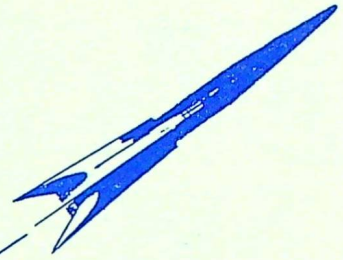


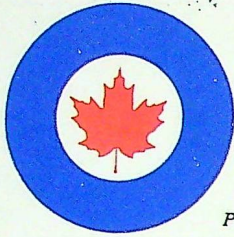


THE

# Roundel



OCTOBER 1959



THE

# Roundel

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

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THIS MONTH'S COVER

At RCAF Station Parent Corporal D. A. Stewart recorded on film this spectacular fireworks display which climaxed the station's Summer Carnival programme.

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

# On the Break



WE were present at Upland's a couple of months ago to witness a demonstration of the *F104A*, forerunner of our *CF-111* (see page 4). It was an impressive show, despite the fact the USAF pilot kept his *Starfighter* well below the speed of sound. As you may recall, on arrival the day previously he had slipped through the sonic barrier, causing a shock wave which reverberated much farther than Ottawa's damaged new terminal building. One might even go so far as to say that the demonstration we witnessed was an anti-climax.

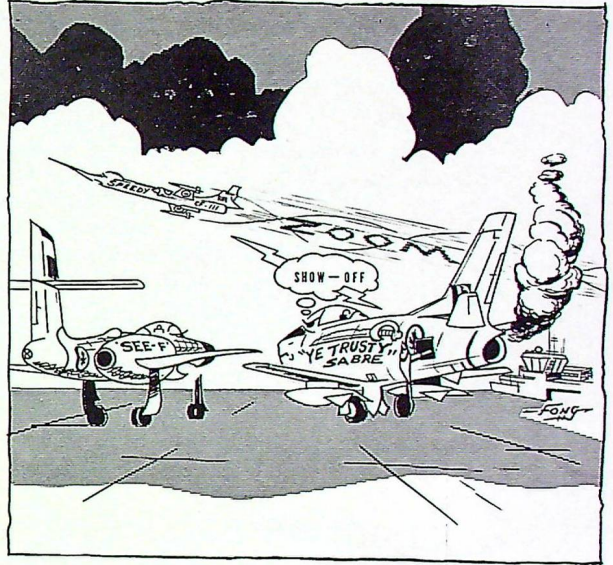
This is the kind of thing, of course, that gives airforce public relations men prematurely grey hair and ulcers. We recall a similar situation a few years ago when the *CF-100* was first demonstrated to the local press corps at a newly-located all-weather fighter base. The poor PRO who arranged the show has never been quite the same since.

After the usual flawless briefing by the station's CO and squadron OC, we were invited to adjourn to the flight line to witness an actual scramble. Photographers had their cameras poised, reporters their stopwatches set; the klaxon blared and out rushed the stand-by crew to the first *CF-100* on the line. They fired up and were rolling within seconds.

Suddenly there was a sickening crunch of grinding metal, as the taxiing jet's wing tip clipped the nose of *CF-100* No. 2 wide open. Everyone looked for the nearest hole to sink into. First to recoup from the shock was the squadron itself. A second crew dashed out of the ready room, climbed aboard *CF-100* No. 3 and was airborne without a hitch. But, to say the least, their performance was anti-climactic.

We hope "Night Watch" (the picture story on page 8) gives you a more accurate idea of the 24-hour day vigil our *CF-100* crews maintain at bases across Canada. Each year at Cold Lake the best of them compete in the RCAF Rocket Meet. Results of the 1959 competition appear on page 10.

While on the subject of jet sharpshooters, may we add our congratulations to those already received by the victorious No. 1 Air Div. team in the annual Allied Air Forces Central Europe competition. The RCAF *Sabre* team pictured on page 11 brought the Guynemer Trophy to Canada for the second successive year.



WHETHER or not you've been reading our historical articles during this Golden Anniversary year, we're sure you won't want to miss this month's contribution from the air historian. His account of Canada's Aviation Corps of 1914 (page 17) reaffirms our faith in the cliché "truth is stranger than fiction". This isn't supposed to be a humorous piece, but it gave us in the editorial office more chuckles than many allegedly comic contributions which cross our desk.

A capsule-sized review of the South African Air Force, second in our series on airforces of the Commonwealth, begins on page 22. Our only personal association with the SAAF dates back to 1943 in London. At that time we found ourselves in competition with a SAAF navigator for the affections of a lovely young English maiden. We're not suggesting this brief encounter reflects on the relative prowess of the SAAF and RCAF, but we understand today said navigator and his war-bride live with their five sons in Johannesburg. They send us a card each Christmas.

The Editor

# Double Shuffle

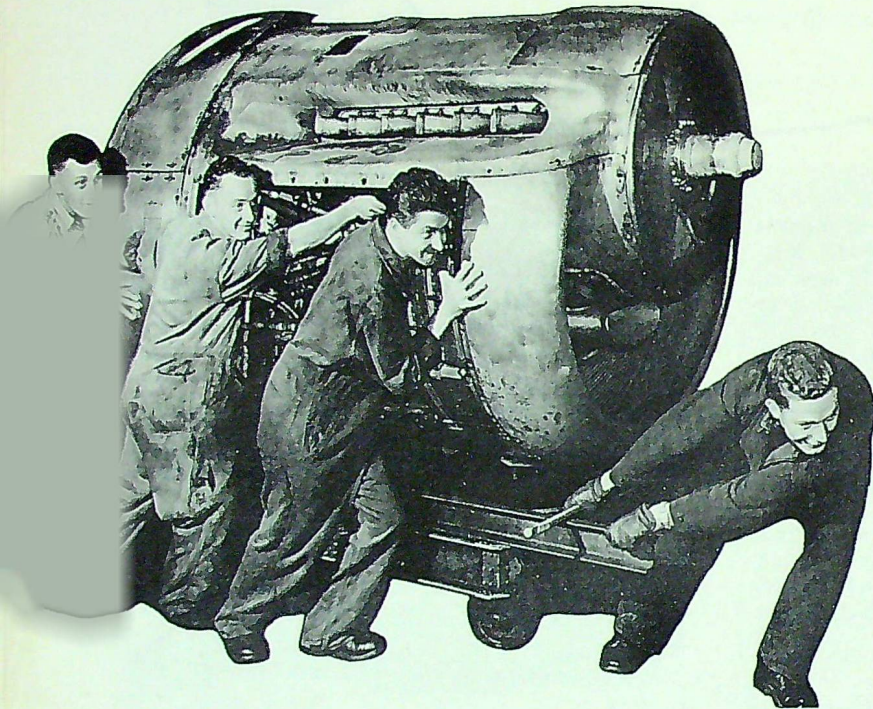
LARGEST peacetime mass move in the 35-year history of the RCAF was completed last month.

The double shuffle involved two command headquarters and several ancillary units. Training Command Headquarters moved from Trenton to Winnipeg, while Air Transport Command Headquarters vacated Lachine to take up permanent residence at Trenton.

Within TC itself, three formerly Trenton-based units now have new homes. The piston-engine component of Flying Instructors' School moved to Moose Jaw with the jet-component of FIS going to Portage la Prairie; Central Flying School went to Saskatoon; and No. 6 Field Technical Training Unit moved to Uplands.

ATC formations which accompanied their HQ to Trenton include No. 426 Squadron and No. 2 Movements Unit from Dorval, and No. 1 Personnel Reception Centre from Lachine.

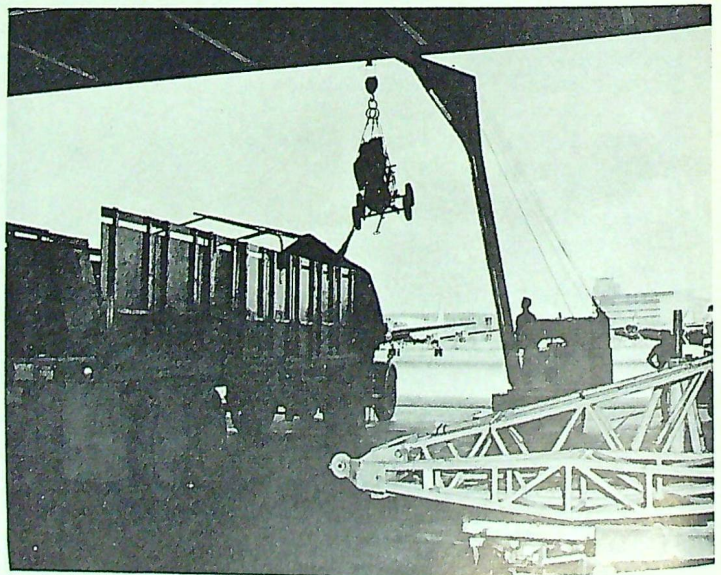
RCAF Station Lachine, which first opened in December 1941 as No. 5 Manning Depot, was closed down for four years after the war and reopened at the outbreak of the Korean incident, has again been officially closed.



"Big Move" is right! Rolling the Merline engine out to a waiting truck (l. to r.): LACs A. E. Corbin, M. Firestone, B. Coen and E. Ralph.

A sign well known to ATC passengers comes down as the AMU prepares to take up new quarters at Trenton.

No. 426 Sqn. compressor is hoisted onto Trenton-bound transport at Dorval.





*Sgt. L. W. Loble, NCO i/c safety equipment, and LAC D. K. Rice (at fork lift controls) evacuating Lachine warehouse.*

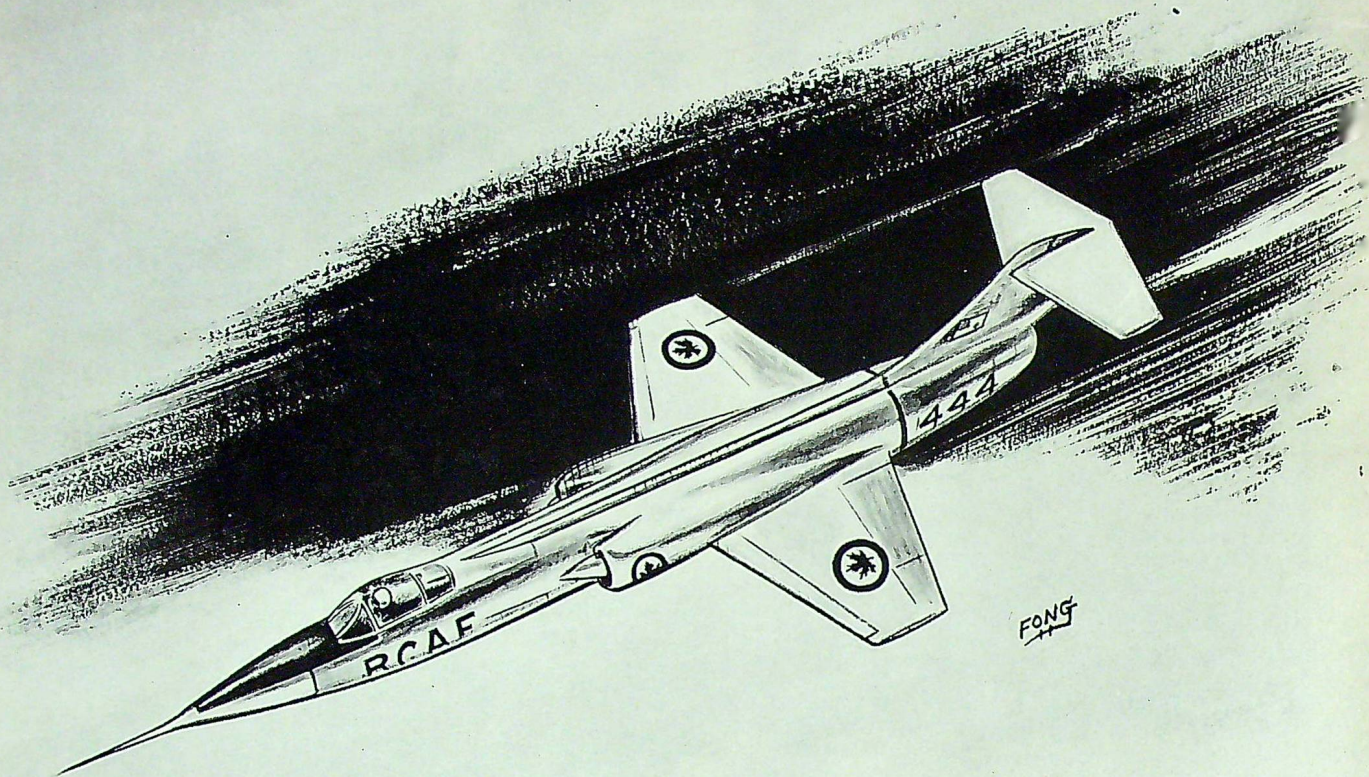
*A/V/M J. G. Bryans, CBE, AOC Training Command, turns over his Trenton office to A/C F. S. Carpenter, AFC, AOC Air Transport Command, at a special ceremony before the former's departure for Winnipeg.*

*The parade square at RCAF Strn. Trenton has been the scene of many impressive ceremonies over the years. Latest took place last month as TC vacated, ATC moved in.*



*LACs G. M. Valiquette and K. A. Aucoin seem happy at their work.*





## NEW ROLE, NEW AIRCRAFT

BY SQUADRON LEADER O. G. NELSON, A.F.C.\*

SOME time ago the Supreme Allied Commander Europe, General Lauris Norstad, recommended to the Canadian Government that a new role be assigned to the RCAF Air Division in Europe. This new role would be strike/reconnaissance, requiring deep penetration of enemy-held territory into well defended areas under all weather conditions. To ensure the greatest possible measure of success in these missions, they would have to be performed at any altitude and at very high speeds.

It was apparent that the *Sabre* fell short of filling this role in many respects. The structure of the airframe precluded modifications to make possible any significant increase in speed, range or weapon load; nor could provision

be made for the installation of the sophisticated navigation and weapons systems necessary to accomplish the new role.

One of the new generation of fighter aircraft would obviously be needed, if Canada was to accept SACEUR's recommendations.

Last July the Minister of National Defence announced to the Members of the House of Commons that the government had selected the Lockheed *F104 Starfighter* as the successor to the *Sabre* in the Air Division, permitting the RCAF to fulfil the strike/

*\*The author of this article flew Catalinas with the famed Tusker Squadron out of Ceylon during the Second World War. Since then he has served with maritime squadrons based in Nova Scotia and is a recent graduate of RCAF Staff College. S/L Nelson is currently the Assistant for Co-ordination to the Chief of Operational Requirements at AFHQ.*

recce. role which had been requested by SACEUR. This announcement was followed on 14 August by a statement from the Minister of Defence Production that a contract had been awarded to Canadair Ltd. of Montreal, P.Q., to build 200 airframes, and that Orenda Engines Ltd. of Malton, Ont., would build the General Electric J-79 engines with which the aircraft would be equipped. The aircraft now became known to the RCAF as the *CF-111*.

#### MINOR ALTERATIONS

Before describing this new aircraft, its history and some of its more interesting structural features, it is probably well to mention that while the *CF-111* will be almost identical with earlier marks of *F104* in outward appearance, certain changes of installed equipment will be made. The strike/recce. role may frequently demand that the aircraft, after penetration at great altitudes, be flown at high speed at low altitude over enemy-held territory. The primary airframe structure of both the *CF-111* and the *F104G* (the version being built for the West German Air

Force) will, therefore, be strengthened to permit increased airframe life at low altitude.

Previous Lockheed products, two of them still in the RCAF inventory—the *T33* in Training and Air Defence Commands, and the *Nep-tune* in Maritime Command—have proven to be excellent aircraft in their respective roles. The history of this newest addition begins back in 1951 in the Korean War when the pilots flying the *Sabres* in “Mig Alley” were reporting the *MIG 15* was capable of flying appreciably higher, and had a better rate of climb and a greater manoeuvrability at high altitudes. From this experience with the Russian-built fighters was born a USAF requirement for a pure air superiority fighter. After countless design studies, wind tunnel evaluations, flight studies with experimental aircraft (such as the *XF-90*), and performance tests at high Mach numbers of rocket-powered wing models, Lockheed Aircraft Corporation felt that they could provide such an aircraft. On 1 March 1953 they were authorized to build two prototypes and a year later (27 Feb. 1954, to be

exact) the first of these became airborne during a high speed taxi test at Edwards Air Force Base, California.

U.S. Government contracts soon followed and in February of 1956 the first production aircraft, designated the *F104A*, was flown. Two years later, February 1958, with the test programme successfully completed, *F104A*s entered squadron service at Hamilton Air Force Base, California.\* It had taken seven years from the time that the need for an aircraft of this type had become evident, high over the Yalu River—but a lightweight, easily maintained, Mach 2 fighter had been the result.

#### VERSATILITY REALIZED

For some time after the advent of the *F104*, the aircraft was regarded strictly as an excellent daytime, good weather, air superiority fighter. After the close of the Korean War it was felt that the requirement for this type of aircraft was small and that the usefulness of the *Starfighter* was very limited. It was not until the Lockheed Company had clearly demonstrated that the *F104* was a versatile aircraft—one that was suitable for employment as a low

\*During development and test the *Starfighter* had made more than 6,000 flights, totalling well over 5,000 flying hours.

## FOR RCAF IN EUROPE

*Drag 'chute helps bring F104 to a stop on the runway at RCAF Station Uplands during demonstration visit recently.*



level, all weather, attack aircraft—that aviation circles began to realize its full potentialities.

Some of the more pertinent specifications of the *F104* are:

**Powerplant:**

One General Electric J79 turbojet, equipped with after-burner. Thrust 15,000 lbs.

**Dimensions:**

Height: 13 ft., 6 ins.  
 Length: 54 ft., 9 ins.  
 Span, wing tip to wing tip: 21 ft., 11 ins.  
 Wing Area, including ailerons and leading edge flaps: 196.1 sq. ft.

**Miscellaneous:**

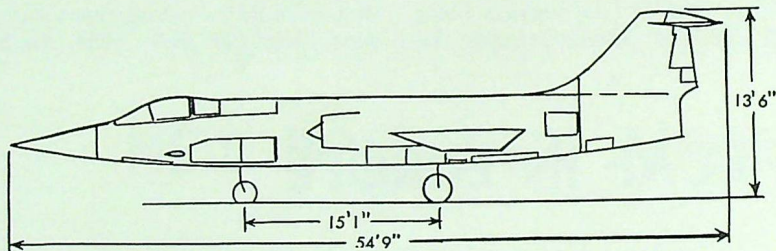
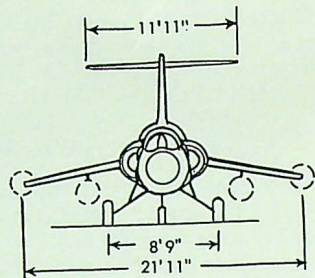
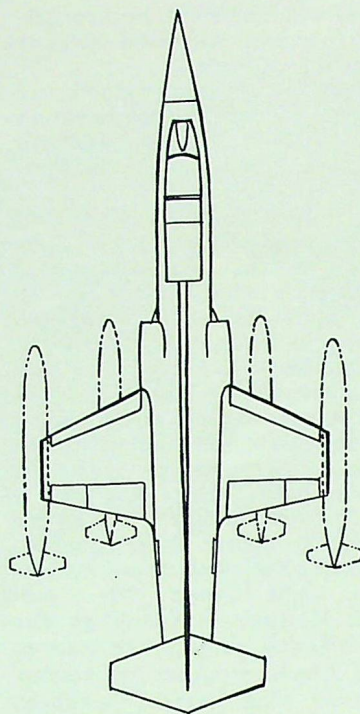
Landing gear: Tricycle, with main gear turning and retracting into the fuselage. Main wheel size: 26 ins. x 6.6 ins. Nose wheel size: 18 ins. x 5.5 ins. Equipped with 18-ft. diameter deceleration parachute. Has provisions for two 170-gallon tip tanks and two 195-gallon underwing pylon tanks.

**Performance:**

Range—Comparable to current jet fighter aircraft.  
 Altitude—holds world's record of 91,243 ft.  
 Speed—holds world's record of 1404.09 mph (approx. 1,220 kts.).  
 Rate of Climb—holds seven world's records, including 15,000 metres (49,212.5 ft.) in 2 minutes, 11.1 seconds.

While the specifications I have described will be of only academic interest to many **ROUNDEL** readers, maintenance and squadron operations personnel will be interested to learn, if they have not already done so, that the fuselage has been designed in three sections in such a manner as to permit easy access to internally installed equipment.

The forward section contains the cockpit with the ejection seat



## Scale plans of CF III

system, the electronics compartment, and the nosewheel support structure. The nose tapers to a sharp point, and this entire section has a pronounced droop providing the pilot with good forward visibility.

The mid-section of the fuselage is occupied mainly by the air inlet ducts for the engine, although all internal fuel is carried in five fuel tanks located in this area.

The engine and the deceleration chute are housed in the aft section. Stainless steel and titanium line this section to provide protection from engine heat.

Having briefly described the new strike/recce. aircraft beginning at the forward section, it is only logical to add that the horizontal stabilizers are almost as wide as the wings, that they are placed high on the vertical fin, and move up and down as a flying tail, there being no elevators on the aircraft.

A word of warning (if needed): the leading edge of the wing is thin, straight, and sharp, and it has become standard operating procedure in the USAF to install felt pads over these edges to protect unwary maintenance and servicing personnel. Quickly and easily removable packaged units for radio,

navigation, fire control, and other electronic devices should ease the work-load and ensure rapid turn-around and it has been stated that the aircraft has required less maintenance hours per hour of flying time than any of the other century-series aircraft.

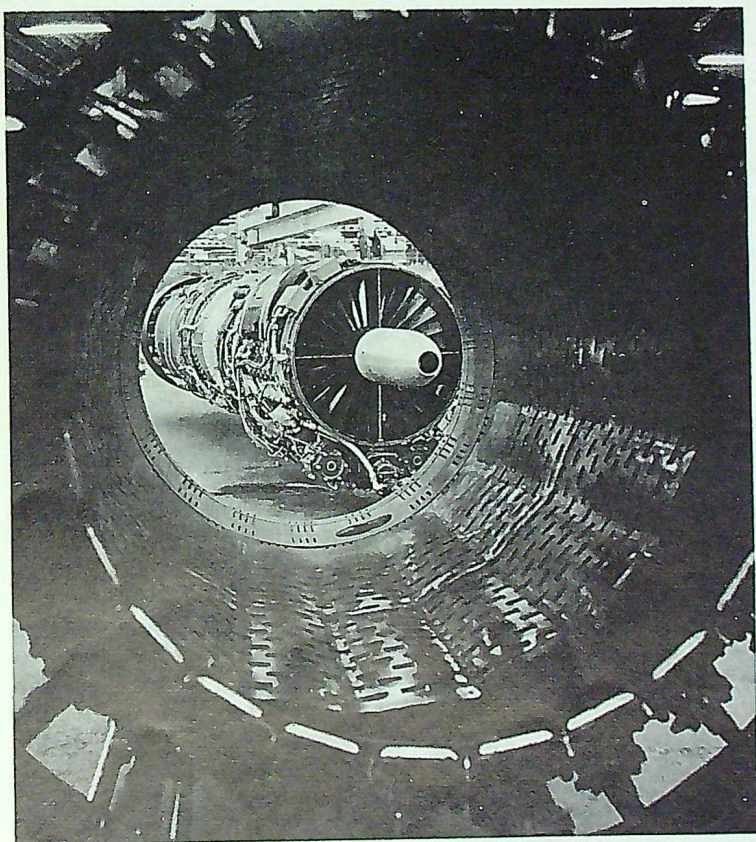
#### VARIETY OF WEAPONS

The *CF-111* will be capable of carrying a wide variety of weapons; any decision as to which of these weapons will be selected is classified. However, a *F104A* that visited RCAF Station Uplands in August was equipped with Sidewinder missiles mounted on several stores-carrying stations, and a recent Lockheed News bureau release on this aircraft described it as being capable of carrying both con-

ventional and nuclear weapons. Armament for *Starfighters* in service with Tactical Air Command of the USAF includes the M61 Vulcan cannon. Named after the Roman god of fire, the Vulcan is the world's fastest firing cannon. A six-barrelled 20 mm weapon, it is capable of firing 6,000 rounds per minute. General Electric Co., the manufacturer of the Vulcan, claim the following features:

1. No erratic recoil.
2. "Dud" rounds are ejected automatically and cannot cause stoppages.
3. Electrically powered, the mechanism is inherently cleaner and less susceptible to corrosion than gas-actuated weapons.
4. Ammunition is supplied by only one feeder system.

*General Electric J79 turbojet provides more power (approx. 15,000 lbs. thrust) per pound of engine weight (about 3,200 lbs.) than any other large jet engine in production.*



#### EJECTION SYSTEM

Earlier in this article, I mentioned the seat ejection system. While not proposing to explain why it works in the manner that it does, I do feel that a brief description of the sequences of events in escaping from the cockpit is of great interest (particularly to the pilots who hope to fly the *CF-111*).

To activate the ejection seat system, a pilot has only to pull on one D-ring located between his legs. From that point on, everything is automatic—the canopy is ejected, metal stirrups pull the pilot's feet close to his body and hold them securely, knee guards rotate into position to prevent his legs from spreading under the effect of outward airloads, and arm support webbing flips up to prevent outward movement of the arms. The seat and pilot are then ejected upward about 200 feet from the aircraft, and automatically the lap belt is released, foot retention cables are severed, and separation of the pilot from his seat begins. A significant point is that this ejection system is effective from ground level.

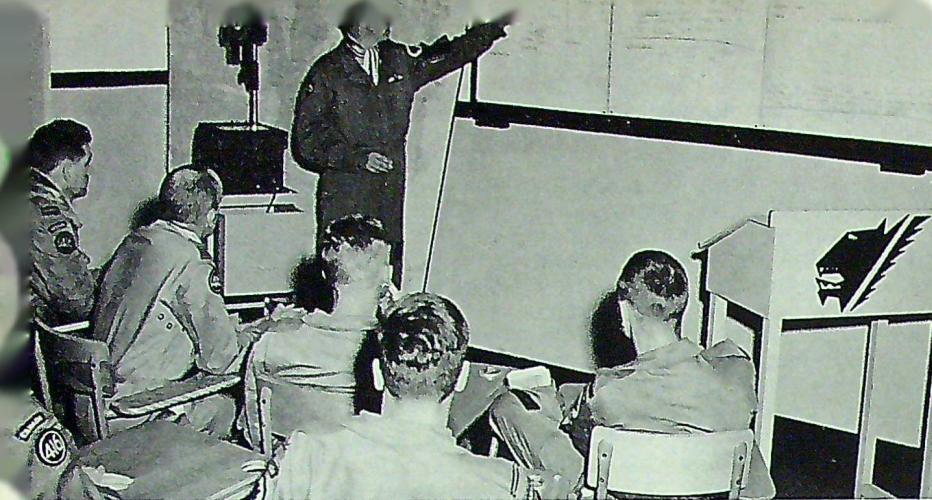
Probably one of the more novel pieces of equipment to be seen around *CF-111* squadrons will be spurs that the pilots will wear as part of their normal flying gear. In the cockpit of the aircraft, cables will be attached to these new items of apparel which will ensure that, after canopy ejection, the pilot's feet are firmly in the stirrups.

No. 1 Air Division has been recognized by SACEUR as one of his finest forces. Even though its *Sabre* aircraft now are becoming obsolete, it maintains first place in international air gunnery competition (see page 11). When the *CF-111* is delivered to the wings, the RCAF will assume its new role with the latest operational equipment and its traditional place in the forefront of freedom's defence.

# Night

# Watch

PHOTOSTORY by  
F/O D. E. SANKEY, BEM



2000 hrs: Aircrews assemble for the nightly squadron briefing prior to flying practice missions.

*"Unknown—outer—inner—  
YYT—15—South—20,000—450"*


UNSCRAMBLED and placed on plotting tables in radar stations, this message means an unknown aircraft has passed through the outer and inner fences of the Mid-Canada Line at the geographical reference point YYT. It crossed the line heading south at 15 minutes past the hour, at a height of 20,000 feet and travelling 450 knots.

Messages such as this constantly pour over the vast communications network from the remote areas that might become Canada's battlefield. The air defence team to the south has two minutes in which to identify the aircraft—friend or foe. If identification is impossible from flight plans and other local means, all-weather fighters roar aloft to take a close look.

These may well be CF-100s from the St. Hubert-based 416 (Black Lynx) or 425 (Alouette) Squadrons, two of the nine interceptor squadrons forming the bulwark of Canada's Air Defence Command.

On their shoulders rests the responsibility of defending all potential targets (in this case including Montreal) within a specified geographical area. This means there must be maintained an all-day, all-night state of readiness that knows no weekends or holidays. In fact, in each squadron aircraft and crews are continuously ready to be airborne and on their way to meet a potential aggressor

(Continued on page 10)



2245 hrs: Standby crews regularly check with the meteorological office for weather changes. F/L A. J. Služoski and F/O J. E. Turcotte have drawn this duty tonight; will remain on alert till relieved at 0800 hrs.

2330 hrs: In the ready room, relaxing aircrew know at any moment their quiet game may be interrupted by the scramble order.



*2334 hrs: This is it! The alert crews sprint to their aircraft in answer to the klaxon's call.*

*2335 hrs: Groundcrew help strap in pilot and observer. Minutes later the CF-100s are far from base, heading towards the unknown target.*



*0110 hrs: Mission accomplished, the aircraft return and a time-lapse shot records their landing. Lights streak along the runway like tracer bullets.*



within minutes of the "scramble" order.

The "scramble" order does not originate from the squadron commander, however, but rather from the station's Ground Control Interception Unit.

Should an unknown aircraft appear in an area which cannot be accounted for by reference to a flight plan, and all efforts to

identify it through radio contact fail, the order to make an "identification intercept" is given. Usually an aircraft becomes unknown and, therefore, a potential enemy simply because the pilot has failed to file a flight plan, or else for some reason the signal has not been transmitted along the route quickly enough.

But no chances can be taken, as

although every "unknown" to date has been a "friendly", the first unknown kite which is not positively identified could conceivably turn out to be hostile. Therefore, all squadrons within Air Defence Command must maintain peak efficiency, especially in interception techniques. This means practise, practise, and more practise—night and day, winter and summer, fair weather or foul.

## North Bay Team Wins 1959 Rocket Meet



Top-scoring aircrew team of F/L E. E. Hermanson and F/O G. B. Foote receive Vincent Trophy from Air Cmdr. D. A. R. Bradshaw.

F/O D. D. Law, RCAF Station Foy-mount, won Tyndall Trophy as top radar controller at 1959 Rocket Meet.

S/L J. H. Gillmore, acting O/C 433 Sqn., came close second in individual air firing competition.



No. 433 (Porcupine) Squadron from RCAF Station, North Bay, Ontario, won the W. R. MacBrien Trophy at the third annual Air Defence Command rocket meet at Cold Lake, Alberta. North Bay's groundcrew technicians and CF-100 aircrews also won their individual competitions. The only award to escape North Bay's high scoring airmen was the Tyndall Trophy, which was presented to radar controller Flying Officer D. D. Law of RCAF Station Foy-mount, Ontario.

The North Bay team of aircrew, groundcrew and radar controller won, with a score of 85.6 per cent, the trophy which is emblematic of aerial weapons supremacy in Air Defence Command. No. 416 (Lynx) Squadron from St. Hubert, P.Q., placed second while No. 414 (Black Knight) Squadron from North Bay was third.

North Bay's jet interceptor aircrews took the four top spots in competition for the Vincent Trophy which is awarded to the highest scoring team of pilot and observer. No. 433 Sqn's Flight Lieutenant E. E. Hermanson and Flying Officer G. B. Foote were first with 97.94, while Squadron Leader J. H. Gillmore and F/O W. F. Hearsey were second with 97.85. No. 414 Sqn. teams were next. F/O P. McGrath and F/O J. Clark scored 97 with S/L G. H. Nichols and F/L G. Kilgour counting 96.1 for fourth place.

The groundcrew team of aero-engine, airframe, electrical, and other technicians led by F/O J. W. Barnes scored 87.2 to win the Eastern Air Defence Force Trophy. Station Bagotville, P.Q., was second with 86.1 and St. Hubert, P.Q., third with 84.6.

For the Tyndall Trophy, radar controller F/O Law completed three successive perfect interceptions and ended the rocket meet with an average of 98.4. F/L J. L. Frazer of Station Mont Apica was second

with 94.1 while F/L J. K. Vincer finished third with 93.7. All eight competing controllers scored over 90 per cent.

The rocket meet is designed to foster intersquadron competition and thus increase the efficiency of air defence personnel. It is held annually at Cold Lake, so that the Primrose Lake air weapons range can be used. The Primrose Lake range is the largest in Canada and covers 4,400 square miles.

All nine Canadian-based *CF-100*

interceptor squadrons took part. They were 409 (Night Hawk), Comox, B.C.; 414 (Black Knight) and 433 (Porcupine), North Bay, Ont.; 410 (Cougar) and 428 (Ghost), Ottawa; 416 (Lynx) and 425 (Alouette), St. Hubert, P.Q.; 413 (Tusker) and 432 (Panther), Bagotville, P.Q. Each squadron sent two *CF-100s* with their aircrews and ground support teams to the meet. Radar controllers, from ground control sites near the squadron bases, competed as part of each squadron team.

## Winner . . . and still Champion

THE coveted Guynemer Trophy was formally returned to the RCAF at Cazaux, France, recently — marking the end of the Second Annual International Air to Air Gunnery Meet of NATO's Allied Air Forces Central Europe. Eight teams competed in the meet.

F/L R. MacGarva, No. 1 Air Division team captain, received the tall silver cup from General L. W. Johnson, USAF Deputy for Air,

Supreme Headquarters Allied Powers Europe. Individual awards were also made to each air and ground crew member of the winning RCAF team by General Johnson. The ceremony was attended by A/V/M L. E. Wray, Air Div. AOC, and by numerous other senior NATO commanders, who saw the trophy go to the Canadians for the second straight year.

Three of this year's winning

*Sabre* pilots, F/L MacGarva, F/L W. H. Norn and F/O D. Barker, were members of last year's victorious Canadian team. New members were F/L A. F. McDonald and F/O W. J. McArthur. The RCAF team included 31 ground crew officers and airmen, in addition to the five pilots. The ground crew element was commanded by S/L W. H. Caseley and F/O F. R. Jefferson, both of whom were on last year's team.



## Stations of the RCAF:

# ST. JOHNS, P.Q.

BY FLYING OFFICER J. S. HARRISON



*Arrival at St. Johns.*



*Pleasant AFP duty.*

ON a recent Monday morning there arrived at St. Johns by rail a contingent of young people embarking on a new adventure. Included in the group were 18 to 20-year-olds from every province in Canada—some making their initial trip east of the Rockies, others up from the Maritimes for the first time in their lives.

They had been interviewed and enrolled at RCAF recruiting offices across the country, given elementary classification (ability to learn) tests and medical examinations. Still dressed as civilians, they had converged on St. Johns to undergo a much more searching evaluation before they could call themselves airmen or airwomen. By the time they "graduated" from this station, these recruits would have a clearer idea of service life and would know in what trade they

had been selected for specialized training.

Apart from direct-entry officer candidates (prospective pilots, observers and professional ground trades who go to RCAF Station Centralia\* for their indoctrination and initial training) every newcomer begins his service career at Station St. Johns. Oldtimers who remember their wartime service initiation, however, would find little resemblance between this station and the manning depots of the 1940's.

#### PERSONNEL SELECTION UNIT AND MANNING DEPOT

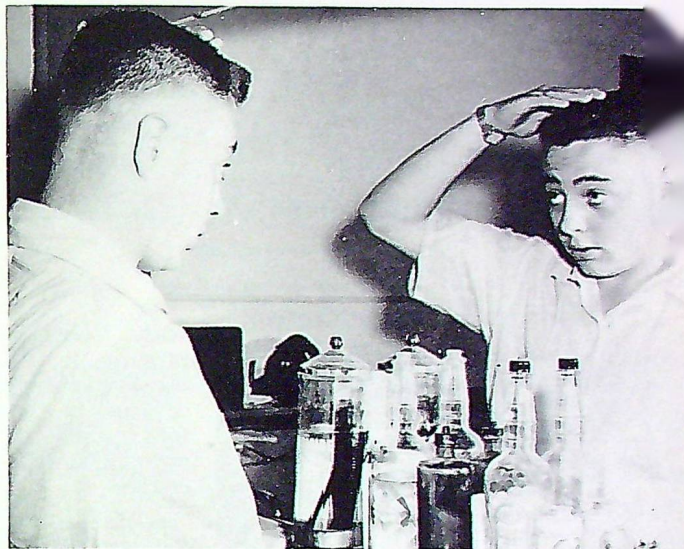
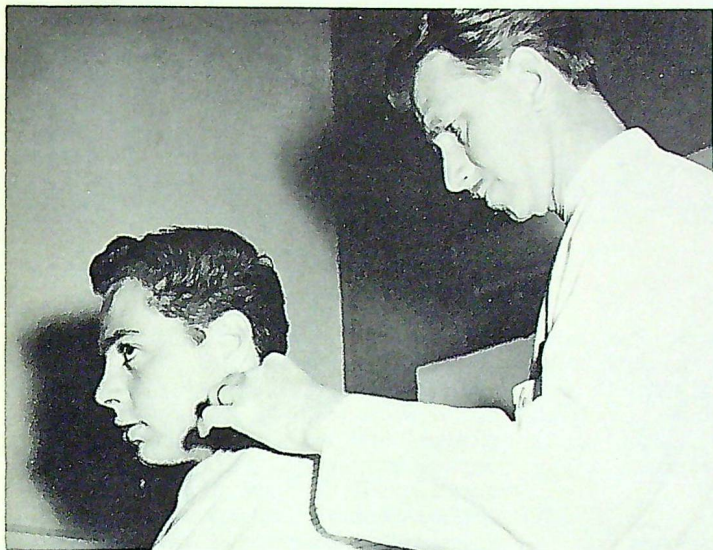
Their basic needs—quarters and rations—provided for, the newest arrivals (or "intake" in RCAF terminology) reported to the Re-

\*THE ROUNDEL, Vol. 11, No. 6.

ception Centre, Personnel Selection Unit (Airmen). For the next week they were "processed"—i.e. documented, outfitted (with individual tailoring), interviewed, tested mentally and physically, photographed and finger-printed.

Selection and classification of each recruit are the main objectives at P.S.U. (A). The selection process determines the individual's temperamental and emotional suitability for service life. The classification process compares his measured aptitudes against the requirements for various trades, with the aim of placing him where he will obtain most personal success and satisfaction as well as contribute most capably towards the efficiency of the RCAF. By the end of that first week, each recruit had been classified in one of three main aptitude groups: clerical, electronic or mechanical.

Civilians become airmen and airwomen at this base in the St. Lawrence lowland, 25 miles south of Montreal.



*Master barber goes to work . . . the result, ten minutes later.*

*Awaiting interview at PSU(A).*

Then the intake proceeded from PSU (A) to Manning Depot for an intensive eight-week programme designed to transform young civilians into airmen and airwomen, ready to be sent to the trade schools for technical training.

The aim of Manning Depot training is to make each individual conscious of himself as a member of a team, the RCAF—to take pride in the service and in the uniform he wears. The course includes drill, lectures and physical education and trainees are kept so busy they usually don't have much time to be homesick.

Quickly the new group adjusted to the framework of barrack life; its members developed a fine team spirit, working together enthusiastically and in so doing acquired the qualities of self-reliance and self-discipline. They were busy perfecting drill movements, making their



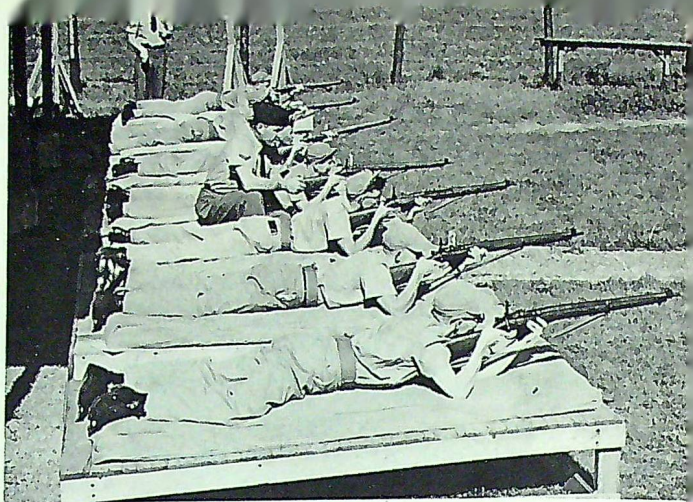
barracks spotless for inspection, absorbing lectures, playing games or studying for examinations. And always close by, to help them as sympathetic advisor, was the offi-

cer detailed as their course director for their eight-week Manning Depot stay.

Male and female trainees were separated for this period, although



*Preparing for another day.*



*On the range.*

*Concentration in the Rec Centre.*



*Does it pinch?*



both followed much the same programme. After the first week the French-speaking recruits were diverted to the School of English for (normally) 21 weeks before completing the Manning Depot course.

#### VARIED PROGRAMME

Basic Training for the men comprised foot and rifle drill. Academics covered such subjects as R C A F history and organization, Canadian Forces law, accounting, citizenship and government, United Nations organization and a course of religious instruction and character improvement given by the chaplains. There was also a syllabus of lectures and films concerning passive defense in thermo-nuclear, biological and chemical warfare, and a rifle weapons training course.

In addition, organized sports and recreation played an important part in the Manning Depot schedule. The compulsory sports programme was designed to improve physical fitness and teach the fundamentals of sports such as softball, swimming, skating, curling, badminton, soccer, volley ball and basketball. After-duty relaxation on the sports field and in the gymnasium was encouraged and a weekly athletic night, in which courses competed against each other, were highlights of the eight-week period.

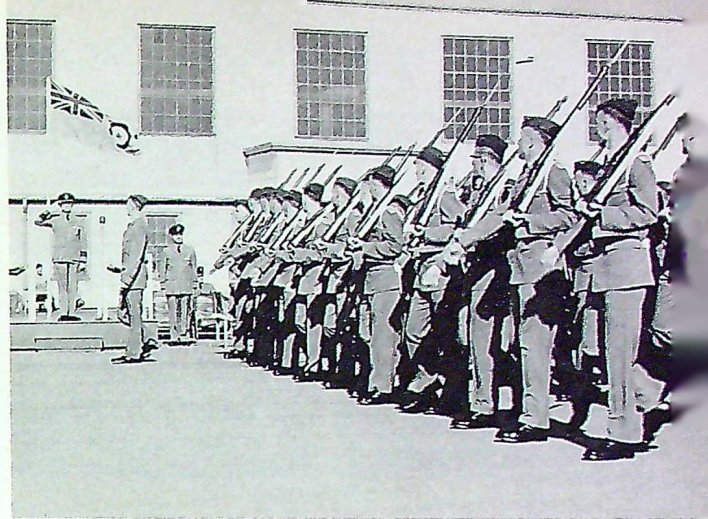
Airwomen took practically the same course as the airmen. Naturally, they did not have rifle drill nor weapon training, but instead received first aid and elementary nursing instruction. They also received special lectures on posture, welfare resources and other topics appropriate to women in the service. Their course director was a female officer.

Throughout the Manning Depot schedule, the trainees returned periodically to PSU (A) to learn more about their future careers. They attended a series of lectures on the R C A F's trade selection system and the factors that are considered in assigning trainees to particular trades.

In their third week at Manning Depot they were assigned to specific trades, after individual interviews with PSU (A) officers during which they were encouraged to express their own opinions. This trade assignment is the most important function performed at PSU (A) and is naturally influenced greatly by the R C A F's current need for manpower in particular fields. Although a recruit is never selected for a trade for which he has no indicated ability, the requirements of the service must come before personal preference. After assignments have been made, trainees attend lectures designed to provide as much information as possible on their specific



*Square bashing.*



*Graduation parade.*

trades, so that they will be better prepared for their next step: trade training.

#### SCHOOL OF ENGLISH

As almost one third of Canada's population is French-speaking, naturally a percentage of applicants for the RCAF require English language training. The function of the School of English is to give French-speaking recruits a working knowledge of the English language to enable them to follow the Manning Depot course and subsequently a trade course given in English after they leave Station St. Johns.

At the end of the first week at Manning Depot, therefore, the French-speaking trainees who need such language tuition break their course at Manning Depot and go to the School of English. There they spend normally 21 weeks and when they have reached the prescribed standard they return to Manning Depot to complete their course there.

The normal course at the school is divided into four phases. An officer is in charge of each phase, and 24 qualified civilian instructors each have a class of about eight students. During the introductory phase, of three weeks duration, the newcomers are further tested and interviewed to establish their knowledge of English and language

learning ability. Here also they are given an introduction to the English language, the emphasis being on the spoken tongue and the correct pronunciation of English sounds.

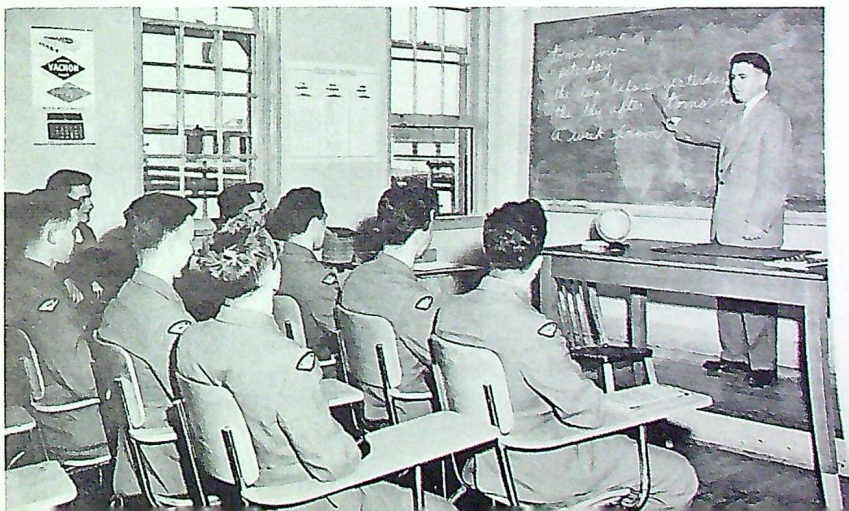
In the remaining three phases (A, B, C,) each of six weeks' duration, the main structures of the language are introduced and drilled and the skills of comprehension and speaking are emphasized, while reading and writing abilities are also developed. The oral method is the one that achieves the most success.

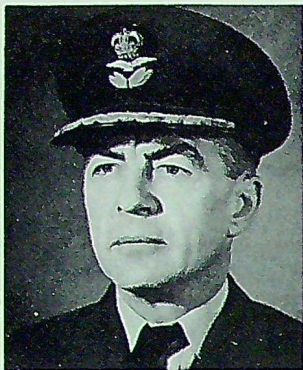
The progress of each individual is closely followed by the civilian instructors and by the phase officer concerned and each trainee is tested every three weeks to ensure

normal progress. Every possible effort is made to give the student the chance to graduate; if necessary, he is recoured for what is usually a three weeks' period to enable him to consolidate the material that he had not completely absorbed.

Usually, if the student's progress has been normal, he reaches the middle of C Phase after 18 weeks in the school and it is at this point that he takes his final examination—two written tests and a language board of officers from the school who assess his oral and comprehension efficiency. If the student passes the written tests and the language board he is considered ready to follow courses of instruction given in English at Manning Depot.

#### *Emphasis on oral English.*





G/C H. G. M. Colpitts,  
O. C. Station St. Johns



W/C J. C. Wade, DFC,  
O.C. 2 Manning Depot.



S/L E. Bonderski,  
O.C. PSU (A).



S/L H. L. D'Eon,  
O.C. School of English.

As the RCAF is a technical organization and technical terms are used frequently in trade training, a three weeks' technical English programme concludes the course. Students find this part very interesting and the instructors at the trade schools consider that this insight into technical English is beneficial to the trainees later.

From the very beginning it is stressed that the effective learning of another language requires that the student devote a lot of time to practice, especially outside the classroom. The facilities for this are readily available. Conversation with English-speaking trainees, movies in English, television and radio all these media help to improve the students' knowledge and to re-enforce and amplify the material covered at the school.

Although the trainees' most important task at the school is to become proficient in English (they spend six hours in the classroom each day) more specific air force training is given so that after the School of English course the trainees can return to Manning Depot and complete their course there in only four weeks. Then they leave Station St. Johns to take specialised training at the trade schools.

#### WARTIME BEGINNING

Station St. Johns, as it is known today, was actually two separate stations during the Second World

War: No. 9 Repair Depot and No. 9 Air Observer School. Both were closed at war's end and the station was re-activated in March 1951.

The three main units described above all existed previously: No. 1 Personnel Selection Unit (Airmen) being formed at Trenton in the spring of 1948 and moving a year later to Aylmer, Ont.; No. 2 Manning Depot also originating at

Trenton and moving to Aylmer in 1949; and the School of English being established at Trenton until its move to St. Johns with the other two units in March 1951.

Since its re-activation, the station has been under the command, successively, of Group Captains W. G. Webber (deceased), R. A. Gordon, L. G. J. Archambault and H. G. M. Colpitts, the present commanding officer.

## JETS IN MARITIME AIR COMMAND

The high pitched roar of jet engines is becoming a familiar sound at RCAF Station Greenwood as Maritime Air Command

acquires a steadily increasing number of *Neptunes* equipped with jet pods.

A programme to install jet engines outboard of the conventional piston engines was begun last January and will continue until all MAC *Neptunes* are so equipped. These powerplants develop approximately 3,400 pounds of thrust and are the same engines which power the *Banshee* jet fighter. They will allow the *Neptune* to takeoff with a greater payload and will give the aircraft an attack speed of 350 m.p.h.



It's better to be a passed motorist than a past motorist.

Few, if any, military formations ever had a shorter or less glorious career than the two-man, one-aeroplane

# Canadian Aviation Corps

BY WING COMMANDER F.H. HITCHINS,  
RCAF Air Historian

THROUGH the five years that lapsed between the military demonstrations of the *Silver Dart* and *Baddeck* at Petawawa in August 1909 and the outbreak of war in August 1914, the Canadian government repeatedly refused to take any action to establish an aviation unit in the Canadian Army.\* Several attempts by the Department of Militia and Defence to obtain a grant of \$10,000, or even \$5,000, to purchase aircraft and train airmen were turned back by the Privy Council and, after the change of government late in 1911, the new Minister of Militia and Defence, Col. Sam Hughes, held the same point of view: he did not wish to take any steps to train aviators or buy aeroplanes.

When war began in August 1914 the Department dutifully adhered to this ministerial policy and told applicants, now greatly increased in number, that it was not recruiting airmen or buying aircraft. But while Militia Headquarters at Ottawa was following this line, the Minister, down at Valcartier camp where the first Canadian contingent was being mobilized for overseas, reversed his previous policy and undertook to create a Canadian Aviation Corps. The exact manner of its formation is obscure; Headquarters in Ottawa knew nothing about it until it was *fait accompli*.

A few days after war was declared Col. Hughes sent a cable-

\*See THE ROUNDEL, Vol. 11, Nos. 6 and 7.

gram to Lord Kitchener, the British Secretary of State for War, offering to provide six expert aviators from Canada. The War Office immediately accepted the offer, with the comment that more might be required later. Six seemed a very modest number, but it was more than Canada could provide at that time. There were some amateur airmen in the Dominion, trying to fly on aircraft which they built to their own plans or the proved designs of others; but trained, experienced aviators, holding pilots' certificates issued by the Federation Aeronautique Internationale or some other competent organization, were very, very few—they could easily be numbered on the fingers of one hand. So, instead of six "expert" airmen, Canada's first military air unit comprised only two officers, one aircraft—and no ground crew; of the two officers, only one held a pilot's license at the time.

Lieut. William F. Sharpe, Canada's first military airman, was a native of Prescott, Ont., where he was born in 1893. As a young boy he moved with his family to Ottawa and received his education there. Interested in machinery, Billie Sharpe worked for a time with an automobile company and then, attracted to aviation, he went to the United States to enrol in the Curtiss School of Flying at San Diego, California. On 21 January 1914 he received his pilot's license from the American Aero Club. He was "barnstorming" around Chicago when the war

began in August of that year. Returning to Canada immediately Sharpe was in the camp at Valcartier by 7 September.

The qualifications of the second officer, E. L. Janney, are obscure; there is nothing in the records to show that he was, in September 1914, a qualified aviator or that he had any flying experience. All that can be said is that he was a native of Galt, Ont., where he had been running an automobile repair shop. He apparently arrived at Valcartier on 10 September, three days after Sharpe.

## STATUS OBSCURE

How Col. Hughes first got in touch with the two men is unknown; departmental files throw no light on the subject, and it was presumably a matter of personal contact between the Minister and the two officers. The first official record is a document initialled "S.H." by the Minister at Valcartier and dated 16 September 1914, which stated that "Mr. E. L. Janney is appointed provisional Commander of the Canadian Aviation Corps with the rank of Captain, and is authorized to purchase one bi-plane, with necessary accessories, entailing an expenditure of not more than \$5000."

In this manner the Canadian Aviation Corps came into being. It was never officially authorized as a component of the Canadian contingent, and its two officers were never attested in the Canadian Expeditionary Force. Small

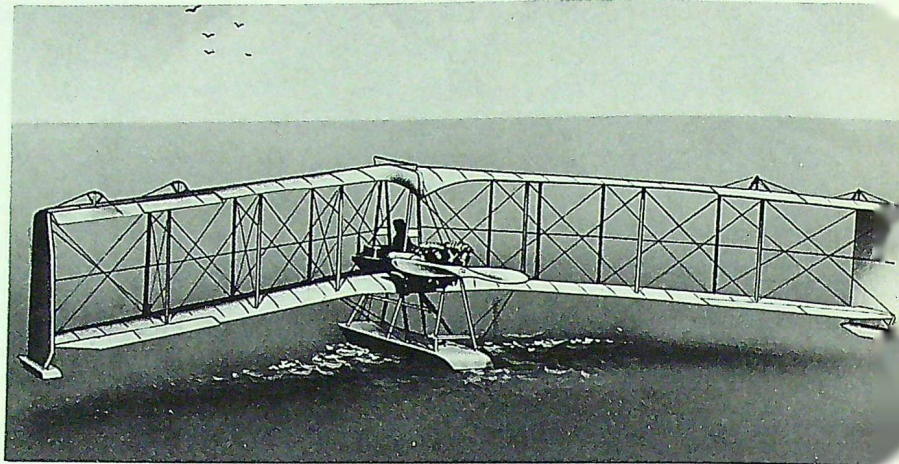
wonder that the exact status of the Corps and its personnel was a puzzle to Headquarters officers and paymasters—particularly the latter.

The first that the Department at Ottawa knew about this development at Valcartier was a telegram from the Minister to the Deputy Minister on 16 September to tell him: "Am arranging for Mr. E. L. Janney to fly from United States to Canada. Please notify authorities." The information was immediately passed to External Affairs, the Naval Service, Customs, Dominion Police, Royal North West Mounted Police and the officers commanding the several Divisions and Military Districts with the request that, "should he come your way, . . . you offer him no hindrance." The Dominion Police Commissioner duly acknowledged the request with the comment "if Mr. Janney does not run across any trouble up above, I do not think he will be interfered with from below." The officers commanding also acknowledged the instructions, but only one appears to have given them sufficient thought to inquire at what point along the 3,000-mile border line the airman proposed to enter Canada.\* Militia Headquarters did not know the answer to that simple question and had to wire to Col. Hughes at Valcartier for the information. His reply was that Janney was already in Canada en route to the camp.

#### UNIQUE BIPLANE

The aircraft which was being flown to Canada for the Canadian Aviation Corps was a *Burgess-Dunne* biplane of unique and, for its day, very advanced design. It was the product of Lieut. J. W. Dunne, a brilliant British metaphysicist and aviation pioneer, and

\*This was the officer commanding the 3rd Division at Kingston, who pointed out in his letter that the information was desired because "strange aeroplanes with searchlights, and other night lights burning, have been reported in the vicinity of the St. Lawrence Canal System" and guards had been ordered to fire on any such craft; he was promptly told to cancel these orders.



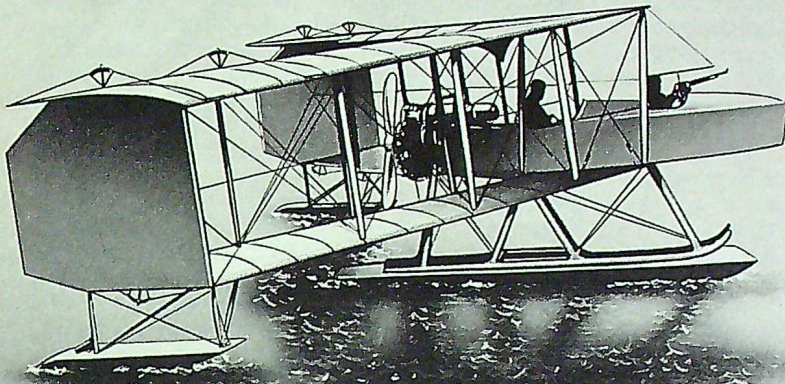
Retouched photographs of the Burgess-Dunne swept-wing Canadian Expeditionary Force in 1914, never flew again ar

was manufactured at Marblehead, Massachusetts, by the Burgess ship-building company which held the American rights for the design. The wings were sharply swept-back and the rudders were placed between the wing tips, thus eliminating the conventional tail. A boat-like fuselage carried the crew of two and a pusher engine. The outstanding characteristic of Dunne's design was inherent stability (a quality which minimised its utility for military purposes). One factor in producing this stability was an unusual, deep slot at the junction of the upper wings. The aircraft could be flown as a landplane or a seaplane; on its flight to Quebec Janney's machine was fitted with floats.

Janney had visited the Burgess Company plant at Marblehead on 12 September, "during a general trip to all the principal factories", and was given a flight on a demonstration machine. Returning to Valcartier to receive his letter of appointment and authority to purchase, Janney went back to Marblehead the next day (Thursday, 17 September) and offered \$5000 spot cash for the aircraft as it stood. The company, no doubt with an eye to future orders, hesitated. The motor had been run "a great many hours" and needed overhauling; there were some other

things, too, that could be improved with a few days' time. But Janney was insistent that the aircraft must be delivered on Saturday, so that it could be ferried to Valcartier in time to do some flying before the first contingent sailed. Reluctantly agreeing that a flying demonstration would be to their advantage, too, the company accepted the offer and on 18 September the bill of sale was made out for one *Burgess-Dunne* aeroplane, plus land equipment, payment of \$5000 being made by Valcartier cheque No. 519.

To meet Janney's insistence on the time factor, the motor was given a very hasty overhaul to scrape some connecting rod bearings that were tight and to regrind the valves. The aircraft was then completely knocked down and shipped in an ordinary express car to Isle La Motte on Lake Champlain in Vermont, about seven miles from Rouses Point. Although the sale had been F.O.B. Marblehead, the company sent men at its own expense to Isle La Motte to reassemble the aircraft, and offered the services of one of its pilots, H. J. Webster, to give Janney "further training and assistance in delivering the machine to Valcartier." By Monday morning (21 September) the *Burgess-Dunne* was ready for flight.\*



*biplane which was shipped overseas with the mysteriously disappeared on Salisbury Plain.*

These activities on Lake Champlain, so close to the Canadian border, naturally attracted attention—and caused some concern. The Canadian immigration inspector at Rouses Point reported that “an armoured flying machine of 200 h.p.” was being assembled by five mechanics at Isle La Motte, and the Deputy Minister of Militia and Defence, unaware of the circumstances, expressed the hope that delivery of the machine could be stopped (by that time the bird had flown). Other reports in the press said that German agents were preparing to bomb Canada!

#### INAUSPICIOUS ARRIVAL

Despite its pre-war indifference to military aviation, as soon as the war started the Canadian government became concerned about air security and on 17 September, while Janney was en route to Marblehead to buy his aircraft, an Order-in-Council (P.C. 2389) was issued to regulate the movement of aircraft into or over the Dominion. Flying was prohibited within ten miles of 39 wireless stations and 19 other designated places which included most of the cities in Canada. Aircraft could enter the country only across the southern boundary (from where else could

they have come in those days?) and were restricted to landing areas at eleven points stretching from Annapolis, N.S., to Chilliwack, B.C. The prescribed landing areas were all circles of three-mile radius around the town or village hall of the designated community. After landing, the pilot was required to obtain a clearance certificate from the local divisional or district officer commanding before resuming his flight. The carriage of explosives, firearms, photo apparatus, carrier pigeons and mail was forbidden. The first aircraft to enter Canada after this Order-in-Council was issued did not comply with its regulations.

On the morning of 21 September the company pilot Webster and the provisional commander Janney left Lake Champlain to fly the *Burgess-Dunne* to Valcartier. Webster's report tells the story of the historic first—and last—flight by Canada's first military aircraft:

“Started from Isle La Motte at 7.14 a.m. on Monday and climbed steadily to about 1500 feet at the time we crossed the border. I don't think anyone shot at us. From there to Sorel our altitude varied from 1000 to 2000 feet and the wind which had been following at first swung to our port beam and so proved detrimental. Janney drove about a fourth of the time. The air was comfortably warm but hazy. The scenery was rather monotonous compared with the Massachu-

setts coast. At the end of an hour and fifty-five minutes we reached Sorel [at the mouth of the Richelieu River about 80 miles from the starting-point] and I decided to land as the gas was getting low.

“We managed to get ashore alright and get some gasoline and oil ordered.\* We started out again at quarter of twelve and made good time to Three Rivers where I expected to land, but Janney signalled me to continue. About ten minutes later I heard a knock in the motor so came down and ran ashore at Champlain (in flight 45 minutes). As the motor would still turn over fairly freely Janney decided (against my advice) to load it up with oil and chance it for Quebec. I managed to get off and get started down river, but the motor was turning over so slowly that I had to keep damn busy to keep up. I did not get above 15 feet at any time and was often only a few inches clear.

“After 18 minutes of this inferno the motor gave up the ghost and I landed with regret but not without relief also. After we had drifted for some 20 minutes a motor boat saw our distress signal and towed us in here [Deschail- lons].”

The Burgess Company sent a mechanic to Canada to replace two connecting rods, two cylinders and pistons in the faltering engine. The main bearings and some of the connecting rod bearings were so burned that the company recommended that a new engine should be purchased (at a special price of \$2500) since the old one was in no condition “for continued service.” There was no money for such a purchase, however, and after several days' delay at Deschail- lons Janney finally got the old engine patched up and reached Quebec on 29 September. The appearance of the hydroplane over the city at noon that day caused “considerable excitement”, and only when it was learned that the aircraft was part of the Expeditionary Force's equipment were “all fears . . . dispelled.”

\*A news story from Valcartier that day said: “The Minister of Militia received word that E. L. Janney, of Galt, Ont., the aviator who was flying from Massachusetts to Valcartier Camp, was arrested by Canadian customs officers this morning at Sorel, Quebec. The aviator made a descent at Sorel for gasoline and was promptly marched to the lockup. Later he was permitted to telephone Col. Sam Hughes and orders were at once given for his release.”

## EMBARKATION

Janney had arrived just in time. The C.E.F. had almost completed embarkation and the delay of another day or two would have caused him to miss the boat. There was no time for any demonstration flights, even if the aircraft had been willing; there was just enough time to get the *Burgess-Dunne* loaded on one of the transports before the troops sailed for overseas. On the cargo manifest of the S.S. "Athenia", which was ready to sail from Quebec at 5 p.m. on 30 September, there appeared, in addition to normal military freight of horses, guns, vehicles, rifles, ammunition, harness and other stores, the unusual item "one aeroplane".

Just before leaving Quebec, Janney sent a telegram to "two or three mechanical men" in his home-town Galt, instructing them to report at once to Valcartier camp. Uncertain what to do, the men turned to the commanding officer of the local regiment who advised them to wire the Camp Commandant to ascertain if Janney had authority to issue such instructions. When no reply was received the men tried to reach Janney by telephone but the captain could not be located (he had already embarked). The regimental commander then appealed to the Adjutant General for advice whether the wire from Janney was sufficient authority for the transportation of the men to Valcartier. But Militia Headquarters was equally in the dark and replied, several days later, that "... nothing is known ... of the application of Mr. Janney asking that two or three mechanical men report at Valcartier at once." So the Canadian Aviation Corps sailed for overseas without any ground crew to service its one aircraft.

A few days after the First Contingent left Valcartier the Canadian government was informed that 12 *Burgess-Dunne* aeroplanes with Curtiss motors could be purchased for \$10,500 each, with delivery in 60 days. Twelve American aviators could be furnished to operate the machines, at

not less than \$400 each per month; or, as an alternative, a number of young Canadian officers or civilians could be trained at aviation schools in England. The Privy Council referred the proposal to the British War Office, pointing out that Canada had no aviation service (!) and did not think it desirable to attempt to organize one during the progress of the war. The War Office replied that it was not interested in United States aeroplanes, considering the price high and doubting their capability. The sponsor of the proposal was then told that it was the intention of the Canadian government, "for the present at any rate, to abandon the idea."

## FINANCIAL DILEMMA

Although Privy Council believed that Canada had no aviation service, Militia Headquarters soon received a reminder that something of the sort did exist. After the troops had gone the paymaster at Valcartier camp received accounts, totalling \$47, from two residents of Deschaillons for expenses incurred by Capt. "Jenny" for subsistence and gasoline during his forced landing there. Like the mechanical men at Galt, the paymaster at Valcartier was in a quandary and appealed to Headquarters for authority to pay, but no one there knew anything officially about the matter. After three weeks of correspondence in a vain effort to find some one who did have sufficient official knowledge of the situation to authorize payment, the Deputy Minister finally ended the stalemate by approving the two accounts: "I suppose these people are entitled to their money."

By the time the Deputy Minister had cut this Gordian knot to release the paymaster at Valcartier from his dilemma, the Canadian Aviation Corps was beginning to perplex another paymaster. On 17 October the "Athenia" reached Plymouth and unloaded its varied cargo of horses, weapons, stores and one aeroplane for transit inland to Salisbury Plain. A month later a cable arrived in Ottawa from the

General Officer Commanding the Canadian Expeditionary Force: "Two individuals . . . have accompanied Canadian headquarters from Canada claiming to be aviators authorized by minister but not mentioned in militia orders . . . please cable instructions as to their status pay and whether large expense necessary to organize an efficient unit of one flight is authorized." The Minister directed that the two men "be rated and paid on same basis as Royal Flying Corps aviators of corresponding grade", but added that it was "not intended to organize a flight unit."

The G.O.C.'s cable was inspired by a report which Capt. Janney had submitted on 6 November 1914, outlining the expenditure necessary for equipping, organizing and maintaining the Canadian Aviation Corps for one year. The estimates certainly shook the authorities, for they totalled \$116,679.25 for the year. Writing as officer commanding the Canadian Aviation Corps at Bustard Camp, Janney proposed a "one flight squadron" with a staff of one commander, three pilots, three observers, seven sergeants and 32 mechanics; the flying equipment would be four Gnome-engined aircraft (plus four spare machines), and in addition ten vehicles and five horses would be required. The aircraft, spares and tools would cost \$49,500 and the transport \$20,850; pay and allowances for the staff were calculated at \$42,199.25 for the year (i.e. \$115.45 a day for the 46 officers and men), and maintenance at \$4,130 (based on four hours flying a day by four machines for 300 days in the year).

## JANNEY'S JUNKET

A few days after submitting this report Janney drew an advance for travelling expenses and set out on a trip to inspect Royal Flying Corps training stations and select a suitable site for the Canadian Aviation Corps. When several weeks elapsed without further word from him he was listed as absent without leave. Late in December, when information was received

that Janney planned to return to Canada, "intending without authority to give exhibition flights to raise funds to equip complete flight unit for contingent", Headquarters at Ottawa decided to sever his connection with the C.E.F. An item subsequently appeared in daily routine orders of the 1st Canadian Contingent on 1 January 1915 that Capt. E. L. Janney had been permitted to resign his appointment with the Contingent and would be struck off strength from the date of embarkation. This seems to have been his only appearance in official orders.

So the provisional commander came home. When Janney landed at Halifax on 2 February 1915 the reporters who met the "Zeeland" were no doubt thrilled to interview an aviator who had just "returned from the front" where he had been doing "scout duty for the British army during the last few weeks" before returning to Canada "to organize a squadron of aeroplanes to be built and equipped and manned in Canada." From Halifax he proceeded to Ottawa "to interview the government" and again the newspapers carried a long report about the "Royal Flying Corps commander" who had done valuable reconnaissance work in France and had spent Christmas Day in Bailleul. There is, unfortunately, no report about his interview at Militia Headquarters.

#### FIRST AIR CASUALTY

While the provisional commander was reconnoitring airfields in Britain, the second member of the Canadian Aviation Corps had been engaged in flying. After some instruction in England, Lieut. Sharpe went to France for a few days early in January 1915 and returned to Britain later that month. He then went to No. 3 Reserve Aeroplane Squadron of the R.F.C. at Shoreham to continue training. On the afternoon of 4 February 1915 he crashed to his death while making a solo flight on a *Maurice Farman* biplane. The body of Canada's first

military aviator and first air casualty was later brought back to Canada for interment at Prescott, his birthplace.

With the resignation of Capt. Janney and the death of Lieut. Sharpe a month later, all that remained of the Canadian Aviation Corps was the *Burgess-Dunne* aeroplane. What had become of it was something of a mystery. When the Canadian troops went into camp on Salisbury Plain the biplane was taken to the Central Flying School at Upavon and stored in a shed where it remained until, early in November, the school began to press for its removal to Larkhill.

At the end of the month Lieut. Sharpe was instructed to go to the school as soon as possible and arrange for the removal of the aircraft to Larkhill for storage. The report which Sharpe submitted on the condition of the *Burgess-Dunne* was discouraging. The planes were completely destroyed ("They would be condemned by the Royal Flying Corps for further use"); the motor needed overhauling, but the radiator and propeller were in good shape and, with the motor, could be used in the construction of a new aeroplane. His recommendation that a *B.E.2* be built, using these three items, so that the two airmen could do some practice flying, was rejected. In January 1915 instructions were issued to set aside a suitable building at Larkhill for the storage of the machine, but the instructions do not appear to have been carried out.

When the 1st Canadian Division left Salisbury Plain for France in February 1915 the *Burgess-Dunne* biplane was left behind and forgotten. No one in the new 2nd Canadian Contingent camp at Shorncliffe in Kent knew anything about it until May when a soldier happened to mention to an officer that there was a flying machine at Larkhill which was the property of the Canadian government and was worth roughly £1000; he thought it could be repaired. This "startling" information stirred the authorities to take immediate

action to ascertain if the machine could be salvaged. Inquiry of the British Army Southern Command at Salisbury brought a reply that after the departure of the Canadians the remnants of an aeroplane had been found lying in the open near Larkhill. It was put under cover and later, when a detachment of Canadians came to clear up the camp, the remains of the aeroplane were removed, it was believed, to the Canadian Ordnance Depot. The officer in charge of the depot reported that no trace could be found of the aircraft or its parts; he had heard rumours about "an aeroplane lying somewhere on Salisbury Plain" and had made a special excursion there to search all around Bustard Camp and Larkhill without success; no one knew anything about it.

#### WORTHLESS JUNK

Unwilling to believe that "this missing and valuable property . . . could have completely disappeared and left no trace behind", the Canadian authorities put a special investigator on the case. This officer reported that the parts of an aeroplane which had been found, "in a very dilapidated state", when the camp at Larkhill was being cleared had been piled in a railroad truck with a lot of other scrap iron and sent to Salisbury to be sold.\* In a clump of trees near Bustard Camp the investigator found a few small aeroplane parts which had been exposed all winter and were thickly rusted; they were "absolutely worthless, even for scrap iron."

An officer who recalled having seen the machine in December or January told the investigator that at that time it was a wreck, lying in pieces exposed to the weather; it was "worthless junk" even then. All the investigator could salvage from the \$5000 investment in Canada's first military aircraft were two new inner tubes which had been left in an inn at Bustard.

\*The officer remarked that he "did not know (and could not find out) what make the Canadian machine was."

# THE SOUTH AFRICAN AIR FORCE

(Second in a series on Air Forces  
of the Commonwealth)

*Shackleton over Capetown.*

THE Union of South Africa is relatively unknown to most Canadians. The activities of the South African Air Force are even less familiar to us who live in this part of the world. Nevertheless, the SAAF is not only completely modern in methods and equipment but, next to the Royal Flying Corps, predecessor of the RAF, it is the oldest air force in the Commonwealth of Nations.

The earliest record of flying by members of South African Defence Forces (of which the SAAF now forms a part) dates back to 1913 when a South African Aviation Corps was formed. Its first 10 graduate pilots subsequently proceeded to England in April 1914, where they were attached to the RFC for a further year's training. On the outbreak of hostilities in August 1914 these officers joined the RFC and accompanied the First Expeditionary Force to France. In that same year the Government of the Union of South Africa decided that an Aviation Corps was necessary for the conduct of a campaign against German South West Africa. Consequently, the South African officers were recalled from France and a squadron was formed and sent

on reconnaissance work in that area.

At the conclusion of the campaign all the personnel who had volunteered for service proceeded to Europe to form a squadron of the RFC and its designation was then changed from the South African Aviation Corps to No. 26 (South African) Squadron, RFC. After re-forming and re-equipping with *B.E.2s* in England the squadron left for German East Africa and took part in operations in the Kilimanjaro area. In addition to the personnel serving in No. 26 Squadron, over 3,000 South Africans served with the RFC, the RNAS and the RAF. The South African airmen flew with distinction; prominent among them was Major Beauchamp-Proctor VC, DSO, MC, and bar, DFC, Croix de Guerre and Legion of Honour, who had over 60 victories to his credit.

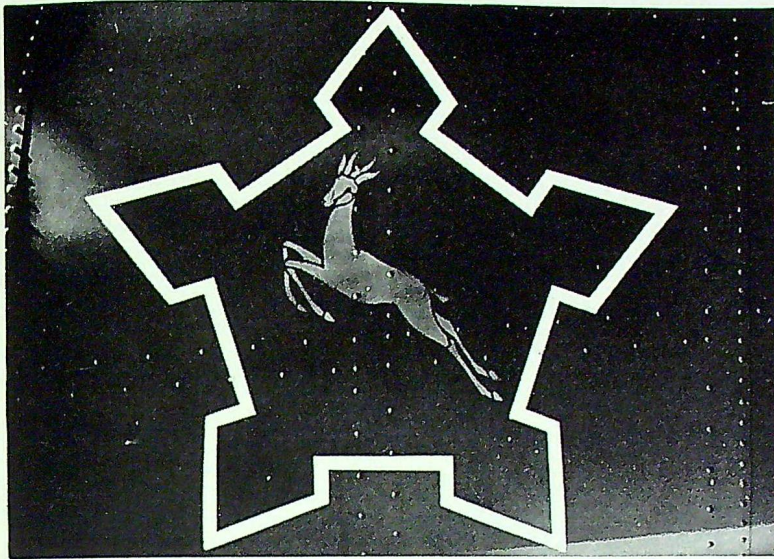
#### FORMATION OF THE SAAF

In 1920 the Union Government passed the necessary legislation to bring into existence the South African Air Force. The first practical step towards its formation, however, was made by the Govern-

ment of the United Kingdom, when they contributed 100 service aircraft and the necessary spares and equipment to enable the new air force to start operating. These aircraft consisted of *D.H.4* and *D.H.9* day bombers, *S.E.5* fighters and Avro *504K* trainers. About this time interest in aviation in South Africa was greatly stimulated by

*Major General B. G. Viljoen, OBE,  
Air Chief of Staff SAAF.*





*New SAAF insignia — Springbok against plan view outline of Capetown Castle, first military installation in South Africa.*

the epic flight of Lt. Colonel van Ryneveld and Major Q. Brand from England to the Cape. For their achievement, both men were knighted and van Ryneveld was appointed to command the newly established SAAF which was formed in 1921 and consisted of 176 officers and men and 54 boy apprentices.

Within a very short time the SAAF was called on to carry out its first operations. These were in support of the ground forces engaged in suppressing what was generally known as the "1922 strike". This was an industrial disturbance that followed in the wake of the First World War. The SAAF carried out further operations in South West Africa when, from May to July 1922, it assisted in quelling the Bondelzwart Hotentot rising. In April 1925 three aircraft were used in the Rehoboth native rebellion and in 1932 aircraft helped to suppress the native rising in Ovamboland.

Flying training was the main occupation of the SAAF in the period between the wars although work of a civil nature was also carried out. During the summer of 1925 the SAAF co-operated with the Kalahari Irrigation Recon-

naissance Party by obtaining information over a very wide region. They also dusted eucalyptus plantations from the air and, in 1928, SAAF aircraft transported diamonds from state diggings to Cape Town. Other operations included carrying the mail, weather checks, anti-locust spraying operations, conveyance of sleeping sickness serum and delivery of food to communities stranded by floods.

On the military side, a Central Flying School was established at Swartkops in 1925 and, in 1927, liaison flights were carried out in conjunction with the RAF to Khartoum and Cairo. These flights helped to develop the chain of airfields which was to prove so strategically important years later during the Second World War.

In 1936 the Union government approved a substantial expansion of the SAAF and the building up of a reserve of 1,000 pilots and 1,700 artisans by 1942. Outstations were established at Bloemfontein, Cape Town and Durban and ab initio training was entrusted to civil flying clubs. The aircraft in use during this period were *Avro Tutors*, *Westland Wapitis* and *Hawker Hartebeests*. In addition, 200 *Hawker Harts* were sup-

plied by the U.K. at a nominal price and started arriving in South Africa from 1938 onwards. These aircraft played an invaluable part in the Joint Air Training Scheme during the early days of the war.

#### SECOND WORLD WAR

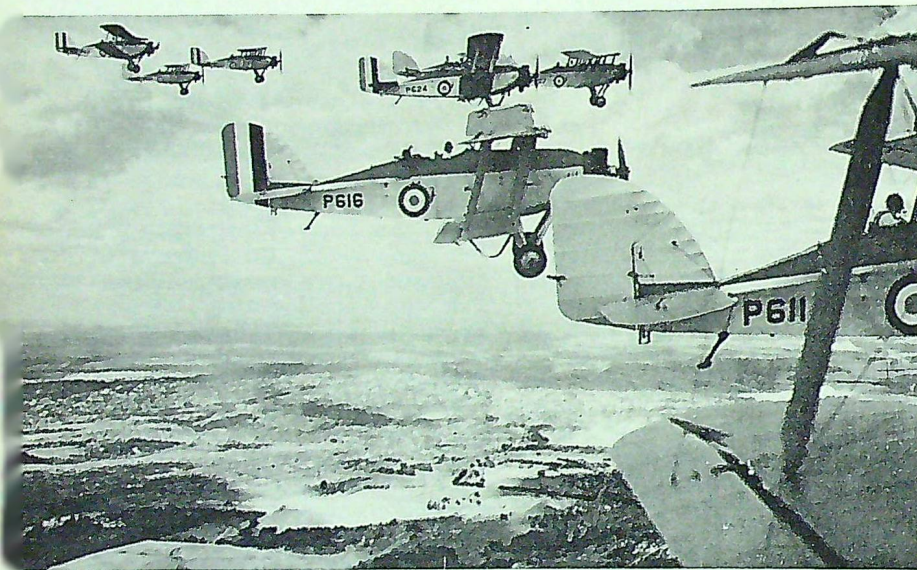
At the outbreak of hostilities the SAAF numbered approximately 1,500 personnel and consisted of a Central Flying School, two light bomber squadrons and a number of detached flights operating at the outstations. The majority of the 104 SAAF aircraft were obsolete, with only six *Hurricanes*, one *Battle* and one *Blenheim* being current operational types. In addition, the whole of South African Airways, both men and aircraft, constituted an automatic reserve for the Air Force. These numbered 100 aircrew and 200 maintenance personnel.

It was a South African Airways aircraft which gave the SAAF its first victory of the Second World War when a *JU.88* (an aircraft of German manufacture) intercepted a German liner off the Cape of Good Hope. The ship, the S.S. *Watussi*, scuttled herself. The immediate problem of providing protection for shipping off the South African coast was met by the formation of General Reconnaissance Flights. These flights did much to restrict submarine activity and in all 26 submarines were attacked from the air. Coastal aircraft were also instrumental in intercepting 17 blockade runners and rescuing 437 survivors from sunken shipping.

By the time Italy entered the war the SAAF could not only protect the line of communication around the Cape but was also able to send three urgently needed squadrons to Kenya and Sudan. In spite of an Italian superiority of over four to one in the air, the SAAF was quite capable of coping with the situation and made a

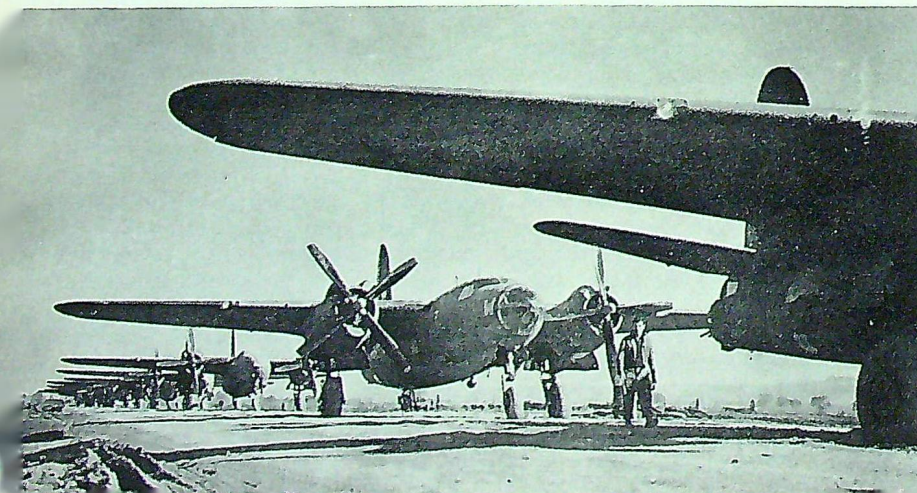


*Prop swinging with a Huk starter at Swartkops, 1921.*



*Wapitis over Johannesburg, 1939.*

*SAAF Marauders at an Italian airfield during the Second World War.*



considerable contribution towards victory in that campaign. Speaking of the part played by the SAAF in Abyssinia, Sir Archibald Sinclair, then U.K. Under Secretary of State for Air, said "When the Italians come to draw up a list of the factors that caused them to lose their East African Empire, they will place the South African Air Force somewhere near the top of the list".

#### IN ALL THEATRES

During the course of the Second World War, units of the SAAF saw service off the South African Coast, in East Africa, North Africa, Sicily, Italy, the Mediterranean, Madagascar and the Atlantic. Individual members of the SAAF served in almost every theatre of operations in the world, in most cases while attached to one or another of the Allied Air Forces.

When the SAAF reached its peak strength in 1944, it consisted of four wing headquarters, 35 operational squadrons, one operational training unit, 22 supply and maintenance units, nine anti-aircraft batteries and five battalions of Cape Coloured Infantry (in addition to other non-European services) and a half share in 36 air schools. It had attained a maximum strength of 45,000 all ranks, including 6,500 members of the WAAF. These personnel saw service with the SAAF units in eight different theatres of operations on 33 different types of aircraft and flew an untold number of operational hours and sorties.

On the training side, the achievements of the SAAF were no less outstanding and the Union can justifiably claim to have contributed its fair share towards the success of the Joint Air Training Scheme. Between them, the members of the SAAF gained one VC, 35 DSOs, 415 DFCs, 74 AFCs, 23 DFMs, 10 AFMs, 2 George Medals, 887 Mention-in-despatches, and a number of foreign decorations.

#### POST-WAR PERIOD

In the immediate post-war period, the SAAF was re-organized



*Flying Cheetahs in Korea, 1951.*



*The pilot's goggles were shot off during this Mustang sortie in Korea.*

and streamlined and training again became the main occupation. The pupil pilot scheme for the training of Active Citizen Force (ACF) pilots was re-activated and training commenced at civil flying clubs in the main centres of the Union. Under the new peacetime policy the SAAF was to have a mobile fighter-ground attack force, a transport force and a maritime force. In addition, a number of ACF squadrons constituted the air force's reserve.

Similar to the pre-war period, several post-war activities were of a civil nature. Among the more noteworthy of these were the combatting by aerial spraying of the red locust plague in Tanganyika and the eventual complete eradication of the tsetse fly in Zululand. The conveyance of troops and police by air was carried out when required and supply dropping of food and medical supplies to flood stricken areas was also undertaken.

Changing world conditions, however, were shortly to demand a more aggressive role for the force and, in 1948, a contingent of SAAF sailed for England to begin training for the Berlin Air Lift. Between October 1948 and April 1949 the SAAF flew 1,240 sorties and carried 4,135 tons of supplies into that beleaguered city. In 1950 another brilliant chapter was added to the history of the SAAF when a

fighter squadron was sent to Korea in support of the United Nations Forces.

On 2 September 1950 a squadron known as the "Flying Cheetahs" sailed for Japan. On arrival in that country they were converted to *Mustangs*, which were purchased from the United States government, and were soon moved to South Korea where they began operations against the Chinese Communists. For the men from South Africa, Korea's intense cold was a new, and unpleasant, experience but nevertheless they managed to step up the tempo of their attacks to meet the ever-increasing threat. For more than two years the SAAF contingent flew their *Mustangs* into battle, mainly on armed reconnaissance and close support missions. This squadron flew 10,373 sorties and out of a total of 95 aircraft which had been acquired, no fewer than 74 were lost due to enemy action and accidents.

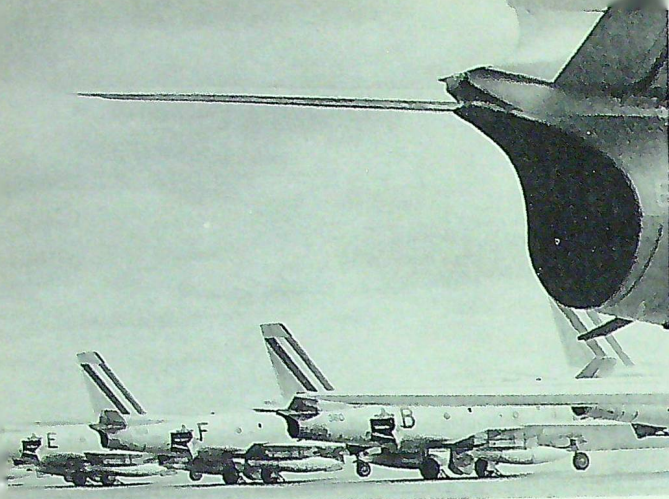
Early in 1953 the Cheetahs acquired and were converted onto the *F-86 Sabre* jet. Soon, contrails from SAAF aircraft were joining those of other UN fliers over the Yalu river as the Cheetahs were employed in a fighter role. Once more the South Africans acquitted themselves with distinction and by the time the Korean armistice was signed they had won: three

Legions of Merit, two Silver Stars, 50 DFCs, one Soldiers Medal, 40 Bronze Stars, 176 Air Medals, and 152 clusters to the Air Medal. In addition to these individual awards an event, unique in the history of the SAAF, took place in August 1956 when the Cheetah squadron was presented with the US Presidential Unit Citation.

#### THE SAAF TODAY

The SAAF today has its headquarters in Pretoria and comprises three groups. Inland Group has functional and operational control of the permanent force fighter squadrons flying *Canadair Sabre VIs* and *Vampires*, and the ACF squadrons (Auxiliary) equipped with *Harvards*. The permanent force and the ACF transport squadrons are equipped with *Dakotas*, *Doves*, *Venturas*, a *Heron* and a *Viscount*. Maritime Group is responsible for the protection of South Africa's lengthy coast line and for search and rescue operations. For this task they operate *Shackletons* and *Sikorski* helicopters. Maintenance Group is responsible for all technical services and equipment. Aircrew training is handled by the Central Flying School, the Air Operational School and the Air Navigational School.

In 1952 an air force school known as the SAAF Gymnasium was



Sabres at Waterkloof.



Air-sea rescue by S55 helicopter.

established to provide one year's continuous training for the young citizens of South Africa. After completion of a three months' basic regimental training period prospective pilots are posted to CFS, while navigation trainees proceed to the Air Navigational School. There mainder, according to choice, qualifications, vacancies, selection and aptitude tests, undergo specialized training in one of the branches of the SAAF. With the exception of pilots and navigators, all other trainees have the option of joining the permanent force, at any stage during the course. Selected pilots and navigators are at-tested as permanent force officers in which capacity they undergo a three-year academic training course to qualify for a degree. Alternatively, pilots and navigators may, at the conclusion of their training, apply for short service commissions for periods of three, six or nine years.

The SAAF College first commenced as the Air Staff Wing of the South African Military College in June 1946, and was re-designated the Air Administration and Staff School, July 1950. In December 1951 the Chief of the General Staff announced that the status of the school had been upgraded to that of a College.

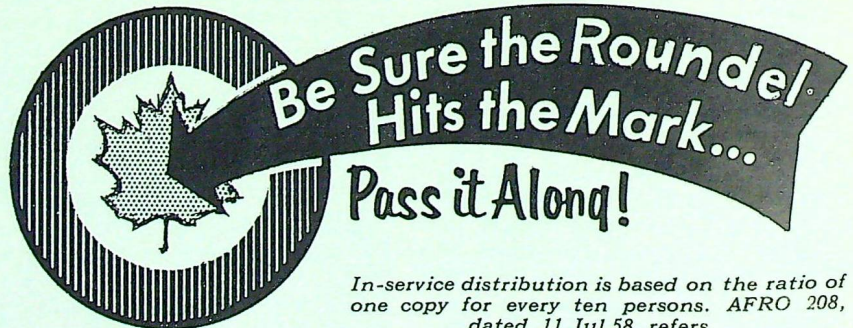
In 1956 four pilots were sent to Canada to undertake conversion

courses onto *Canadair Sabre VIs*. Subsequently, two squadrons of the SAAF were equipped with these aircraft and have been assigned the role of day fighter-ground attack. Among the other more important operations carried out by the SAAF are maritime exercises in conjunction with naval forces, a bi-annual shuttle service to the United Kingdom, trooping, supply dropping, special aircraft flights, air ambulance trips and photo survey flights. Backing up all these flying activities is the organization responsible for supply and maintenance. It is due to the untiring efforts of the ground crew

personnel, however, that the SAAF is able to maintain such a high degree of serviceability and operational effectiveness.

Today the SAAF contributes to the welfare and development of the nation and is ready, should the need arise, to defend its liberty. Its role can best be summarized in the words of the Minister of Defence: "South Africans are a peace-loving nation and have no desire to encroach on the freedom of other countries. But, whenever we feel that those things dear to us and our own way of life are in danger, we shall always be found to the fore".

(Next Month: THE PAKISTAN AIR FORCE)



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. P. J. H. Sheasby of Station St Hubert suggested a modification, in the form of a visual channel indicator, to the ARG-502 24 channel very high frequency transceiver.



Sgt. N. P. Wilson of Station Camp Borden suggested a modification to the Engineering Order binders.



Sgt. A. S. Clowater of A.F.H.Q./S.D.L. Greece suggested a safety guard for the canopy release cable in the rear cockpit of T33 aircraft.



Sgt. A. Harper of Station Gimli suggested a "reminder" envelope to be issued as standard equipment in all vehicle maintenance equipment.



Sgt. R. O. Whidden and Cpl. M. W. Lyons of Station Summerside suggested a modification to the camera port of the Neptune aircraft.



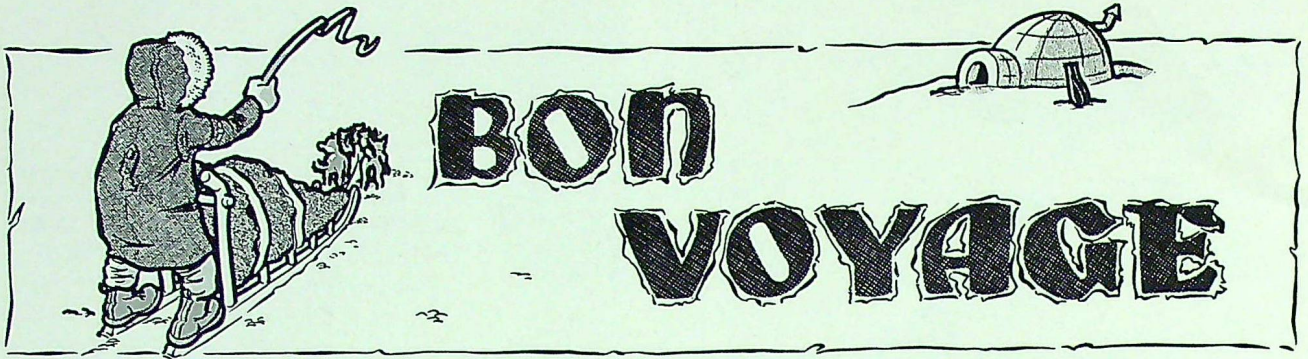
Sgt. J. E. A. Desrosiers of Station St Johns suggested adaptor brackets for guard rails on maintenance platforms.



Cpl. W. Thorburn of Station Comox suggested the replacement of the "S" waveguide by a dummy load, on the receiver-transmitter MG-2 test bench.



(More awards winners  
on page 32)



BY CORPORAL E. R. BAYNES

Reprinted Courtesy Winnipeg  
VOXAIR

CARTOONS BY CORPORAL P. LAROUCHE

WELL, you guys, you asked for it. You asked me to say a few words. That's real nice of you. I mean, getting posted like I am, even after only six weeks, a guy likes to say goodbye. Specially after all them kind words. Them farewell speeches. That was nice. That was real nice, Sir—specially about how it's a small air force and how we'll all meet again and all. And how sorry you are to see me go. Never knew you felt that way, Sir—or you, Flight. And that bit about how I'd be such an asset to my new unit. It's nice. It's true, too.

Course, you know me. I'm always thinking—always using my head. Already I got some ideas about how to improve things up there. But we don't want to talk shop, do we?

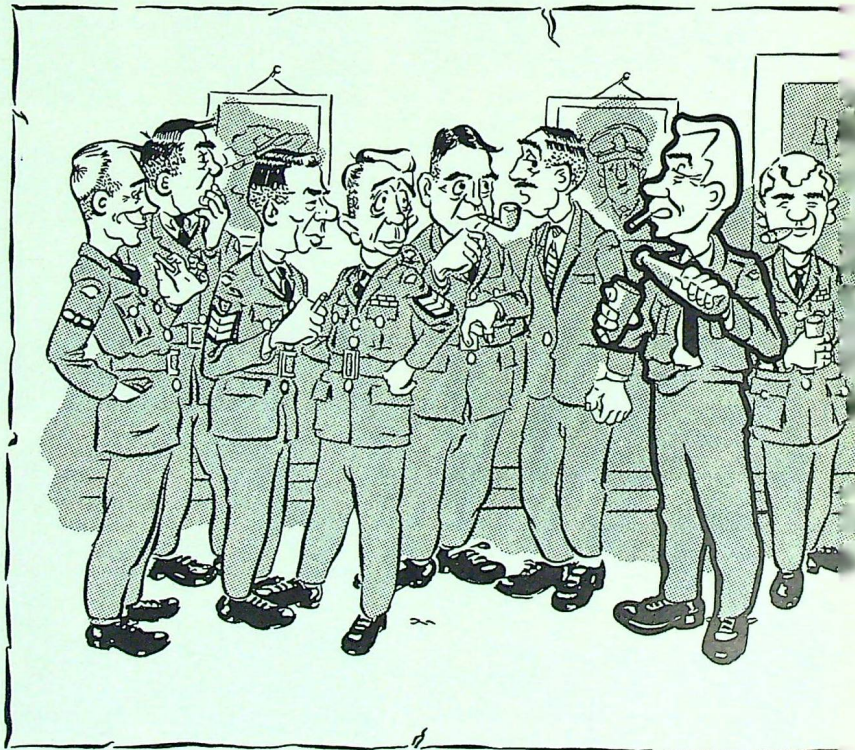
Well—we've had our differences. Yes, we have. Me, and the Corporal, and the Sergeant, and the Flight there, and the WO and the OC, and Harry and Jim, and Jack, and you Red, and you Don, and Mr. Prizawlski, the cleaner. Sure—we've had our differences. Doesn't mean a thing. Everyone has differences. Everyone makes mistakes. And you guys are big enough to admit it, eh? (heh heh heh).

Mind you, I didn't always see eye to eye with everybody while I was here—Not even with you.

Sir—No, not even with you. And I told you so. I mean that's what you would want, isn't it? Anyway you done your best, you tried. You and the WO and the Flight and the Sergeant and the Corporal and Harry and Jim and Jack and you Red and you Don and Mr. Prizawlski the cleaner. You try.

No one can ever take that away from you. You are coming along nicely. Might have a good little section here someday. Pity I had to leave so soon though, just when things were getting shipshape. But you'll manage without me, with luck.

Yeah, we had our differences.



But I want you to know something. I have been happy at this section. I want you to know I LOVE this section. In spite of everything. Those guys said I didn't like it here, are nuts. Those guys who say I had it in for Mervin—they're nuts, too. Just on account of that little difference we had at the Promotion party? That's ridiculous. Mervin's a good guy, the best. Very junior of course, but what the heck—I never had nothing against you, Mervin, I never meant to hit you with the bookcase that night. Someone panicked and they grabbed me. Heck, we all have our differences, eh Merv' (heh heh).

And the OC. Wanna say a few words about the OC. He's a big man, our OC. Remember that little difference we had during last AOC's inspection? When the AOC asked me how I liked the section? Remember how upset the OC was? — but he don't hold a grudge. And remember that time with my cigarette butt and how the sirens

didn't work? You'd think he'd hold a grudge. But not him.

Let you in on a secret (You don't mind, Sir?)—I didn't want to volunteer for this posting! Didn't know nothing about RCAF Detachment Catastrophe Bay. But the OC. — show you what a big man he is — he opened my eyes. He called me in, polite as could be, and told me to have a seat, right there by his desk. Even gave me a cigarette, and lit it for me. And know what he said? — "Gus" he said, "You were meant for this place, Gus," he said, "This place is Heaven on Earth. They call it the Paradise of the Arctic. I been longing all my life to get a posting there."

And you know, fellas, his voice actually trembled when he said it. The Sergeant there. He's big too. He's been praying for a posting up there for 13 years. Him and the Warrant too. And yet you know something — none of them were envious — none of them grudged it? "Gus," the Warrant said, (you shoulda seen the look of charity, fellows), "Gus, this is your chance." And he told me how the guys that go up there, they must all like it because none ever seem to come back. Even drove me

to Headquarters to speed things up. That's nobility, fellas. No favouritism, no envy. Just the best man for the job.

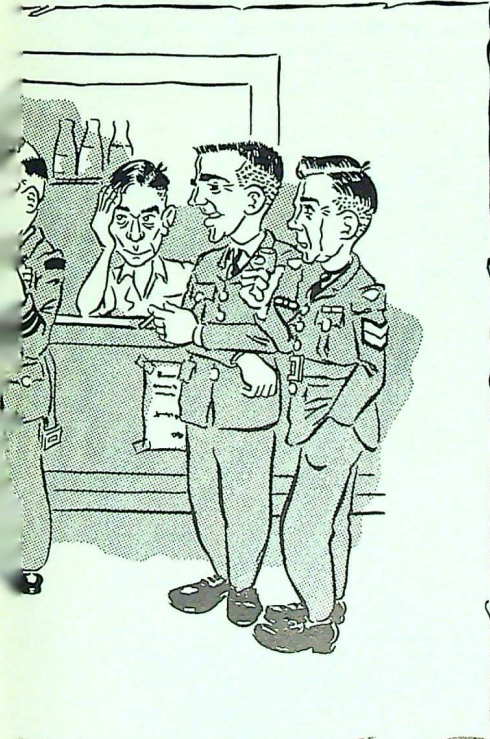
And you guys — you been wonderful too. You took it fine, even though you must have wished it was you. You especially, Mervin. I mean, knowing how good promotion is up there, and you doing what you did. No, don't hide Mervin—I got to tell them. Know what he did? Mervin came in off leave specially just so I could leave two days early. That's the spirit which made this country great. That's the spirit I want to remember you by. Whatever they say, you got spirit. . .

And fellas — like the OC said; and the WO and the Sergeant and the Corporals, and you Harry and you Jim and you Jack and you Red — and Mr. Prizawlski, the cleaner: "It's a small air force."

Au Revoir.

See you in Catastrophe Bay.

He who has learned to disagree without being disagreeable has discovered the most valuable secret of a diplomat.



## Canadian Boy Is French Scout

To a 12 year old youngster, Ivan de Bagheera, son of Flt. Lt. J. De Bagheera, goes the honour of being the only Canadian dependent of R.C.A.F. personnel to belong to the French Boy Scouts.

Completely bilingual, Ivan joined the French scout movement two years ago "to see how the French carried out their activities". The French Boy Scouts take advantage of the many French holidays to go on camping trips throughout the French countryside. The outings are usually two-day affairs but last year the scouts spent an entire month at a camp

near the city of Lourdes.

Cost of camping in France is reasonable. The trip to Lourdes cost the equivalent of \$20, which included the train fare and food for a month. Food is not carried by the scouts on a camping trip. It is purchased from vendors by the scout leaders in the nearest village or town to the campsite. Canned goods, common in Canada, are rarely seen in a French boy scout camp. Fresh foods are preferred and they are bought on a meal to meal basis, thus eliminating the need for refrigeration.

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EVERYONE IN THE U.S. AIR FORCE IS HAPPY THAT THE NORTH AMERICAN AIR DEFENSE COMMAND WAS IN BEING IN TIME FOR THIS MEMORABLE YEAR!... CANADIAN AND UNITED STATES FLIERS HAVE BEEN FOREMOST IN KEEPING THAT LONG, UN-GUARDED BORDER A SOURCE OF PRIDE BEFORE ALL MEN!

THE GOLDEN ANNIVERSARY OF POWERED FLIGHT IN CANADA

35th ANNIVERSARY OF THE ROYAL CANADIAN AIR FORCE

10th ANNIVERSARY OF THE RCAF ASSOCIATION

CHEERS! from STEVE and MILTON CANIFF

...If you have not already seen the RCAF "GOLDEN HAWKS," watch for their great precision acrobatic show over YOUR city....

This salute appeared in many newspapers across North America last month — courtesy of Milton Caniff, creator of the "Steve Canyon" strip.

## RCAF ASSOCIATION

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

### BATTLE OF BRITAIN COMMEMORATION

Each year the Association endeavours to increase wing participation across Canada in Battle of Britain commemorative ceremonies. On the Friday preceding Battle of Britain Sunday many wings held dinners and other events and on Sunday, 20 September, either joined with regular RCAF formations or sponsored on their own church parades and wreath-laying ceremonies.

Representative photo coverage of these remembrance services will appear in the next issue of THE ROUNDDEL.

### C.N.E. BOOTH AIDS TORONTO WINGS

The Toronto Inter-Wing Committee again this year operated an RCAF Association booth at the Canadian National Exhibition, continuing the programme of information and enrolment of new members so successfully carried out at last year's big fair.

The booth was officially opened on the first day of the CNE by

Earl Mountbatten in a ribbon-cutting ceremony attended by National President A/M W. A. Curtis, officials and members of the Toronto wings.

Open for the full period of the Ex and manned entirely by Association members who worked in shifts during the spare time, the booth was visited by thousands of people while many former air force members extended their stay to learn more about the Association and complete application for membership.

### CHANGING ADDRESS?

Association members wishing to assure continuous receipt of THE ROUNDDEL must send a card immediately on moving, stating both their old and new addresses, to: Secretary, RCAF Association, 424 Metcalfe St., Ottawa, Ont. Don't rely on the Post Office to do this for you, as inevitably you will miss one or two issues in the interim.

On 29 August the Association was represented in the CNE's annual Warriors' Day Parade which this year was the largest since the end of the Second World War. Participation in this event also was organized by the Toronto Inter-Wing Committee.

### NATIONAL CHAIRMAN AT A.F.A. MEET

Last month National Chairman George Penfold officially represented the RCAF Association at the American Air Force Association annual convention. The meeting was held in Miami, Florida, from 3 to 6 September.

Some of us who have open minds let the wrong kind of stuff get in.

A chip on the shoulder always indicates that there is wood higher up.

Be civil to all; sociable to many; familiar with few; friend to one; enemy to none.

Tact consists of knowing how far one can go too far.



*Three key figures in Canadian aviation history cut the symbolic anniversary cake at the Association's annual dinner in Montreal. Wielding the swords (l. to r.): A/M Hugh Campbell, Hon. A/C J. A. D. McCurdy, A/M W. A. Curtis.*

*Members of the executive of No. 438 (Algonquin) Wing, Pembroke, Ont. President Rudolph Meitz is seated third from the left. The wing sponsors No. 638 Squadron Air Cadets, which this summer, sent two cadets on flying training and one to the senior leaders' course.*



## The Suggestion Box *Continued from page 27*

Cpl. J. Harrison of Station Trenton suggested a modification to the B1-A attitude gyro used in jet link trainers.



L.A.C. J. H. Whittington of Station Greenwood made a suggestion concerning a dipstick for use in *Neptune* aircraft.

Cpl. A. J. Andrews of Station Cold Lake suggested a device to facilitate the installation of the pressure regulator in the cockpit of CF-100 aircraft.



L.A.C. R. C. Clow of Station Rockcliffe suggested a gauge to determine the length of a rivet required when used with the Huck Rivet Pneumatic Tool.

Cpl. V. W. Kaye of Station Bagotville made a suggestion concerning maintenance locking pins for the main landing gear of CF-100 aircraft.



L.A.C. J. W. Roach of Station Camp Borden suggested a modification to the arrangements for securing the Induction Vibrator of *Expeditor* aircraft.

Cpl. G. D. Vaughn of Station Chatham made a suggestion concerning medical supplies in the Survival Kit.



Mr. G. K. Townson of A.M.C.H.Q. suggested the elimination of triplicate and duplicate copies of requests for publication.

Cpl. E. J. Cormier of Station Winnipeg devised a modification to the propeller pitch control mounting assembly.



Mr. C. W. Morris of Station Hamilton suggested a revision to Form RCAF E364A.



## *The R.C.A.F. Benevolent Fund*

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

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

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

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

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