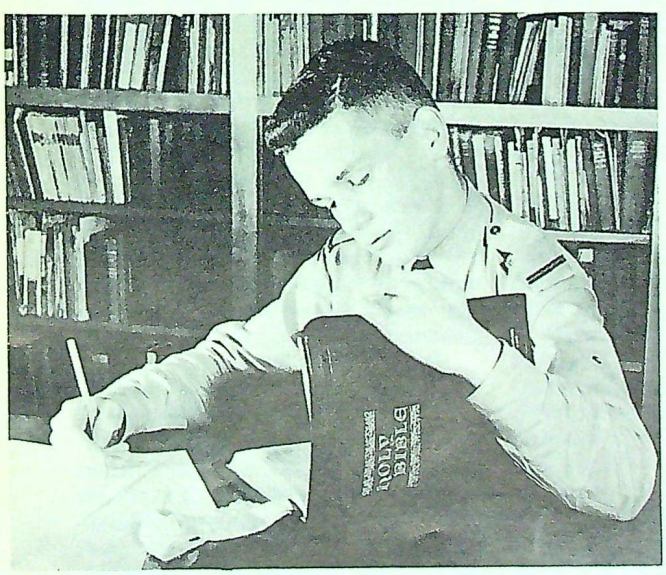
The R.C.A.F. believes that URTP assists university graduates to become more useful citizens of Canada, having gained a better appreciation of the aims and worth of the service and its place in the political economy of the country.

LAWYER'S STORY

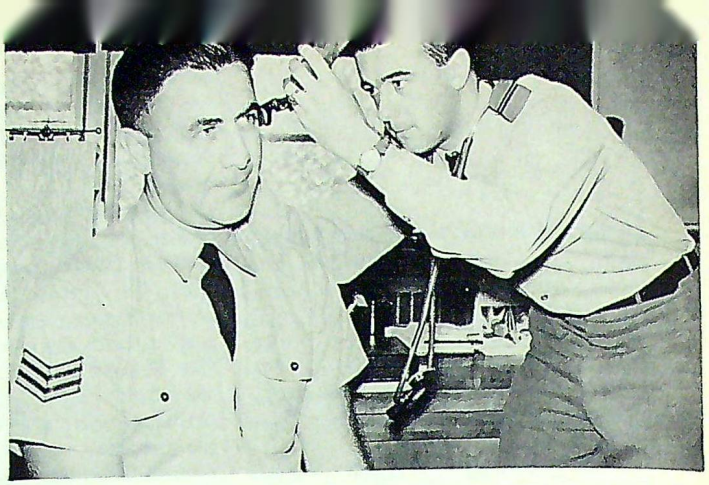
The following article was contributed by a graduate of URTP and of the University of British Columbia. Flying Officer Burke received his B.A. degree in the spring of 1955 and entered U.B.C. law

University of Toronto graduates Flying Officers J. G. Foy and D. Gilkinson take to the air at R.C.A.F. Station Macdonald.

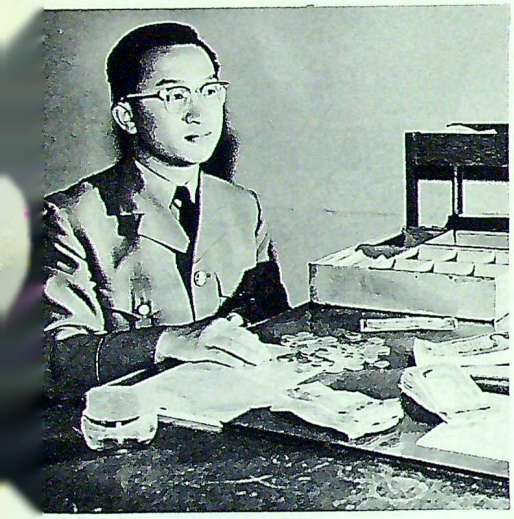
Mount Allison University theological student Flight Cadet J. O. Fraser prepares for Sunday services at R.C.A.F. Station Summerside.



Sgt. L .Howard, instructor at R.C.A.F. Station Aylmer, explains Orenda engine to Flight Cadets L. H. Podworny and E. S. Johannson, both from University of Manitoba, and Royal Military College Cadet C. P. Copeland.

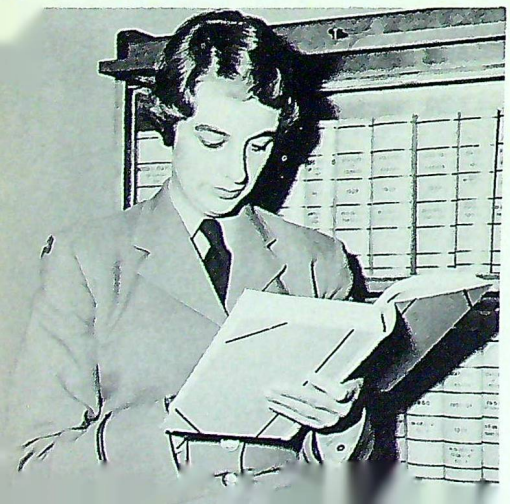


Dalhousie University medical student Flight Cadet S. Keyes examines Sgt. B. J. Baker at R.C.A.F. Station Namao.



University of Alberta commerce student Flight Cadet J. M. M. Ming helps pay accounts officer at R.C.A.F. Station Portage la Prairie.

U.B.C. law student Flight Cadet C. G. Delmar at T.A.C.H.Q., Edmonton.



school that fall. At the same time he joined the B.C. University Squadron and was employed by the R.C.A.F. for the next three consecutive summers as a legal officer under training.

Last summer he went overseas as one of a group of 50 URTP flight cadets selected for such postings on the basis of their past performance in URTP and the recommendations of their university squadron commanders. Flying Officer Burke received his present rank on graduation and is now practising law in Vancouver.

IMPRESSIONS OF A FLIGHT CADET

BY FLYING OFFICER K. L. BURKE

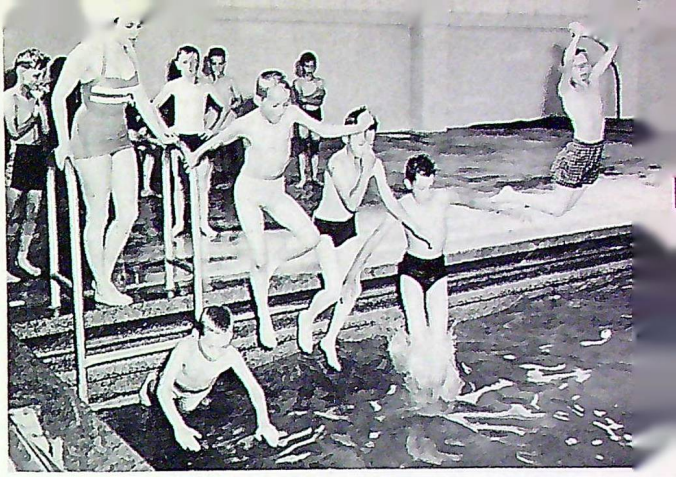
THE great swells of the north Atlantic resembled the ripples on a pond as the R.C.A.F. *Comet* soared across it at 40,000 feet. As I gazed out the porthole my mind went back to the other summers I had spent in the service and the circumstances which were responsible for my being here.

The Air Force had always been one of my great interests, beginning with the air cadets back in 1946. Nearly ten years later, after I had completed the arts course at the University of British Columbia and was a first year law school student, I successfully competed with three others for the single opening in the U.B.C. Squadron Personnel/ Legal List. It did not occur to me then what a great change this would make in my life.

I attended Reserve Officers School at College Militaire Royal, Saint-Jean, P.Q. during the summer of 1956 — my first taste of communal military living. Naturally, comparisons were frequently drawn between us and the regular C.M.R. cadets who inhabited the same college. Anyone who witnessed our graduation parade, complete with jet fly-past and service band, could not (in my prejudiced opinion) fail to be impressed with the manner and bearing of these relative newcomers to the service.

For the remainder of that summer I was posted to Station Uplands near Ottawa as administrative officer for the senior aeronautical engineering officer. I learned how much the qualities of tact and discretion are required; particularly when one tries to obtain the services of five air frame technicians

University of Alberta student Flight Cadet J. Walls at R.C.A.F. Station Portage la Prairie.



Brandon College science student Flight Cadet K. M. Pue coaches swimmers at No. 1 Fighter Wing, Marville, France.

for the Trenton air show from overworked squadron maintenance crews. The summer training period ended all too quickly and it meant a return to studies.

SECOND SUMMER

With second year law behind me I was posted in the summer of 1957 as legal officer seconded to the Judge Advocate General Branch at Tactical Air Command Headquarters in Edmonton. Briefly the J.A.G. Branch is a tri-service organization whose officers are posted to command headquarters, where they perform a variety of functions. They are mainly concerned with courts martial, boards of inquiry, disciplinary returns, summary trials, agreements, leases, legal aid and other matters. My job consisted mainly in processing accident claims for the whole of western Canada in which D.N.D. vehicles were involved. This included determining liability and instituting recovery procedure. Other duties included reviewing for legality disciplinary measures taken, drafting leases and giving legal aid.

The highlight of my summer was a court martial for low flying which took place at Station Claresholm and in which I participated as assistant defence counsel. Lieutenant R. Barnes, R.C.N., presented a brilliant defence; the court held a reasonable doubt existed as to the accused's guilt, and acquitted him. I returned to university that fall with the excellent feeling of having learned a good deal and of having accomplished something.

Just before final examinations four of us in the U.B.C. Squadron learned we had been selected to spend the third phase of training overseas with Canada's N.A.T.O. Air Division Headquarters at Metz, France. Needless to relate, this startling news was not conducive to studious pursuits, but all examinations were somehow passed.

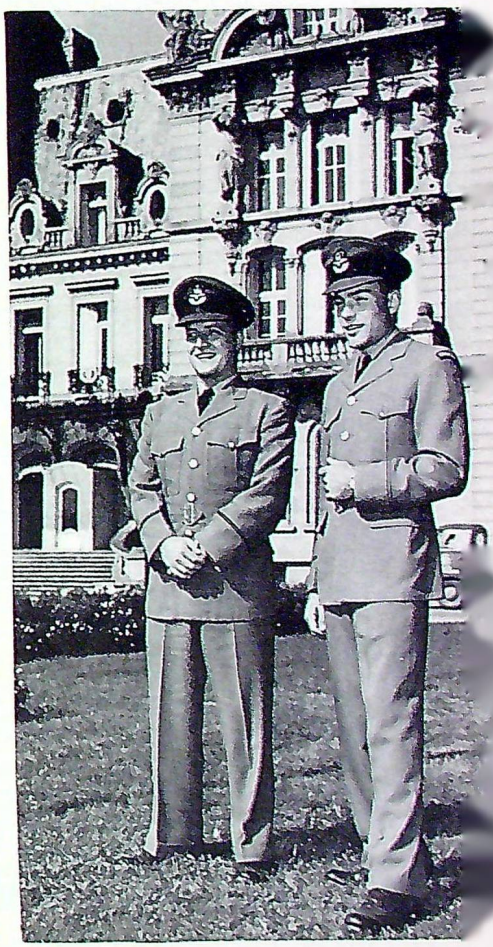
THIRD SUMMER

The week following examinations was spent in frantic preparation and on 13 May we crossed Canada in a C119 *Flying Boxcar*. Three days later the writer, together with a draft of other flight cadets from universities across Canada, emplaned at Dorval for the Atlantic crossing referred to earlier.

Leaving the aircraft at 1 (F) Wing, Marville, one literally steps into another world. For a new arrival from Canada the first sight of a front line operational station has a rather sobering effect. Camouflage everywhere, the roar of jets running up and the strict security measures remind one that the R.C.A.F. really means business.

No. 1 Air Div. HQ is located near Metz, a city of 100,000 or so lying approximately equidistant

U.B.C. Flight Cadets K. L. Burke and J. E. Northfield at No. 1 Air Div. HQ, Metz, France.



from the four wings. Metz is called the City of Gates because of the great portals of the ancient walled city which still stand. Today downtown traffic swirls around the base of these reminders of a violent past.

The city is the grimy centre of the great steel industry of Alsace-Lorraine and suffered greatly during the war. Called the most heavily fortified city in Europe, it is situated on the natural invasion route to France from central Europe. In the past 90 years the ancient kingdom of Alsace-Lorraine has changed allegiance no less than four times between France and Germany. As a result, the population speaks French and German with equal facility and one is sometimes treated to the remarkable spectacle of persons conversing together — one in French, the other in German!

The headquarters itself is located in and around the beautiful Chateau de Mercy, on a wooded rise five miles south-east of Metz on the Strasbourg Road. Scattered about the park of the chateau are the numerous office buildings and living quarters for single officers and men. Married personnel live in Metz "on the French economy" or in married quarters in the Fort Bellecroix suburb. We flight cadets had excellent accommodation in the bachelor officer quarters in the chateau area itself.

In all, 11 flight cadets were posted to 1 Air Division Headquarters last summer. They came from all across Canada. In addition, there were a few at each Wing and several in Langar and C.J.S., London.

WEEKEND TRAVEL

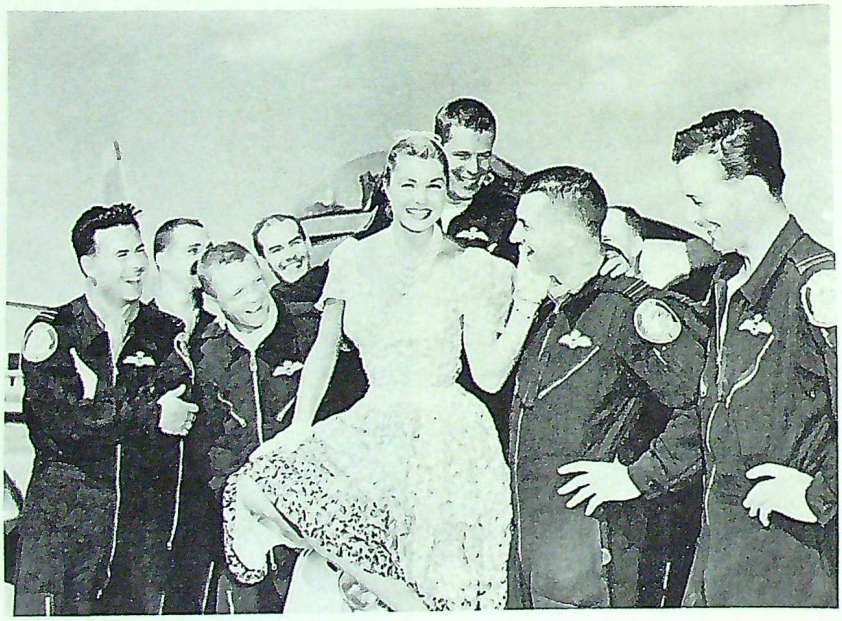
Usually my duties left weekends free and they were invariably spent in travel. Cars are freely bought and sold among service personnel. Consequently four of us "summer types" purchased a 1950 Chevrolet.

Located as it is in the heart of western Europe, Metz lies within easy weekend travelling distance of many interesting cities.

We were allowed a total of two weeks leave (without pay) during our final summer in the service. In July Flight Cadet John Northfield and I left for a week on the Riviera.

Bathing in the ocean was perhaps the only thing we sea and surf-loving British Columbians missed during the summer at Metz. There is no doubt in my mind that swimming in the Mediterranean is the ultimate in the sport. Sun, white sand beaches, (bikinis!) and azure waters all combine to make it an unforgettable experience.

It was with not a little sadness that I saw the approach of autumn; and not merely because it heralded my return to Canada. The summer had been a wonderful culmination of my three years in the service and a valuable experience. The vast majority of flight cadets are not afforded the opportunity I have been fortunate enough to enjoy. Most remain in stations across Canada for their terms of service, undergoing formal courses in everything from flying to food services. As for myself, I am grateful for the privilege of having been part of this excellent scheme, and will retain my connection with the R.C.A.F. through membership in the auxiliary.



Beauty and the beasts

Golden Hawks Live It Up

The Golden Hawks, the R.C.A.F.'s precision aerobatic team which earlier this summer thrilled countless thousands throughout eastern Canada, are now winning admirers in the western provinces with their flawless performances.

Prior to their show in Ottawa the Golden Hawks had a visit from one of their many fans — Esther Williams, vivacious movie star and erstwhile swimming champion. This record of the impromptu visit, shows the Golden Hawks with their feet firmly on the ground but their heads in the clouds.

Campus Centralia

Résumé of a Flight Cadet's Apprenticeship for a Profession at the R.C.A.F.'s Centre for Officer Selection and Primary Training.

FROM every corner of Canada, young men and women come to R.C.A.F. Station Centralia to begin their service careers. Aircrew candidates who have just left high school, doctors, nurses, engineers and meteorologists—all come here for their initial officer training. Population of staff and students is far larger than that of the nearby village from which the station takes its name.

Centralia has a broad field of operations. The station that was once the R.C.A.F.'s busiest flying training centre is now home for a personnel selection unit, a medical selection unit, an officers' school,* a language school, and a primary training school. The latter is divided into a conventional 'classroom' school and a flying training school.

MEET JOE POULIN

Among the young aircrew students at the Primary Training School is Flight Cadet Joseph Poulin. He first experienced the thrill of being airborne at the age of ten. The details of that first flight faded into the deep recesses of his memory but the urge to fly remained strong.

He was born and bred in Ste. Camille, some 60 miles from Quebec City. Young Joseph's education was predominantly French; the amount of English he absorbed in high school gave him merely a nodding acquaintance with the language.

The discipline that Joseph encounters at Centralia is not new to him, but rather a variation on a theme. He is the 12th scion of a 17-limbed branch and says, "Perhaps my mother was pretty severe, but that is necessary if you want to keep order among so many". Joseph believes in "order" and he approves of air force discipline.

In the summer of 1958, when he

*For groundcrew candidates only.

was 20, Joseph took the big step and went to the recruiting office in Quebec City. The recruiting officer spoke to him in French and there Joseph wrote a series of aptitude tests, also in French.

Two weeks later Joseph learned that he had passed the tests and that the R.C.A.F. would consider him as an aircrew flight cadet. But the recruiting officer could not say whether Joseph would become a pilot or an observer; there were more tests to be made at the Personnel Selection Unit. He was at the summit of one hill and at the foot of many more.

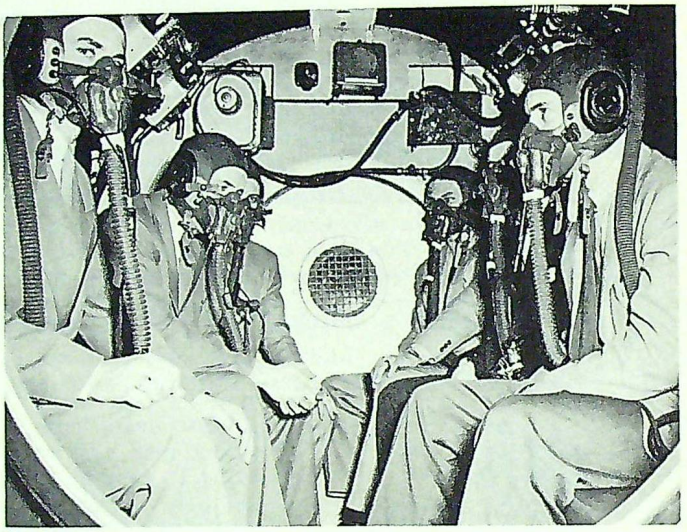
team of specialists at the Medical Selection Unit who examined him again to make sure that he was fit to fly in high speed aircraft. Measurements were made of his arms, legs, and trunk; (some candidates are found to be too tall for the cockpits of jet aircraft). His height and weight were recorded and his hearing was checked. With five other candidates he was put into a decompression chamber and the air was gradually pumped out until the pressure in the chamber simulated the conditions he might experience in a high-flying jet. His colour vision was tested and he

since the officer selection programme was conducted in French by bilingual officers. Until he was actually being tested he had no idea what to expect, for the selection unit changes the tests regularly to prevent possible collusion among candidates.

INTO UNIFORM

Three days after arriving at Centralia, Joseph was pleased to find that he had passed the officer potential hurdle, both mental and physical. Now he was to go to language school to master English. At this point he was officially enrolled

Being finger-printed.



Decompression chamber at Medical Selection Unit.

T

MANY OBSTACLES

During his first days at Centralia, Joseph discovered there was much more to joining the airforce than merely signing a form at the recruiting office. He learned that the three main obstacles — before he could even get near an aeroplane — were medical, officer, and aircrew selection. But he felt he was getting closer when the air force police finger-printed him, photographed him and gave him an identity card.

When he had been recruited in Quebec he had been given a short medical examination, but here at Centralia he had to report to a

was given an electroencephalograph test to discover if he had ever suffered a brain injury, and then an electrocardiogram to check his heart. Finally he was interviewed by a psychiatrist and pronounced fit for aircrew training.

Since all R.C.A.F. training is conducted in English, it would be necessary for Joe Poulin to become proficient in this language before embarking on the formal training programme. Prior to this, however, he would have to demonstrate that he possessed sufficient "officer potential" to warrant such an investment. It did not yet matter that Joseph could speak only French,

as a flight cadet and changed from civilian clothes into uniform.

At the School of English Flight Cadet Poulin met NATO students from Denmark, Holland and Norway. They, too, were learning English before going on to aircrew training. There were other French-Canadians in the school, more aircrew candidates and three nurses from Quebec who would later go to Officers' School.

The language training was intensive. The working day began at 0800 hrs.—vocabulary, elementary grammar, and then a drill or study period. Flight Cadet Poulin had one hour free to read his mail and

eat his lunch, then four more hours back in school. At 1600 hours came a sports period, but if he wanted to cheer his team, complain to the referee, or even heckle the opposition, Flight Cadet Poulin did it in English; it was becoming a habit. The vocabulary he was learning was a basic and social vocabulary required for daily use. It was taught by the direct method — the student learning to associate a word with an object or action. But because the primary aim of Flight Cadet Poulin's instructors was to equip him to undergo flying training, the vocabulary and the terminology required for this type of training were introduced early in his course. Great emphasis was placed on training aids such as charts, Vu-graphs, film slides, and particularly on electronic equipment; tape recorders, and intercommunication equipment.

LANGUAGE LABORATORY

One of the most advanced aids to the language training programme is the "language laboratory". This room contains 12 separate booths, each equipped with a microphone, earphones, and a hi-fi record player. The instructor sits before a master panel where he may tune in to a single booth, or to any number of booths simultaneously. He may signal the student by flashing a red light, and the student, in turn, may signal the instructor if he requires individual assistance.

After 12 weeks of English study Flight Cadet Poulin was ready to go back to the selection unit and take the aircrew aptitude tests. This time the tests were all in English, but English comprehension was not a deciding factor. He hoped to be selected as a pilot but the results of the tests showed that he had superior ability as an observer; so observer it would be.

The hurdles of officer selection and aircrew selection behind him, Flight Cadet Poulin resumed his language study in preparation for Primary Training School; three weeks of vocabulary, and three weeks of attending classes at P.T.S. with his bilingual instructor. During these last three weeks he had a foretaste of things to come and his instructor was able to question him on the lesson he had just heard and pin-point the areas in which he might have difficulty with language.

On graduation from language school, the bilingual Flight Cadet Poulin went home to Ste. Camille for the week-end. He enjoyed being able to talk to his bilingual Irish girl in English. From this week-end he returned to P.T.S. half an hour late, and his new linguistic ability was put to use when he had to write an essay on punctuality.

OFFICER TRAINING

Flight Cadet Poulin had now moved his baggage to newer, larger, quarters; Barrack Block 67, probably the building best remembered by the aircrew graduates of the past five years. Here he was given a room with three other cadets, two of them strangers from Ontario and the other his best friend, Flight Cadet Pelletier, whom he met at the language school. Week-end passes were given to those cadets whose rooms were considered by the inspecting officer to be "excellent". The cadets waxed floors, polished brass, cleaned windows, and removed every trace of dust in their competition for the week-end pass, but it was not until his third week in P.T.S. that Flight Cadet Poulin and his room-mates won a long week-end.

Now more attention was paid to Flight Cadet Poulin's "officer training" and his acceptance of

ng initiative in "the play pen".

Automation at language school.

Pay parade twice monthly.

Elementary navigation.

Book learning made easier.

Fraternization in the

rules. A course of senior cadets was there to observe him. They had been junior cadets three months ago, and they knew what to look for; it was one of the senior cadets who caught him returning late from his week-end pass. Still, Joseph Poulin had come from a large family in which the older ones helped their parents guide the younger ones, and he did not mind. But suddenly, it seemed to him, his hair grew faster than it had before; at least it needed cutting more often. He noticed that his boots became dusty more easily; or if he didn't notice it, a senior cadet or the drill sergeant did.

ACADEMICS

In the academic section of the school the flight studied physics, mathematics and elementary air navigation. The physics course (58 hours of it) Poulin thought too easy because he had at one time been preparing himself for chemical engineering before the family agreed to his joining the air force. The course consisted of a review of elementary physics up to the level of high school graduation and emphasis was placed on those aspects which would be particularly useful to aircrew. Mathematics was more difficult; not because it was any more than a review of high school mathematics, but because speed and accuracy were always stressed. Many of the 48 hours devoted to this subject were spent in "speed quizzes".

The navigation course (15 hours) introduced him to the essentials of air navigation maps, terrestrial magnetism, and speeds.

Officer training took Flight Cadet Poulin through a series of leadership problems which he had to solve with a syndicate of his fellow students. Again, with his syndicate, he discussed world affairs and gave a lecture on "Eastern Europe". Then there was a writing course; how to write service memoranda without being either terse or windy — and there was still more vocabulary. This time it was easier for him than for his English-speaking classmates; many of the 'root' words were French or Latin.

SQUARE BASHING, TOO

Every day there was drill. During the cold weather one of the hangars was used as a parade ground. The cadets took turns in drilling the flight and inspecting it; but Flight Cadet Poulin says that he found his severest critics to be the full length mirrors with which the walls of the drill hangar are liberally furnished.

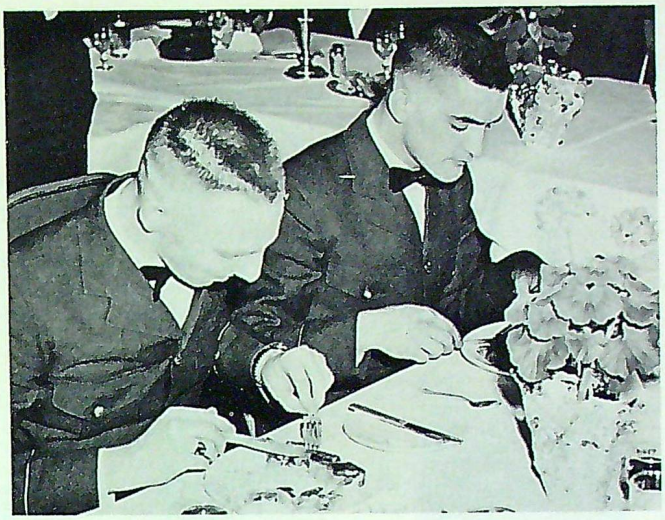
When he had been at P.T.S. for six weeks, he wrote two final examinations; R.C.A.F. History and General Service Knowledge. Then, in quick order, came the mid-term tests in the subjects he had not yet completed. He was still worrying about the results of examinations and tests (he passed everything) when quite suddenly, it seemed, the senior cadets graduated and he became a senior cadet himself. Now he was looking askance at the junior cadets and warning them to 'smarten up'. And then came the realization that final examinations were only three weeks away. The results of his progress tests, his mid-term tests, and the two final examinations he had written were all on record in the standards section of the school. Before he left P.T.S., the R.C.A.F. had collected a great deal of data about Flight Cadet Poulin.

STANDARDS MAINTAINED

In the standards section his name appeared on the 'spread sheet', a document covered with figures which would show quite clearly the progress he had made in each subject, the marks he achieved at finals, his average marks, and the average marks of his flight.

One of the main duties of the standards section is the programm-

Flight Cadet's Lounge.



Graduation mess dinner.

Graduation presentation.

ing of lectures so that interrelated subjects are taught in the right sequence; for example, certain areas of mathematics must be reviewed before particular navigation lectures are given. The cadet's day must be planned to allow for one period of drill and one period of physical education as well as formal classroom instruction.

During the next week Flight Cadet Poulin did the hardest work of his life, studying for and writing final examinations. Then on the Friday of Flight Cadet Poulin's 11th week at P.T.S. the O.C. came into the classroom to read out a list of names; first the names of those who had earned a distinguished pass, next those who passed with credit, then those who passed, and finally the failures. While he waited for his name, Flight Cadet Poulin said it seemed like a hundred years. But then it came; he had graduated.

It was his last week at P.T.S. After the graduation parade and the mess dinner he would go on to Air Observers' School at Winnipeg: the pilots would stay at Centralia for six weeks of primary training on Chipmunk aircraft. There was no homework now, or at any rate, there was a brief respite from the 'ardua' through which he had passed on his way to the 'astra'. There was a mock court martial and a briefing from the instructor who had come from Winnipeg to take the graduating observers back with him.

The flight began practicising for its graduation parade; for three minutes during the parade they would do a series of precision drill movements without a word of command. It would look impressive, but it would take practice. So the flight practised — during the daily drill parade and then again in the evening.

GRADUATION

Finally, graduation day arrived. All the junior cadets were on parade, the school staff were there, and beside the dais sat a group of civilians — relatives and friends of graduating cadets.

The parade went without a hitch. The graduates were called one at a time and the reviewing officer (for this parade, Group Captain A. G. Kenyon, R.C.A.F. Station Centralia's commanding officer) shook hands and gave them their graduation scrolls. Then the flight marched past and saluted the reviewing officer; the band played the national anthem, and the parade was over.

The mess dinner was held in the flight cadets' lounge. There had been other parties during the course; an informal get-together in the first week, and then a mid-term stag, but this was the first formal dinner Flight Cadet Poulin had attended. The detailed instructions on the conduct of the mess dinner, which he had learned in class, flitted about his mind during that hushed period just before the commanding officer arrived. One by one the instructors, resplendent in their mess kits, came in and tried with casual good humour to dispel the funereal atmosphere that pervaded the room. The murmur of conversation suddenly ceased altogether and Flight Cadet Poulin saw the C.O. and the guest speaker at the entrance of the ante-room. At the end of the half hour of cocktails, the murmur of conversation had risen in volume and the 'ice' of formality had melted a little. The dinner was a decided success and a fitting climax to graduation day.

It was the end of Flight Cadet Poulin's training at Centralia. He had been through the best school system the R.C.A.F. could provide and he had begun the apprenticeship of a profession.

The Suggestion Box

Air Marshal Hugh Campbell, Chief of the Air Staff, has written letters of thanks to these individuals for their original suggestions which have been officially adopted by the R.C.A.F. Each has received an award from the Suggestion Award Committee, Department of National Defence.

Flt. Lt. D. W. Bassam of AFHQ Ottawa developed special ground handling equipment for APS-42 Search Radar Equipment installed in North Star aircraft.

W.O.2 H. C. Dobbs of Station St. Sylvestre devised a re-wiring procedure to reduce the maintenance required to keep radar CPS 6B video selector boxes in operation.

F/O H. Skogland of Station Uplands revised the aircraft weight and balance forms.

Flt. Sgt. A. R. Baker of 5 C.U. St. Hubert made a suggestion concerning the automatic carriage return and line feed on Model 15 type projectors.

F/O D. S. T. Stirling of Station Chatham suggested a new method of briefing airmen on conduct, discipline, appearance, and career implications.

Flt. Sgt. T. Brock of Station Bagotville suggested a revision of aircraft marshalling wands to increase their light intensity.

W.O.2 B. A. Campbell of Station Senneterre made a suggestion concerning the 8-R Bryant dehydrator.

Flt. Sgt. R. A. Grimes of 11 TSU Montreal made a suggestion concerning the identification of modification kits for aircraft.

Flt. Sgt. J. Perusse of Station Cold Lake devised a mobile stand for carrying CF-100 test equipment.

Sgt. W. N. Brazeau of Station St. Margarets made a suggestion concerning a tape reel holder for the 131 B2 table.

Flt. Sgt. E. T. Saunders of Station Lac St. Denis devised a new method of distribution of form E277.

Cpl. G. T. Palmason of Station Penhold designed a shimmy damper installation tool for T33 aircraft.

Sgt. J. C. Dupras of Station Uplands suggested a revision of form RCAF E335, Record Card for Serially Numbered Equipment.

Cpl. F. O. Reid of 6 R.D. Trenton suggested a new shape for cardboard containers used in the transit and storage of F86 Sabre canopy pressure seals.

Sgt. F. J. Parks of Station Sydney made a suggestion concerning Vivian diesel engines.

L.A.C. J. W. Curry of 438 Squadron (Aux.), Montreal suggested a revision of form RCAF G34, Bed Card, to include the squadron or section and phone number.

Sgt. R. J. Shrimpton of Station Portage la Prairie suggested a revision of adaptor assemblies used to obtain an effective seal in fuel caps in the wing tanks of T33 jet aircraft. (Second award)

L.A.C. H. R. Northorp of Maritime Air Command Headquarters revised the warning procedure to eliminate the accident hazard on stairways.

R.C.A.F. Association

By FLYING OFFICER J. D. BURGE,
Directorate of Public Relations

Ninth Annual Association Convention delegates parade from Montreal's Queen Elizabeth Hotel to the cenotaph on Dominion Square . . .

BLENDING a background of Canadian air anniversaries into the themes of mutual assistance, preservation of freedom and future plans, the Royal Canadian Air Force Association held its ninth annual convention in Montreal on May 14, 15 and 16, Nos. 306 (Maple Leaf), No. 310 (Wilno), and 313 (City of Montreal) Wings were hosts to 240 visiting delegates.

Besides commemorating the 50th anniversary of powered flight in Canada, 35th birthday of the R.C.A.F. and 10th anniversary of the Association, delegates and guest speakers established a definite pattern of subjects for consideration throughout the convention.

They began with Group Captain Douglas Bader, legless hero of the Battle of Britain, delivering the keynote address on Thursday morning, May 14, in which he referred to the objects of the four English speaking air force associations as "good fellowship and making sure that none of us fall by the wayside."

They were further established by Mr. Gill Robb Wilson, Past President of the American Air Force Association, and General Lauris Norstad, Supreme Allied Commander, Allied Powers Europe. Mr. Wilson spoke of the need "to preserve freedom from dangers within", while General Norstad spoke of "resisting the dangers from without".

And they were highlighted still further by Air Marshal Hugh Campbell, Chief of the Air Staff, who outlined the role of the service and spoke of the close working relationship between the Association and the R.C.A.F.

Between the guest speakers and convention banquets, there were spirited business sessions, a smart parade, jovial "At Homes", flanked by the president's reception at R.C.A.F. Station St. Hubert and finally by a briefing session, scramble and low-level flying exhibition by CF-100s also at St. Hubert.

Meanwhile, the wives of the delegates were not forgotten. Their programme included receptions, buffets, a fashion show and sightseeing tours.

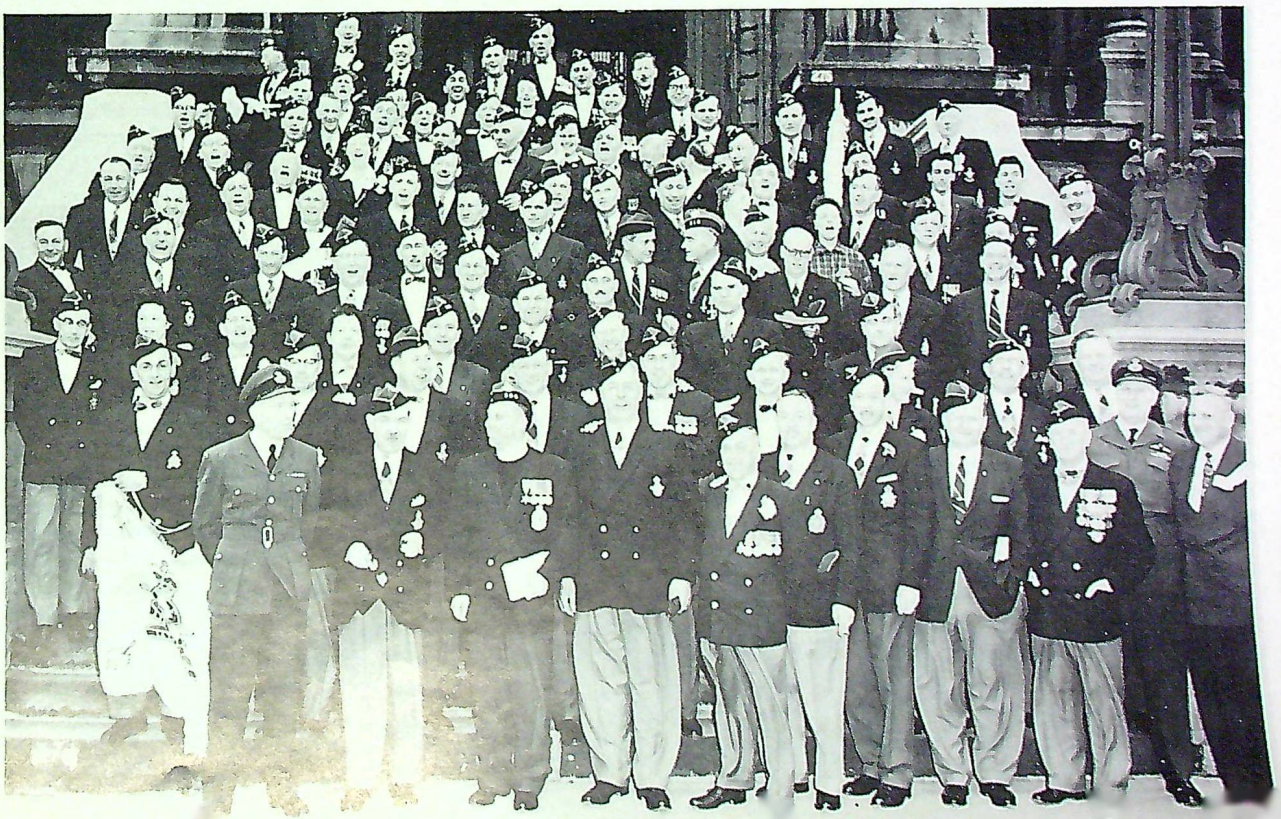
Activities commenced on Wednesday, May 13, with the registration of delegates followed by a meeting of the National Executive Council in the evening and the president's reception in the Officers' Mess at R.C.A.F. Station St. Hubert that night.

Welcoming addresses were delivered by Air Marshal W. A. Curtis,

Annual Convention

. . . led by the R.C.A.F. Central Band, under the direction of band master Flt. Lt. L. D. Corcoran (left) and drum major W.O. 2 L.D. Kelly (right).

On the steps of Montreal's City Hall, following mayor's reception.



Association National President, and Group Capt. A. M. Jardine, Commanding Officer of R.C.A.F. Station St. Hubert. Mr. Robert Bulger, on behalf of the Montreal wings, presented Group Capt. Jardine with a picture of the airship R-100 which landed at St. Hubert in 1930. The reception concluded with a buffet.

OPENING CEREMONIES

The formal opening on Thursday morning began with the following message from Her Majesty Queen Elizabeth, read by Air Vice Marshal G. E. Brookes, Association Grand President:

> "Please convey to all members of the Royal Canadian Air Force Association, assembled at their annual meeting, the Queen's sincere thanks for their kind and loyal message, which Her Majesty much appreciates."

The invocation by Right Reverend Monsignor E. A. Charest was followed by a minute of silence for deceased airmen. His Worship Mayor Sarto Fournier, speaking in French and English, welcomed the delegates to Montreal.

Group Capt. Douglas Bader

Group Capt. Bader, in his keynote address, spoke of the objects of the R.C.A.F.A. and of the tremendous future in the North West Territories, stating "I believe the only way this area will open up is by the air."

Air Marshal Curtis referred to highlights of national scope during the year, such as the publication of "There Shall Be Wings" and the 50th anniversary observances. He noted that Association membership has increased by 1,000 and that four new wings had been formed.

Speaking of the Association's future role, he stated: "One of our jobs—our biggest job right now—is to support the R.C.A.F."

". . . There is very much going on these days—perhaps too much, too quickly for the people of Canada and other nations to readily comprehend. We have a job to do in assessing the rapid progress in air matters and in helping the public to understand not only the nature of the threat facing us, but the prime importance of a strong and capable Air Force in this land of ours."

COMMITTEE REPORTS

At the morning business session it was decided to continue the "Bon Voyage" programme for another year. Membership was reported to total 11,000. Of this number 60 were recently obtained by Stefan Niezgoda of No. 430 (Warsaw) Wing, Toronto and for his efforts during the membership campaign Mr. Niezgoda was accorded a life membership in the R.C.A.F.A.

The International Projects committee, headed by Air Vice Marshal Brookes, recommended that delegates to group conventions carefully consider the advisability of greater participation by the R.C.A.F.A. in several projects of international nature concerning war veterans, United Nations agencies and allied air force associations.

The following reports were also presented: Air Cadet League by Mr. Arthur Macdonald; Community Services by Mr. L. N. Baldock; "Bon Voyage" by Mr. R. Garriock; and Hospital Visits (veterans) by Miss Marion Graham. The latter presented Mr. Sinclair MacLeod, President of the Maritime Group, with a beautiful trophy (to be awarded annually) for "having the most beneficently active wing in his group".

During an informal luncheon at noon, presentations were made to Mr. J. C. Gray, Secretary of the R.C.A.F.A.; Wing Commander A. Edwards, C.O. of 401 (Auxiliary) Squadron; Squadron Leader L. Larcombe and Messrs. L. Dery, P. Heberlin, Quebec City, and C. Morris, Montreal.

The afternoon business session was one of the most spirited of the entire convention. A total of 23 resolutions were submitted to the delegates and 17 were passed.

RESOLUTIONS

Resolutions pertaining to federal and provincial governments recommended Association support of the Canadian Legion in the matter of veteran's preference in provincial civil service; similar benefits for veterans who served in Canada and those who served in other areas during World Wars I and II; doubling of the amount of insurance available to veterans without a medical examination from the Department of Veterans' Affairs; and ensuring that the R.C.A.F. continue to exercise its rightful responsibility and role in the air defence of North America.

The Association asked the R.C.A.F. to re-establish search and rescue aircraft in northern Alberta, pointing out that heavy air traffic passes over this area and the nearest search and rescue aircraft are located in British Columbia and Manitoba.

Resolutions for Association consideration recommended that the R.C.A.F.A. at its annual convention issue a firm, well defined statement of policy for the ensuing year, giving thought to the problems facing the nation in matters of defence, the R.C.A.F. and the R.C.A.F.A.

Other resolutions called for a national air force reunion in Toronto in 1962; R.C.A.F.A. sponsorship of a national museum of flight; institution of "Member of the Year" and "Wing of the Year" awards; implementation of a scholarship plan at national level to assist deserving and promising children of R.C.A.F. veterans to attain education beyond the secon-

1959-60 EXECUTIVE

The following officers for 1959-60 were elected and installed on May 15:

Grand President: Air Vice Marshal A. F. Morfee, Annapolis Royal, N.S.
National President: Air Marshal W. A. Curtis, Toronto, Ont. (re-elected)
Vice-president: Leonard N. Baldock, Windsor, Ont. (re-elected)
Second Vice-president: Phillip Connell, Saint John, N.B.
Third Vice-president: Stanley T. Malach, Regina, Sask.
Fourth Vice-president: Robert A. Wright, Edmonton, Alta.
Chairman: George F. Penfold, Don Mills, Ont.
Vice-chairman: Group Capt. Stefan Sznuk, Ottawa, Ont.
Legal Advisor: George A. Ault, Q.C., Ottawa, Ont. (re-elected)
W.D. Representative (National): Mrs. A. Gould, Saint John, N.B.
W.D. Representative (Eastern): Miss E. J. Etter, Moncton, N.B.
W.D. Representative (Central): Miss Ethel M. Henderson, Westmount, P.Q.
W.D. Representative (Western): Miss Elizabeth F. Rowand, Edmonton, Alta. (re-elected)

dary school level; and that the National Executive Council consider making available more organizing assistance and financial aid to wings sponsoring the National convention.

TOOL OF DESTINY

Friday morning's business session was highlighted by a moving address by Mr. Gill Robb Wilson, who introduced himself as "a member of the R.C.A.F. Associatio by affection."

Mr. Gill Robb Wilson

He spoke of the advantages of being a member of an air force association and explained such an organization's role in preserving a nation's liberties: "In this R.C.A.F. Association there is a tool of destiny and of industry worthy of the best efforts of all of us."

In referring to aviation progress, Mr. Wilson stated, "Aviation has been built plateau by plateau until it has reached its present pinnacle. I agree with Group Capt. Bader that the day of the manned fighter will never pass because the day will never come when airpower will aggregate more than the experience that has built it."

CENOTAPH PARADE

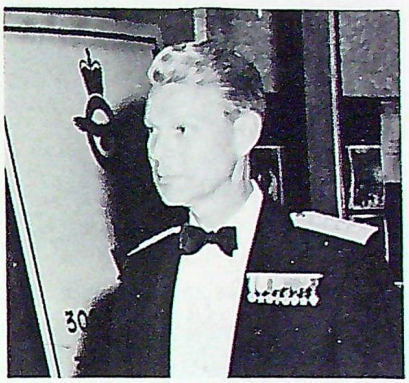
Despite a misty rain and biting cold wind, the parade rated the description "brilliant" by seasoned military observers. Under Police Chief J. Albert Langlois the parade, consisting of Association members, the R.C.A.F.'s Central Band, 150 cadets from College Militaire Royal de St. Jean, members of the R.C.M.P. and R.C.A.F., moved from Dorchester Street to the cenotaph on Dominion Square.

Following service at the Cenotaph, conducted by Reverend William Morris, wreaths were placed on the monument by Mrs. L. S. Tobin for Air Force Silver Cross Mothers; Air Commodore J. C. Stephenson for the R.C.A.F.; Air Vice Marshal Brookes for the R.C.A.F.A. and Mr. F. P. Legg for the host wings.

From the cenotaph, the parade moved to the Montreal City Hall. It passed the saluting base on Dorchester Street where Air Vice Marshal Brookes and Mayor Fournier took the salute. At City Hall the delegates were guests at a noon luncheon.

N.A.T.O. DEFINED

Most impressive feature of the convention was the "Anniversary Dinner". Presided over by Air Marshal Curtis, the dinner was attended by 600 people and addressed by General Norstad. The N.A.T.O. Commander was given a standing ovation on the conclusion of his address.



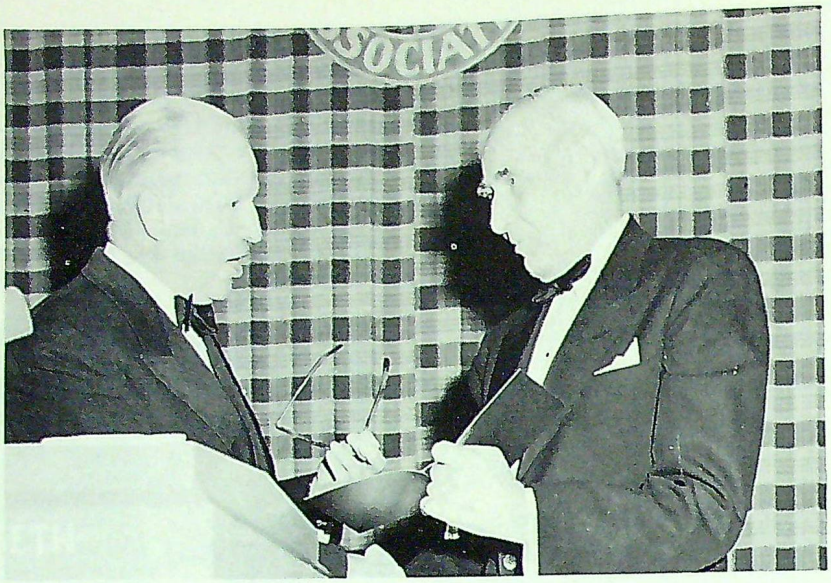
General Lauris Norstad

"Let me put N.A.T.O.'s achievement in its essential terms," stated General Norstad. "No foot of N.A.T.O. soil has fallen to agression in the 10 years since the treaty was signed. N.A.T.O. has kept the peace".

He stated that any valid European strategy must have the following three objectives: *"First,* should an incident start, whether it originates in a deliberate probing effort or flares up accidentally from some border dispute, we must have the means to force a pause, a break in the continuity of the action that has started.

"Second, in this pause, our posture must be such that we compel the Soviets to make a conscious decision as to whether or not they are going to start a war. *Third,* when making this decision, we must at all times confront them with the total cost of their action.

"To achieve these objectives, our shield forces are deployed in the forward lines of Europe. They, together with our great retaliatory power, provide the defensive strength on which our strategy



National president Air Marshal W. A. Curtis presents certificate of honorary membership in R.C.A.F. Association to Hon. Air Cdr. J. A. D. McCurdy.

A gift for the "Anniversary Dinner" guest speaker — l. to r.: B. Brennan, G. Ellis, Sqn. Ldr. G. A. McGinnes, G. Harris, General Norstad, G. Standden.

rests. The shield is, in short, the indispensable second element of the deterrent."

Guest of honour Air Commodore Hon. J. A. D. McCurdy was presented with an honorary membership in the R.C.A.F.A. by Air Marshal Curtis. In reply he stated, "This has come as a complete surprise to me. It is a gift dear to my heart and, like my friends in the Air Force, I will keep it until my dying days."

Climax of the dinner was the cutting of the anniversary cake by Air Commodore McCurdy, Air Marshal Hugh Campbell and Air Marshal Curtis. The three-tier cake symbolized the 50th anniversary of flight in Canada; 35th birthday of the R.C.A.F. and 10th anniversary of the R.C.A.F.A.

WIND-UP SESSION

The final business session was held on Saturday morning. Air Marshal Campbell outlined the four major tasks of the R.C.A.F. as: (a) with the United States Air Force, the joint air defence of North America; (b) with the Royal Canadian Navy and U.S. forces, anti-submarine patrols on both coasts; (c) with other N.A.T.O. countries, the strengthening of the western alliance; (d) with the United Nations, the air transport of troops and the maintenance of communications.

He spoke of the "valuable work of the R.C.A.F. Benevolent Fund", congratulated the Association on the quality of its annual convention and paid tribute to the close working relationship between the Association and the R.C.A.F. The C.A.S. said that fellowship and goodwill characterized the combined efforts of the Association and the R.C.A.F. to help maintain peace.

The Mynarski Trophy, awarded annually to the station whose married quarters community council makes the most effective use of its resources in developing a recreation programme suited to the needs of its children and youth, was won by R.C.A.F. Station Parent. Air Marshal Campbell presented the trophy to Parent's C.O., Wing Cdr. C. S. Yarnell, and recreational specialist Flight Sergeant R. S. Faulkner.

The trophy was given to the R.C.A.F. last year by the Polish wings of the Association in honour of Pilot Officer Andrew C. Mynarski, V.C.

1960 CONVENTION

Looking forward to next year, the delegates confirmed the invitation of the Toronto Wings to hold the 1960 annual convention in Toronto on May 19, 20 and 21. Hosts will be No. 408 (Toronto), No. 437 (York), No. 442 (Hornell,

V.C.), No. 430 (Warsaw) and No. 444 (Scarborough) Wings.

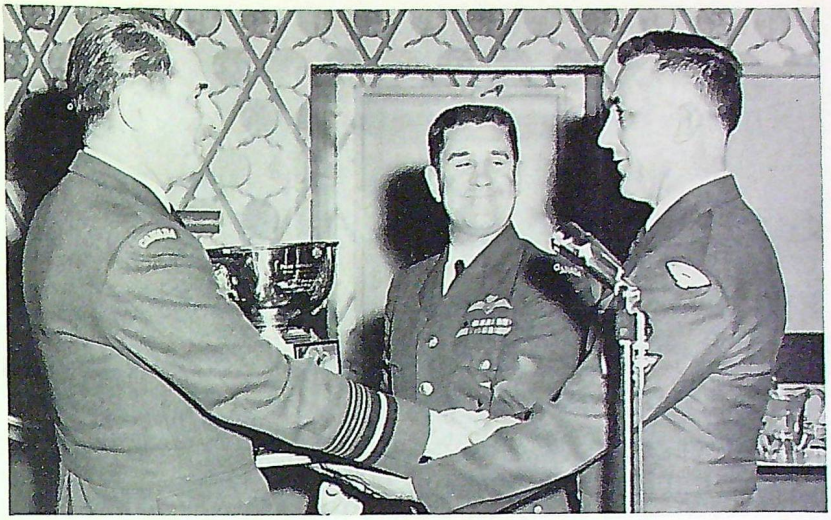
On Saturday afternoon delegates were given a close-up of the operational side of the R.C.A.F. at Air Defence Command, R.C.A.F. Station St. Hubert. Following a luncheon in the Officers' Mess, they attended a briefing session and were given an explanation of A.D.C.'s role.

After touring a hangar and viewing several CF-100s at ground level, they witnessed a scramble and low-level flying exhibition by four CF-100s. In appreciation the delegates extended a vote of thanks to Group Capt. Jardine and station personnel.

The convention concluded on Sunday morning with "Au Revoirs" beginning at 0600 hours. The host committee scored a much appreciated first by arranging for the delegates to enjoy cocktails and a continental breakfast in an atmosphere of morning music preparatory to their departure. For chairman Grieg Harrison and his hard working convention committee it was another of the "extras" that had contributed to making the 1959 convention a success.

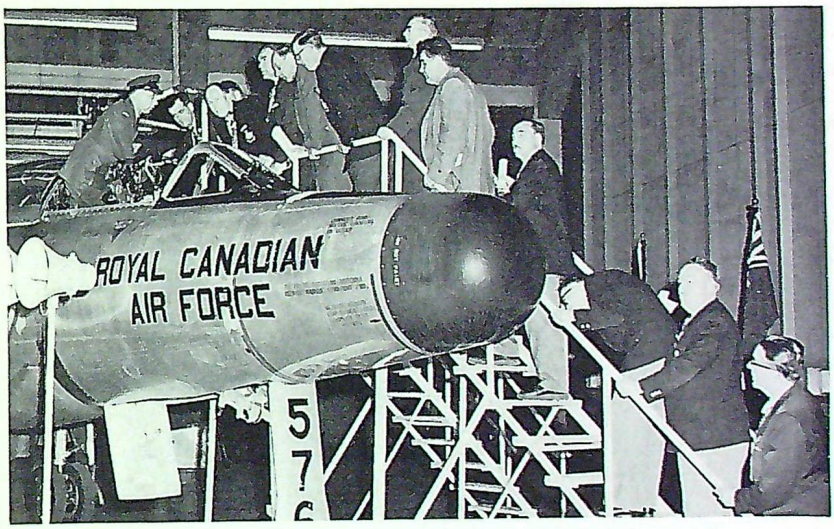
CHANGING ADDRESS ?

Association members wishing to assure continuous receipt of THE ROUNDEL must send a card immediately on moving, stating both their old and new addresses, to: Secretary, R.C.A.F. Association, 424 Metcalfe St., Ottawa, Ont.



Air Marshal Hugh Campbell presents Mynarski Trophy to Station Parent C.O. Wing Cdr. C. S. Yarnell and Flt. Sgt. R. S. Faulkner.

Delegates inspect a CF-100 at St. Hubert.



MALCOLM CLUBS APPEAL

The words Malcolm Clubs will strike a responsive chord in many R.C.A.F. personnel who patronized these clubs while serving overseas in the Second World War.

Organized first in May 1943 in Algiers by Lady Tedder, wife of the famous R.A.F. commander, they became part of the life and history of the airmen who patronized them. Since the war the Malcolm Clubs have continued to provide a vital human service for airmen of the R.A.F.

Recently Air Marshal Curtis received a personal request from Lady Tedder to make an appeal for funds to those interested in ensuring the continued existence of these clubs. This is the first time in 16 years that such a request has been necessary.

All who wish to assist this worthy endeavour should forward contributions direct to:

The Malcolm Clubs Trust Fund,
26 Cadogan Gardens, London S.W. 3,
England.

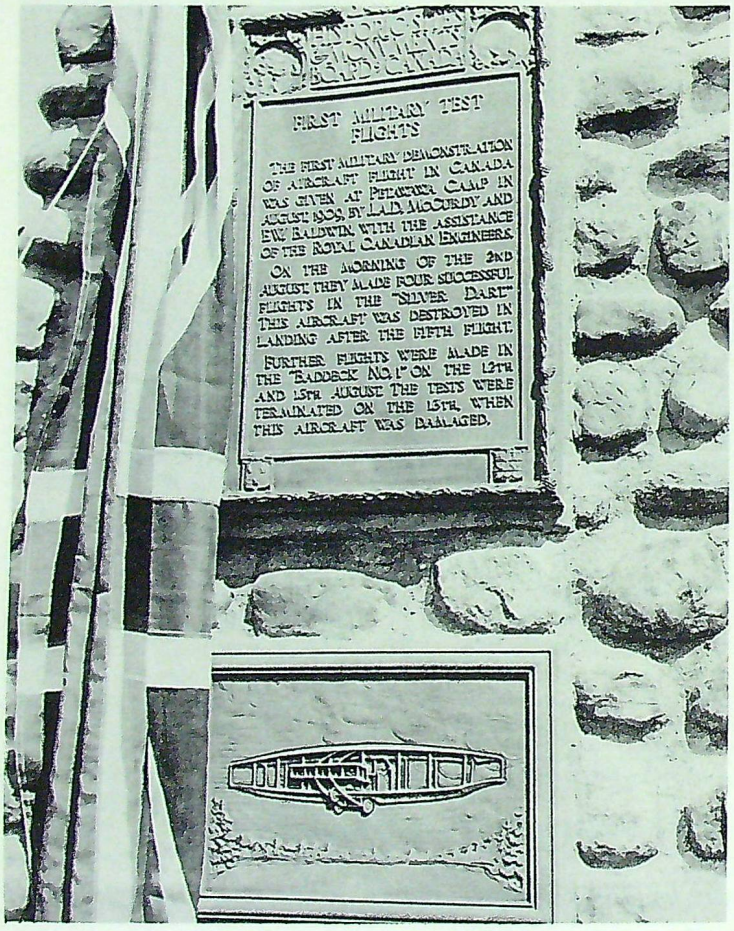
The first military aircraft trials in Canada were held at Petawawa fifty years ago. However, aviation then was considered

"Too Expensive a Luxury..."

— First of Two Parts

(For the illustrations accompanying this article we are indebted to Dr. Melville Bell Grosvenor. All photographs are courtesy and copyright The Bell Family and National Geographic Society.)

Commemorative cairn at Petawawa, erected by the Historic Sites and Monuments Board of Canada.

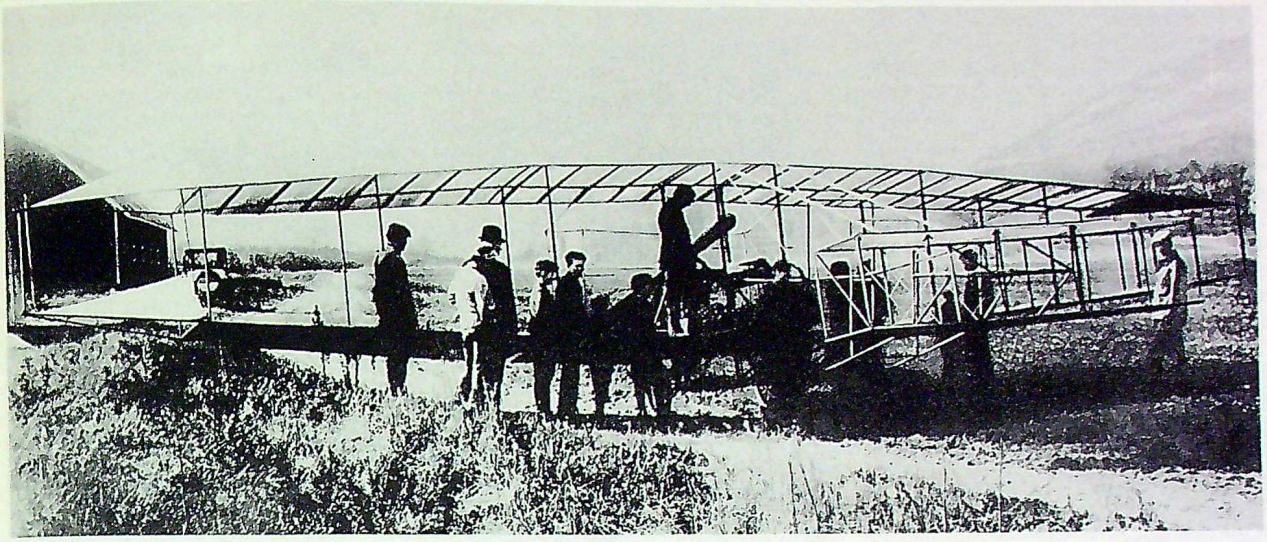


By WING COMMANDER F. H. HITCHINS
R.C.A.F. Air Historian

WHILE 23 February 1909 marks the birth of powered flight in Canada, the date of its conception was 30 September 1907 when documents were signed at Halifax, N.S., to constitute an Aerial Experiment Association. Dr. Alexander Graham Bell, an eminent scientist in many fields, J. A. D. McCurdy and F. W. Baldwin, two young Canadian science graduates, Glenn Curtiss, an American motorcycle and engine manufacturer, and Lieut. Thomas E. Selfridge, of the U.S. Army, were the five associates. Financial resources for the work of the A.E.A. were provided by Mrs. Bell.

Although created in Canada, the A.E.A. did much of its experimental work at Curtiss's home and workshop in Hammondsport, N.Y., where its four "aerodromes"* were designed, constructed and tested. Late in 1908 Dr. Bell and "Casey" Baldwin returned to Bell's laboratory at Beinn Bhreagh, near Bad-

*"Aerodrome" (air-runner) was the word which Dr. Bell used to describe the flying machines. The word is used in that sense in this article, rather than in its later meaning of an airfield.



Silver Dart at Hammondsport, N.Y., where it was constructed and flown first on 17 December, 1908.

deck on Cape Breton Island, where they were joined a few weeks later by McCurdy and Curtiss. Lieut. Selfridge had been killed in a flying accident at Fort Myer, Virginia, on 17 September 1908, while flying with Orville Wright.

At Baddeck the A.E.A. proposed to continue experiments through the winter with Bell's tetrahedral kite *Cygnet II* and with McCurdy's *Silver Dart,* the Association's Drome No. 4. The ice on Bras d'Or Lake, however, was not suitable for flying tests until early February 1909, and unfavourable weather then necessitated further postponements until late in the month, when both the *Cygnet* and *Dart* were tried out.

On 6 December 1907 *Cygnet I,* Dr. Bell's first man-lifting kite, had been flown successfully over Bras d'Or Lake, carrying Selfridge as a passenger; unfortunately the kite had been wrecked after lighting on the water when the boat towing it continued to forge ahead at high speed. *Cygnet II,* built in the laboratory at Beinn Bhreagh, resembled its predecessor but was rather larger, consisting of 3963 "winged cells" arranged in 16 layers; a double-decked forward control extended 12 feet in front of the kite, and was operated by a bamboo rod and steering wheel. An engine had also been installed in this kite in the hope that it might become airborne under its own power. On 22 February 1909 Douglas McCurdy attempted to fly *Cygnet II,* but engine trouble intervened. Subsequent trials on 24 February and 15 March were likewise unsuccessful, "untimely minor accidents" occurring just when the kite seemed about to lift from the ice.

SILVER DART

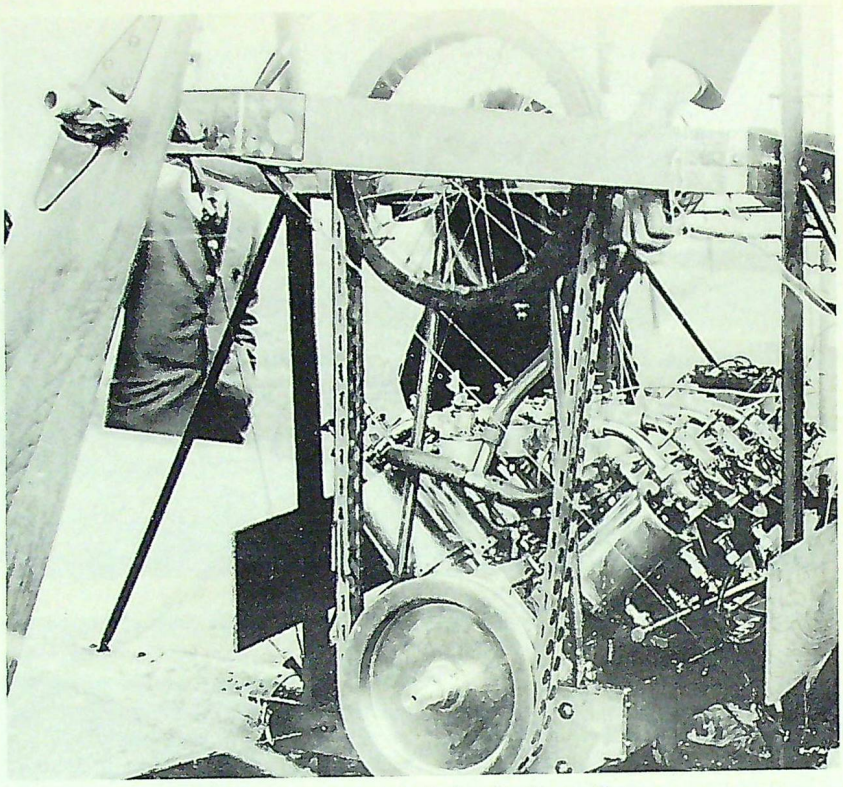
Meanwhile, on 23 February 1909, the *Silver Dart* had inaugurated the age of powered flight in Canada. The fourth aerodrome designed by the A.E.A., the *Silver Dart* had been built in the Curtiss plant at Hammondsport. It was a biplane, 49 feet in span from wing tip to wing tip, 10 feet high, and 30 feet in overall length from elevators to rudder. The wings had a maximum chord of six feet, tapering to four feet at the tips. The special balloon-type rubber-coated silk cloth which covered the wings was cut in panels to slip over each of the three sections of the wing framework. Each wing ended in a movable triangular section (aileron) for lateral control. A biplane "bow control" (elevators)* extended in front of the aircraft, the dimensions being 12 feet wide and 28 inches deep with a 30-inch gap between the two surfaces. Another framework extension to the rear carried a 4-foot by 2-foot rudder. The aircraft was designed to carry two persons in tandem, the pilot's seat being adjustable so that it could be slipped forward or backward readily to balance the machine. A tricycle undercarriage supported the aerodrome, with two wheels under the centre section and one under the elevator extension.

The power plant was a 50 h.p. 8-cylinder water-cooled Curtiss engine which was connected by a chain drive to a single two-bladed propeller of about eight feet diameter; the drive ratio was 4 to 3,

*In this early period of aviation's infancy aeronautical terminology was also in an embryonic state and presented some difficulty to reporters when they tried to describe the flying machines. Some contemporary descriptions are almost unintelligible to the present-day reader.

i.e. four engine revolutions to three propeller revolutions. A tubular radiator and a cylindrical fuel tank were mounted above the engine; the tank was divided into two partitions for gasoline (10 gallons) and oil (two gallons). The total supporting area of the biplane was 420 square feet and the overall load 860 lbs. (airframe — 345 lbs., engine — 210, radiator, fuel pilot, etc. — 305), giving the machine a wing-loading of 2.04 lbs. per square foot.

The *Silver Dart* made its initial flight at Hammondsport on 6 December 1908 with Douglas McCurdy at the controls. In the next fortnight several more flights were made before the aerodrome was shipped to Baddeck for further tests during the winter.



Silver Dart's eight-cylinder Curtiss engine.

FIRST FLIGHT

In Canada the *Silver Dart* made its first flight at about 3 p.m. on the afternoon of 23 February 1909, with McCurdy again at the controls, while half of the townspeople of Baddeck, some 150 in number, looked on with wide-eyed interest. After a take-off run of about 100 feet, the aerodrome rose into the air and flew steadily eastward at a height of 10 to 30 feet above the ice-covered surface of the bay. For one-half to three-quarters of a mile McCurdy continued in a straight line at a speed of about 40 m.p.h.; then he landed the machine gently on the ice — and opened the age of powered flight in the Dominion. In contrast to the floods of printer's ink which have been lavished on the 50th anniversary of the first flight, the historic event attracted little attention at the time. It was not front page news for the Canadian press in 1909, most editors deeming the achievement worth only a paragraph or two on an inside page.

McCurdy's first Canadian flight was followed by an even more significant feat at midday of 24 February when he surpassed all previous A.E.A. records by flying four and a half miles and making a complete circle to land again at the point from which he had started. One wing was slightly damaged when the *Silver Dart* skidded as it touched down on the ice. This new record was soon beaten by McCurdy on 8 March when he remained airborne for 11 minutes while he flew over a measured course of more than eight miles from Beinn Bhreagh to Baddeck, Stony Island and back across Baddeck harbour to his starting-point. Two days later he surpassed this feat by making two flights over the course, one of 22 minutes duration and the other 13 minutes, for a total distance of just under 20 miles. Then on 15 March the *Silver Dart* was in the air for four short flights of one-half to two miles, during which observers noted that McCurdy was able to keep the machine well balanced despite a "very puffy breeze" of seven to 15 miles per hour.

SUPPORT URGED

These later and longer flights attracted rather more attention than did the first one, and the Governor General, Lord Grey, reported them to the British government, with the comment that "McCurdy is a young Canadian whose services should be retained for the Empire; we have no organization for the purpose here." Still more publicity was gained in Canada by an address which Dr. Bell delivered to the Canadian Club in Ottawa on 27 March 1909, at which the Governor General was present as well as several members of the government, including the Hon. W. S. Fielding, Minister of Finance.

In his talk Dr. Bell said that "control of the air, as far as a nation was concerned, was as important for tomorrow as the control of the sea is today", and he strongly urged that the Canadian government should take some steps to secure for the nation the services of the two brilliant young Canadians, McCurdy and Baldwin, who had been working with him for two

years and who were now branching out for themselves with their aviation inventions.* Earl Grey supported his plea, remarking that: "It only remains for Canada, which gave to the world the telephone and wireless telegraphy, to complete her services to the British Empire and to civilization by giving to the world the best aerodrome, the possession of which will make the nation that is fortunate enough to own it . . . the foremost nation of the world." When Mr. Fielding rose to speak the large audience no doubt listened attentively to hear an indication of government policy. He was cautious, though encouraging: ". . . if it is found possible for the government of Canada to do something to help on this movement, something to recognize the work of these two devoted young Canadians and keep their names and fame and services for the empire no one will be more pleased than myself."

GOVERNMENT INTEREST

Several weeks after Dr. Bell's speech to the Canadian Club the question of government assistance came up for consideration in a meeting of the Militia Council on 4 May 1909. Col. R. W. Rutherford, the Master-General of the Ordnance, suggested that "it should be ascertained on what terms (McCurdy and Baldwin) would be willing to give their services to the Department (of Militia and Defence) as specialists; also their views as to what funds would be necessary to provide for their pursuing their studies on the Government's behalf. They might also be asked what aerodrome and other appliances they had at present on trial or in use, and whether they would be prepared to carry out any demonstrations or experiments at, say Petawawa." The Council agreed that "the Department should do everything in its power to facilitate the work of aerial navigation in assisting with men and equipment at its disposal, but, as there was no appropriation available, no financial assistance could be given."*

At the direction of the Council a letter was then sent to Dr. Bell, on 7 May, expressing regret that the Department of Militia and Defence was "not in a position to put forward any proposals involving expense at the present time", but offering to give McCurdy and Baldwin the use of the military grounds at Petawawa and such men and equipment as were available if they wished to carry out trials. A week later McCurdy and Baldwin replied, accepting the offer and proposing to ship the *Silver Dart* to the camp so that trials could be made early in June.* In acknowledging this letter the Department said that a party of Royal Canadian Engineers had gone to Petawawa at the beginning of June for construction work and would be available to assist the airmen; but it was suggested that the visit be deferred to a later date in July and August when more troops would be arriving at the camp for artillery practice. The Camp Engineer at Petawawa, Capt. H. H. Bogart, was instructed to assist the airmen "in any way possible, either by giving them the use of such sappers and materials as may be available, and required by them on their experiments."

TEST PREPARATIONS

Early in June the *Silver Dart* was shipped by freight from Bad-

*The A.E.A. was to dissolve, by time limitation, on 31 March 1909.

*Minutes of the Militia Council, 1909; items 565-571. At this meeting the Council also gave further consideration to a request, first submitted to it on 31 March 1909, from the M. Day Baldwin Company, Limited, of Montreal, to demonstrate the military use of balloons. Col. Rutherford said that as it was not intended to form a balloon corps it was inadvisable at that time to go to any expense in making the demonstrations suggested.

*The Militia Council had also asked, "looking to the future", on what terms McCurdy and Baldwin would give their services to the Department and also what funds should be provided, "say next year", to continue aerial investigation, construction and navigation on the Government's behalf. The airmen replied that their future plans were too vague to make any definite proposal, "but we would be glad to be of service to the Department in any way we can, and any information we may have is at the disposal of the Government."

This scene was re-enacted last February at Baddeck to mark the 50th anniversary of the Silver Dart's first Canadian flight.

deck and Baldwin reported to Petawawa on the 16th to receive the crates. To house the aerodrome a T-shaped shelter, 55 feet wide, 30 feet deep and 10 feet high, was constructed from lath, sheeting and tarred paper on the south-western part of the camp ground near the cavalry manoeuvre area. Several weeks passed while the airmen awaited completion of the shed and delivery of a new engine which had been ordered for the trials. This engine was a 6-cylinder 40 h.p. Kirkham commercial automobile motor, manufactured at Bath, N.Y., and costing $800.00. It weighed 320 lbs. and turned at 1400 - 1500 r.p.m. to drive the eight-foot propeller which was geared down to 840 - 900 r.p.m. McCurdy joined his colleague at the camp on 23 July and erection of the *Silver Dart* then began, the two airmen being assisted by William McDonald from their factory at Baddeck and by Capt. W. G. Tyrrell and Lieut. Perrin of the Engineers.

The activities of the airmen at Petawawa received much attention from the press whose interest in aviation had probably been quickened by exploits abroad, including Bleriot's flight across the English Channel on 25 July which marked the end of Britain's insularity. The flying machine seemed to be here to stay. Newspapermen almost camped on the field to be sure they missed nothing, and nearly every day during the latter part of July the Canadian newspapers carried items from Petawawa. When a Montreal heavy artillery battery made ready to go to the camp it was announced that it would experiment in long distance shooting in conjunction with the *Silver Dart*, the 4.7 guns firing at 8,000 yards range while the aircraft located "theoretical enemies."* The theory was sound, even if its fulfillment was several years in the future.

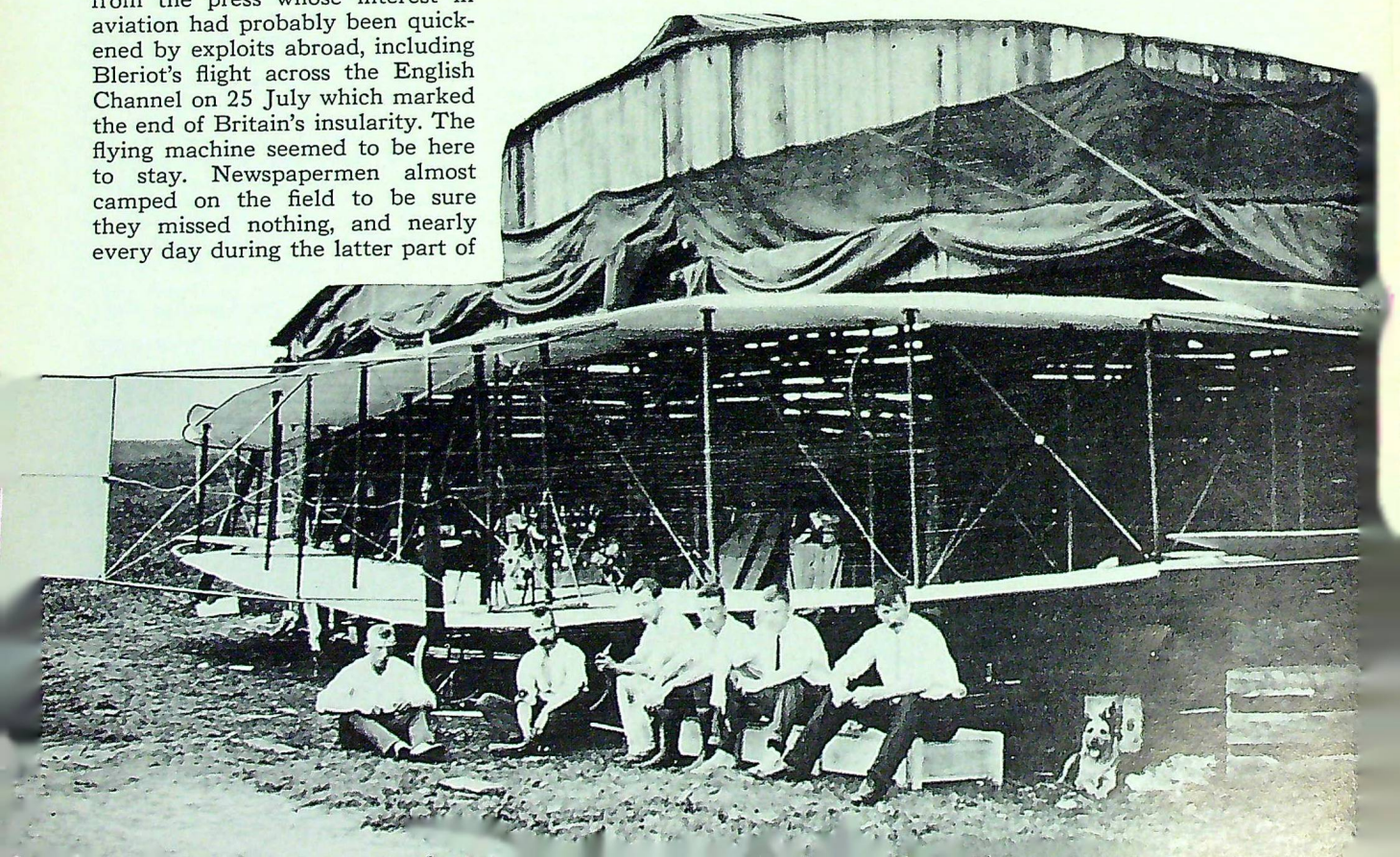
TEST FLIGHTS

Late in July the *Silver Dart* was finally assembled with the new engine installed and ready for testing. Excitement at the camp rose to a peak as the reporters watched every move of the airmen. About 4 a.m. on Monday, 2 August 1909, in the half light of early dawn, McCurdy and Baldwin set out for the "airfield", and an hour later the *Silver Dart* was wheeled out of its shed for the first trial flights. McCurdy took his place at the controls, Baldwin spun the propeller, and the aerodrome began to move over the ground. After a run of about 200 yards it rose a few feet into the air and flew northwestward in a straight line towards a clump of jack-pine. About half-a-mile from his starting-point, McCurdy landed, turned the *Dart* around, and Baldwin then joined him on the passenger's seat for the aerodrome's first flight as a two-seater. Returning to the shed, McCurdy took Willie McDonald up as passenger for the third flight down the field; and on the fourth flight back to the shed Baldwin once again occupied the passenger's seat behind McCurdy. On these four flights between the shed and the clump of jack-pine, the *Silver Dart* flew at heights of 10 to 50 feet and attained a speed estimated at 45 - 50 m.p.h., the highest it had yet achieved.

But the fourth flight, at 6 a.m., ended in a crack-up. After cover-

*Among the officers and men in training at Petawawa with the Montreal battery was A. G. L. McNaughton, then an engineering student at McGill, who later became a distinguished soldier-scientist.

The "aerodrome" crew and Baddeck No. 1 at Petawawa. Mr. McCurdy is third from left; Mr. Baldwin second from right.



ing three-quarters of a mile at a height of about 10 feet, just skimming the tops of the little ridges, McCurdy prepared to land close to the shed. Dazzled by the rising sun which was shining directly in his eyes, he misjudged his height and struck the edge of a knoll with the front wheel.* The aircraft bounced and, thrown over on its starboard wing, crashed to the ground. The centre section and the elevators were shattered, and the wings were badly rumpled at their junction with the centre section; only the engine escaped undamaged. McCurdy and Baldwin, buried in the debris of their aerodrome, were fortunate to receive no more than slight injuries. McCurdy had his nose and cheeks scratched, while Baldwin suffered a severe cut on his left hand and an injured leg which made him limp for several days. Curio-hunters swarmed around the *Silver Dart* until the wreckage was locked away in the shed; every soldier in the camp appeared to have a souvenir splinter. So ended the career of the aerodrome on which McCurdy and Baldwin said they had made 300 flights without even breaking a guy wire. Baldwin added that they were sorry to lose the *Silver Dart;* "it was our first machine, and we had come to regard it in a personal light."

BADDECK No. 1

The airmen had brought a second machine, the *Baddeck No. 1,* to the camp and erection of this aerodrome began immediately so that the demonstrations could continue. The *Baddeck No.1,* the fifth "and probably finest" aircraft produced by the Association, was basically the same design as the *Silver Dart,* but many improvements had been incorporated in it, particularly in cleanness of design. The *Baddeck* was also somewhat larger with a total wing area of 550 square feet as compared with the *Dart's* 420. The span was 50 feet, and the airframe (less engine) weighed about 700 lbs. In lieu of bamboo used in the *Silver Dart,* the central "box" of the *Baddeck* was constructed of steel tubing; the wing framework was of spruce covered with light sail cloth instead of the rubber-silk used on the *Dart.* Another change was in the design of the wing tips, or ailerons, which in the *Baddeck* were much larger with curved trailing edges, instead of the *Dart's* straight-edged triangular design. Yet another difference was in the design of the "bow control", or elevators, which had two slightly curved planes, like the wings, instead of the flat planes used on the *Dart;* this change was to have an unfortunate result.

To reduce resistance to the air, the design and position of the gas tank and the radiator had also been changed. The copper fuel tank was a flat receptacle designed to fit exactly between the cloth covering of the centre section of the upper plane, the top and bottom of the tank being curved to conform to the curve of the wing section. In place of the automobile-type radiator used in the *Silver Dart* the *Baddeck* had a radiator of very unusual design, consisting of 16 thin tubes arranged in two tiers between the forward struts on each side of the centre section. The tubes were curved like the wing surfaces and provided a total cooling area of 52 square feet. The undercarriage was constructed from 2-by-4 inch wooden pieces to which three 18-inch pneumatic wheels of improved design were attached; the front wheel turned with the rudder. The pilot's controls consisted of a wheel, mounted on an axle which extended to the elevators; by pushing the wheel forward or pulling it back the bow was lowered or raised. The control wheel also operated the rudder and the nose wheel of the undercarriage. Lateral control was maintained by the pilot leaning to the high side to press his shoulders against bars which regulated the movement of the wing tips, or ailerons. ". . . The motions to control the machine are natural ones used in balancing a bicycle."

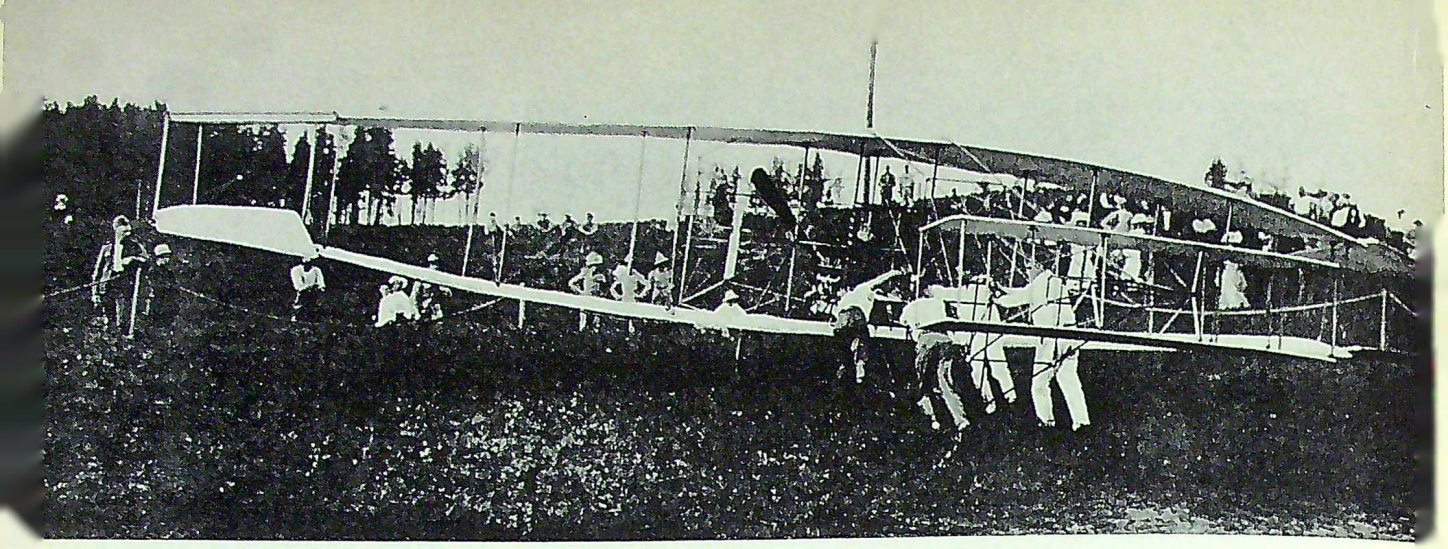
ON THE SPOT

The *Baddeck No. 1* had been completed in the Canadian Aerodrome Company's factory at Baddeck early in July and was then shipped to Petawawa where it arrived in the last days of the month. The *Silver Dart's* new engine, which had functioned perfectly and had not been damaged in the crack-up, was then transferred to the second aircraft and within a few days the *Baddeck* was ready for testing. Although McCurdy and Baldwin did not appear to be at all concerned about the situation, the two airmen were definitely "on the spot", committed to make the first trial flights of their new aircraft with the eyes of officialdom and the press watching their every move. As events were soon to show, it was unfortunate that they were not able to make the first tests of the *Baddeck* in more privacy, with an opportunity to eliminate "teething" problems before making a public demonstration.

After the *Baddeck* had been erected the tests were postponed for about a week, first because of high winds and then because the aviators wished to make some further adjustments to the "machinery". When everything was finally ready, an official party came up from Ottawa, on the night of 11 August, to witness the demonstration of the second aerodrome. With Col. E. Fiset, the Deputy Minister of Militia and Defence, there were Brigadier-General D. A. Macdonald, the Quarter-Master General, and Colonel R. W. Rutherford, the Master-General of the Ordnance, all of whom were members of the Militia Council, together with several other officers, including Major G. S. Maunsell, the Director of Engineer Services.

Before the official party arrived at Petawawa the *Baddeck* was given a ground test at 6 p.m. on 11 August. After the engine was

*The undulating terrain at Petawawa was a great contrast to the smooth ice surfaces or relatively level fields from which the earlier flights had been made.



Baddeck No. 1 being rolled out for a test flight at Petawawa, August 1909.

started the aircraft was taxied over the field for about 800 yards to make sure that the motor was running well; it "worked beautifully and was easily started and controlled." The next afternoon (12 August), after a thorough going over to tighten "stays" and make some adjustments, the *Baddeck* was brought out again at 5.15 for its official demonstration before the distinguished guests from Ottawa. Probably no other aircraft in history has had to make its maiden flight under such circumstances. The aerodrome was wheeled to the brink of a hill 100 yards from where the *Silver Dart* had been wrecked; McCurdy, "clad in a natty white sailor costume", took his place at the controls and Willie McDonald started up the engine. Bumping over the uneven ground, the "huge white-winged bird" made another run of about 800 yards, during which it rose 10 or 15 feet above the earth for a distance of some 300 feet. As the engine switch on the control wheel was not working properly, McCurdy then stopped the test and Baldwin taxied the aircraft back to the shed without attempting to become airborne.

NOT ENTHUSIASTIC

The official demonstration was a long hop or jump, rather than a sustained flight, but some members of the Militia Council expressed satisfaction at the brief test. Col. Rutherford, greatly pleased with what he had seen, said that "for the first trial with a new machine, it was very good." He believed aeroplanes would be of great use for scouting, and said he was anxious to do all possible to encourage McCurdy and Baldwin, but it would depend on parliament whether an aerodrome would be purchased. Col. Fiset, less impressed than his colleague, held out little hope that one would be acquired. Canada, he said, "would purchase no aerodromes at present and would wait to see the results of the experiments and enquiries Great Britain is making." The Deputy Minister expressed the opinion that the aerodrome was "too expensive a luxury for Canada to indulge in" at that time. "Who knows what these aeroplanes can do? Can they lift a great weight? What protection would the canvas planes offer? I think they must find something of a more stable nature than canvas to cover the great wings with. We must wait a great many years yet and experiment much more before the true use of these machines can be demonstrated."

Like the opinions of the Militia Council, press comments on the Petawawa flights were varied. An editorial in a Toronto newspaper asserted that neither the Canadian people nor the government realized the importance of the experiments; skill in aviation would soon be an enormous national asset and a peculiar duty rested upon the rulers to see that they were not left behind. The paper advocated immediate incorporation of the two aviators in the defence forces, the grant of financial assistance to produce machines with all speed, and the exhibition of successful machines abroad under the aegis of the Canadian government. But the editorial writer of another national newspaper, which in mercy will remain nameless, supported the idea "that not in the present generation or any other later will airships be used for freight traffic, or public passenger traffic, or for war — except for observation and scouting . . ."

END OF TRIALS

After witnessing the one brief demonstration on the evening of 12 August, the Militia Council delegation returned to Ottawa, leaving Major Maunsell at the camp to observe any further trials. Some more slight improvements were made to the *Baddeck*, the elevator control attachment was strengthened, a new switch was installed,

and by 6 p.m. on Friday, the 13th, everything was ready for another test flight.

Waiting until the wind had entirely dropped at 7.15 p.m., McCurdy started up the engine and ran along the ground for about 200 yards at which point observers saw the *Baddeck* rise very gradually into the air. It flew along steadily for 100 yards, gaining speed; then the bow control lifted suddenly and the aerodrome shot up to about 30 feet before slowly falling to the ground tail-first with "a dull thud and a crackling of broken wood."

McCurdy once again escaped without injury other than a slight bruise on the back, but the aerodrome was a wreck. The rudder and propeller were smashed, the propeller shaft twisted, and various trusses and struts were broken; the engine, which had already survived the crack-up of the *Silver Dart,* was once again the only major component of the aircraft that was undamaged. McCurdy attributed the accident to the fact that "the machine was not properly balanced fore and aft." Major Maunsell commented that this was "a very serious error and would probably have resulted in the death of the aeronaut and complete destruction of the machine, if it had lifted another 20 feet."*

NO DEFINITE ACTION

Undaunted by the two crashes, McCurdy and Baldwin shipped their aerodromes back to Baddeck with the intention of either repairing them, or installing the engine in another aircraft, and returning to Petawawa to resume the trials. There was not time to do this, however, before the camp closed at the end of August, and the two airmen remained at Baddeck to continue their aeronautical experiments.

Later in the year Mr. Chisholm, the M.P. for Huron, twice questioned the government about the assistance given to McCurdy and Baldwin, and its policy concerning aviation. Sir Frederick W. Borden, the Minister of Militia and Defence, replied that the camp grounds at Petawawa had been placed at the disposal of the airmen, a shed erected, and the services of one or two engineer officers and some men loaned to assist them when required, but no financial assistance had been given.

On the general question of policy the minister said that the subject of aeroplanes and airships for military defence was being closely followed, but no definite action had been decided upon. The government was "being largely guided by the action of the War Office in England in this respect." The subject had hardly reached the stage where it was "desirable for the Dominion Government to spend money in assisting inventors, but all reasonable facilities will be afforded to persons, possessing satisfactory credentials, in the way of giving the use of Government land for purposes of experiment."*

*Hansard, 25 November and 13 December 1909.

(to be concluded)

*A newspaper report said the aerodrome rose "in a beautiful flight but suddenly fell back owing to the engine being placed too far back on the machine." Dr. Bell, however, doubted that the accident was due to improper balance and attributed it to the use of curved elevators in the bow control instead of flat surfaces as in the *Silver Dart.* This change in design, he argued with scientific analysis, made the controls more sensitive and thus was responsible for the mishap.

A Day in the Argus

A Maritime Air Command *Argus* took off from R.C.A.F. Station Greenwood recently to demonstrate its capabilities to members of the press. Before the aircraft landed again it had flown from Greenwood to Bermuda, then back to Montreal, non-stop. The marathon trip also included an interception and theoretical sinking of the British submarine H.M.S. Alderney.

The flight, which was well within the limitations of the *Argus,* covered more than 3,000 miles and lasted for 13 hours. Representatives of newspapers and wire services saw the latest in electronic equipment and were impressed by the aircraft which has no equal in the job it was designed to do.

Last month another *Argus* from Greenwood set what is believed to be a Canadian distance record. In 18 hours 48 minutes the 15-man crew flew across the Atlantic to the coast of Ireland and returned non-stop — a distance of 4500 statute miles without refuelling. Average airspeed for the patrol was 195 m.p.h.

Record-breaking crew: (back row, l. to r.): F/O R. D. Cowan, radio officer; Flt. Lt. F. L. Schulz, captain; Flt. Lt. K. G. Wright, navigator; F/O L. M. Wale, navigator; Flt. Lt. H. M. Buechler, radio officer; F/O E. R. Carscadden; radio officer; Sgt. T. Harris flight engineer; Sgt. R. Herman, flight engineer; Sqn. Ldr. W. J. Lewis, pilot; (front row, l. to r.): F/O T. D. Casselman, radio officer; Flt. Lt. A. F. Farris, pilot; F/O M. Boyko, radio officer; Sgt. M. Millette, flight engineer; F/O J. G. A. Cosselin, radio officer; F/O D. C. Collingwood, navigator.

"Samaritans of the Sky"

THE R.C.A.F.'s Search and Rescue organization was featured in an hour-long C.B.C. television trans-Canada network show recently, with No. 111 Composite Unit at Winnipeg utilizing its men, planes, equipment and techniques on a simulated operation. As much as possible, those who do the jobs in real life played the TV roles; for instance, the "star" of the show, Squadron Leader H. J. Galen, O. C. 111, carried out his normal duties before the camera in organizing and directing a search.

The production was not unplagued by mishaps. Floor director Paul Dumaine added an unrehearsed scream of pain when he mashed his fingers in his "clapstick" during a filmed sequence. Later, when an *Otter* posed for inside and outside shots, the marshalling airman appeared to have changed his winter hat to a wedge — it turned out that the first airman had gone off shift between "takes". The wind, however, was the real villain. During a live sequence, an unserviceable mike forced programme organizer Ron Hunka to switch to one with no protective wind-sock, and for 12 minutes, while sparkling pictures of 111 KU *Otters,* helicopters, *Dakotas* and *Lancasters* appeared on TV screens across Canada, nothing could be heard but the roar of a 35-knot breeze.

Such contretemps hindered but did not dampen the show. A two-year old civilian wreck, suitably decked out with pieces of cowlings and engine parts to make it look newly-crashed, was located north of Winnipeg, and a crew of C.B.C. personnel and airmen, complete with four-day beards, flew in to set up a rude camp and work out an "SOS" on the lake. The next day three para-rescuers jumped from a *Dakota* in front of the grinding camera in a companion aircraft. They guided in a helicopter, with Flt. Lt. J. L. Jeffs at the controls, which brought the "survivors" to a nearby village for evacuation to Winnipeg by *Otter.*

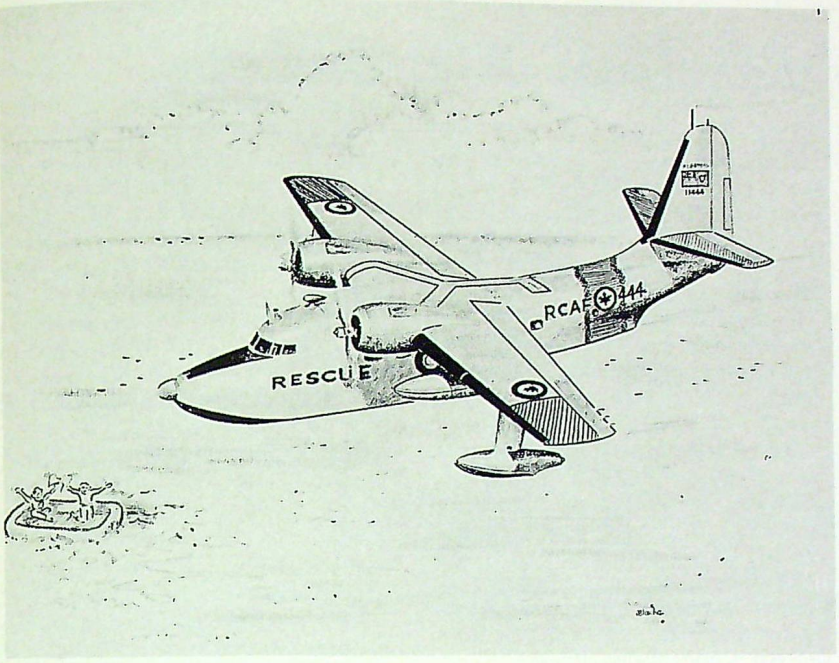
Once again, "Per Ardua Ad Astra" meant "Through Difficulties to the Stars" — TV stars, that is.

Cpl. J. Leville and L.A.C. D. L. W. Roome, two "survivors" of an aircraft crash, awaiting rescue in the bush north of Winnipeg .

One of a Kind

Corporal Edith Cole is not only the first stewardess to serve royalty aboard an R.C.A.F. aircraft—she is the first airwoman ever to serve in this capacity.

Selected as stewardess on the *Comet* for this summer's royal tour, she is one of the eight-member crew captained by Wing Cdr. W. Carr, 412 Sqn. C.O. Enlisting in 1954, Cpl. Cole trained as a medical assistant and has served at Whitehorse, Marville and Goose Bay.



Albatross for Search and Rescue

The CSR110 *Albatross,* a general-purpose amphibian, will be introduced into the R.C.A.F. next year for search and rescue duties.

The *Albatross* is, in fact, a "triphibian" since it has a ski below the hull and skis under the wingtip floats so that the aircraft may operate from ice and snow, as well as land and water. The R.C.A.F. version of the *Albatross* will differ in several ways from that flown by the U.S.A.F.

Two major modifications are the more powerful engines in the R.C.A.F. version which will give improved takeoff performance, and a retractable nose-wheel specially designed for beaching the aircraft. An order has been placed for 10 Albatross aircraft with Grumman Aircraft Engineering Corporation.

●

R.C.A.F. Station Macdonald Closed Again

On 31 May 1959 R.C.A.F. Station Macdonald closed for the second time in its history dating back to 1941.

On 10 November of that year Macdonald was officially opened as No. 3 Bombing and Gunnery School of the British Commonwealth Air Training Plan and, by the time it held its wartime last wings parade on 1 Feb. 1945, some 6498 air gunners, wireless air gunners, and observers of five air forces had been graduated. For the next six years the runways at Macdonald were covered with trucks as the station was used mainly for the storage of army material and, on all aviation maps the word "abandoned" was printed next to the word Macdonald.

On 28 May 1951 Macdonald was once more the scene of hectic activity as the station was reactivated first, for a short period, as No. 2 Advanced Flying School before Portage La Prairie was opened, then as No. 1 Pilot Weapons School equipped with *Harvards*

and finally, on 26 Aug. 1956, as No. 4 A.F.S. with T-33 aircraft.

Now, having served its purpose as an air training school for R.C.A.F. and N.A.T.O. pilots, Station Macdonald has closed for the second time. It will be used as a storage unit for the T-33 aircraft which, for almost three years, were the mainstay of station activities. Although no official order mentions it and no regulation has been drawn up to cover it, Station Macdonald will also be a repository for countless nostalgic memories.

Summertime Lament

My typist has gone on hir holiday
My typist has gohn on a spree
Mx Typish hap gon og hyr haliduy
A gring bacq mu hypist to me.
Bling Bac% oK sring back
Oh Eynk b4cK mu tipisth to mf tu mo,
Btung bicq ocsling 8ack
Oh Blynck Bav7 K my t½ pys yo m¼.

●

If you think you are indispensable, stick your finger in a bowl of water and notice the hole that's left when you take it out.

●

Royal Canadian Air Cadets

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

Summer Programme

By the time this appears in print, the Air Cadet organization across Canada will be in the midst of the most ambitious summer training programme in its history. During the months of July and August, upwards of 6700 cadets will be engaged in special training courses and reward activities of various kinds.

The major summer activity, as far as numbers is concerned, is the annual trip to summer camp. This year, four separate camps are in operation at Sea Island, B.C.; Clinton, Ont.; St. John's, P.Q.; and Summerside, P.E.I. At each location, four camps of two weeks duration will be held, and it is expected that total attendance will reach the maximum authorized figure of 6,000 cadets.

The summer camps offer cadets specialized training of a type which is not always available at their home squadrons, in addition to a full programme of recreational activities. Special instructional courses for N.C.O.s and officers will also be a feature of each camp. For most cadets, however, the main attraction will be familiarization flights in R.C.A.F. aircraft.

Once again the Air Cadet Senior Summer Camp will be held for seven weeks at Camp Borden. This camp comprises two courses — the Senior Leaders' Course and the Drill Instructors' Course — each with an enrolment of 100 cadets selected from all parts of Canada. The courses are conducted under the direction of the highly qualified staff of No. 1 S.S.T.S. and are rated as probably the finest single avenue of training open to Air Cadets.

Although final figures are not in at the time of writing, it is expected that a new high will be reached in the Air Cadet scholarship flying training programme this summer. The full quota of 250 R.C.A.F. scholarships has been granted, and this number is being supplemented by additional scholarships provided by the League. The total number of League scholarships is expected to exceed 100, which will bring to more than 350 the number of cadets to receive pilot training in 1959. The four weeks flying courses are conducted at flying clubs and schools across the country and successful graduates qualify for a private pilot's license and the Air Cadet flying badge.

A large number of Air Cadets are participating in the summer phase of the Reserve Tradesmen Training Plan. In addition to those cadets who take training in their own locality as high school students, a special 10% quota has been set aside at each Reserve training unit to accommodate qualified cadets from outlying areas.

The International Exchange Visits scheme is into its 13th year, with 58 top Canadian cadets selected to make good will trips abroad. Groups of 25 cadets are travelling to the United Kingdom and United States, while smaller parties of two cadets each will visit Norway, Sweden, Holland and Denmark. Reciprocal groups of cadets from these countries are visiting Canada as guests of the League and the R.C.A.F.

The Canadian cadets visiting the United Kingdom will travel throughout England, Scotland and Wales as guests of the R.A.F. and Air Training Corps of Great Britain. The smaller groups will be touring their host countries on the continent at the same time, and will also visit the headquarters of the R.C.A.F.'s No. 1 Air Division before rejoining the main party in England for the return flight home. The Canadian cadets who will fly south as guests of the U.S. Civil Air Patrol will visit New York City, Washington, D.C. and the state of West Virginia.

Entertainment for the overseas party of cadets will be provided in the central provinces of Quebec and Ontario. The U.S. cadets will arrive in Ontario and travel as far west as Manitoba where a 12-day programme has been arranged for them.

New Syllabus

Good progress is being made on the new Air Cadet syllabus of training which has been referred to in earlier issues of THE ROUNDEL. The new syllabus is designed to bring Air Cadet training into line with an age of exciting advances in the science of aeronautics. Work on textbooks, instructors' guides and supporting literature for the syllabus is well in hand and it is planned to introduce the first two years of the new syllabus at squadron level this coming September.

Air Cadet Establishment

A few months ago, Air Cadet strength across Canada reached the maximum figure of 25,000 cadets authorized by the Government. Since applications for new squadrons are continuing to come in, it has been decided to introduce a system of quotas for the various provincial committees. Until such time as authority is granted for an increase in the national establishment, any provincial committee wishing to open a new squadron will therefore have to find the necessary room within its quota, either by disbanding an inefficient unit or by cutting back the strength of existing squadrons.

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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