



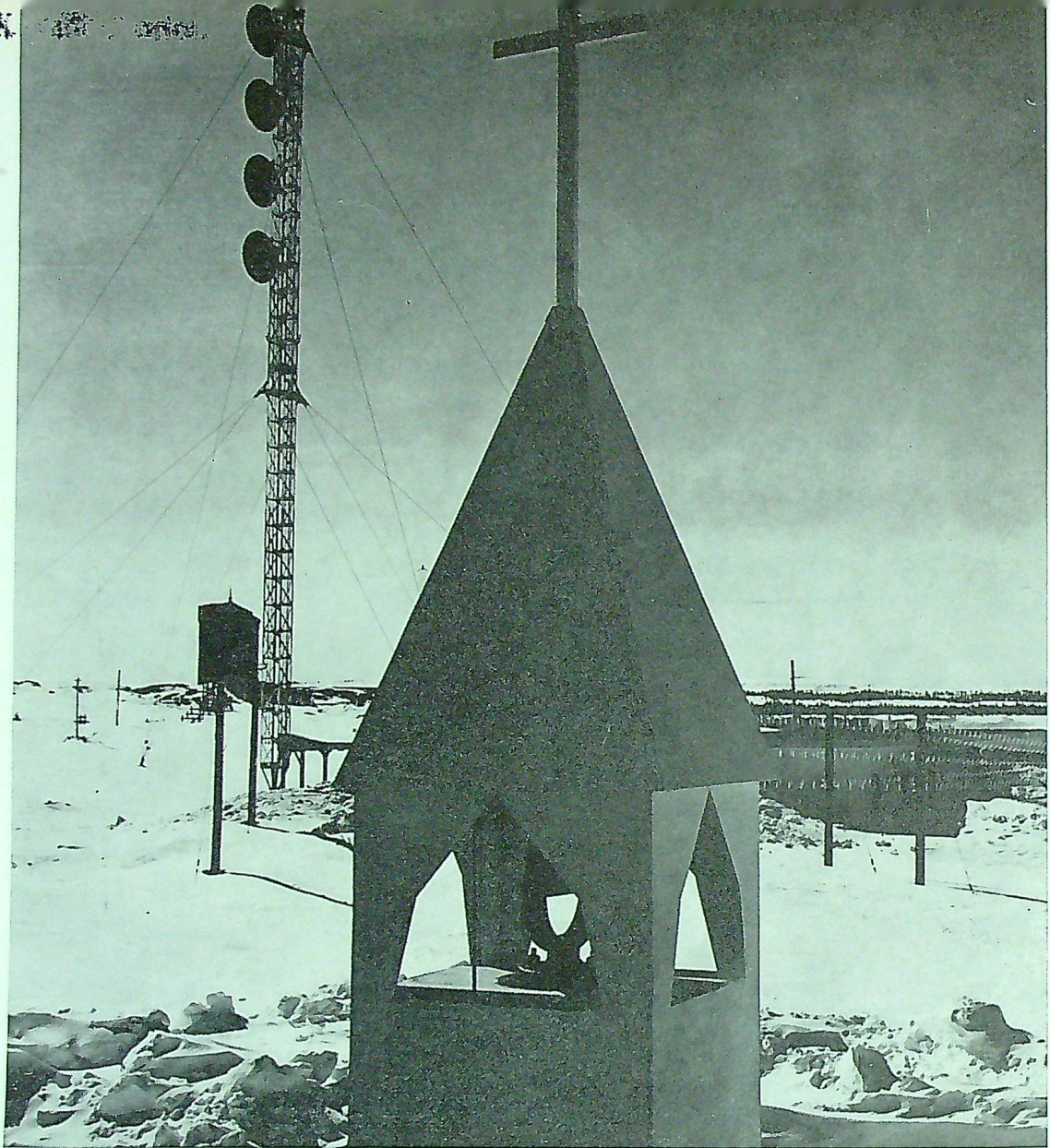
THE

# Roundel

VOL. 11, No. 10

DECEMBER 1959





*Microwave tower and chapel steeple stand side by side against the northern Canadian sky at RCAF Station Great Whale River on the Mid Canada Line.*

Christmas 1959 will be observed by RCAF personnel in widely scattered parts of the world. Those on U.S.C.F. duty are stationed practically next door to the birth-place of this solemn religious festival, others are in Europe, the U.K. or U.S.A., and many in Canada (see above) are still far from the particular spot they regard as home.

To all readers, wherever they may see this magazine, we extend sincere season's greetings.

**The Roundel Staff and Editorial Committee.**



THE

# Roundel

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

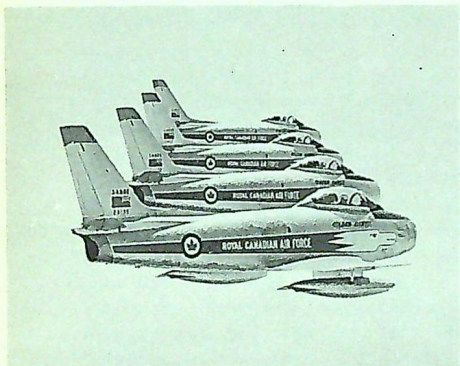
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Ottawa, Ont.



### THIS MONTH'S COVER

Highlights of the 1959 tour of the Golden Hawks are recorded in this—our anniversary year wind-up issue. This RCAF aerobatic team did more than any other single group to impress on Canadians what 1959 means in our country's aviation history.

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

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# Christmas Messages



ONCE AGAIN it is my pleasure to extend greetings of the Christmas season to members of the Royal Canadian Air Force and their families.

Christmas is a time of great rejoicing; it is also a time of thanksgiving for the lessons that have been taught us by the Prince of Peace, whose birthday we celebrate. Of all the Christian adjurations, the one most commonly voiced at Christmas is "Peace on earth and goodwill toward men". In this year, as in other years, we have sought to bring this precept nearer to reality. We have, I believe, in concert with our fellow members of NATO, been successful.

I hope and pray that our unceasing efforts on behalf of peace will continue to meet with success in the New Year and all the years to come.

As members of the Royal Canadian Air Force you are serving our country in many parts of the world—ranging from the far north of this continent to the eastern part of Asia. Many of you are carrying out your duties in complete isolation; others are separated from home and loved ones by thousands of miles. Wherever you are, my thoughts go out to you on this festive occasion.

I pray that God will send you his blessing and that you will enjoy a Merry Christmas and a Happy New Year.

A handwritten signature in cursive script that reads "George R. Pearkes".

(George R. Pearkes)  
Minister of National Defence.



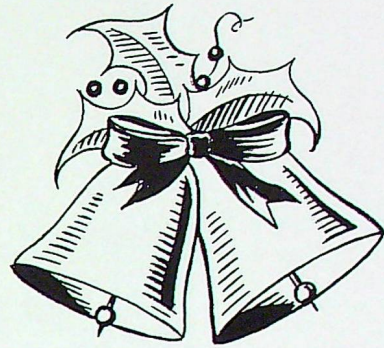
JE SUIS heureux de saisir cette occasion de présenter aux membres de l'Aviation royale du Canada, ainsi qu'à leurs familles, mes meilleurs souhaits de Noël et mes vœux les plus chaleureux de bonne et heureuse année. Depuis ma récente nomination au poste de ministre associé de la Défense nationale, je n'ai pu visiter que quelques-uns de vos établissements; mais j'espère qu'au cours de la nouvelle année, mes fonctions me permettront de multiplier mes visites et de rencontrer personnellement plusieurs d'entre vous.

A cette époque de l'année, l'exemple divin nous rappelle que la paix est notre but commun. C'est là un objectif auquel nous tendons sans cesse et que nous

# Messages de Noël

atteindrons si nous persévérons dans nos efforts. La plus joyeuse des fêtes chrétiennes vient raviver notre espérance de voir un jour régner la paix et la bonne volonté parmi les hommes.

J'espère que tous et chacun d'entre vous passerez un joyeux Noël et je souhaite que votre bonheur soit encore plus grand au cours de la Nouvelle Année.



A handwritten signature in cursive script, reading "Pierre Seviigny".

(Pierre Seviigny)  
Ministre associé de la Défense nationale

**D**URING THIS joyous season, our thoughts turn from the military preparations that ensure peace to the assertion of faith that eventually peace will prevail on earth as a direct result of the fellowship and goodwill of mankind.

It seems particularly fitting at Christmas to recall that the aim of the Royal Canadian Air Force is the maintenance of peace. We strive to help prevent war so that there will be time to work out peaceably the problems that now beset many countries.

As the New Year approaches, we have renewed confidence that the prospects for lasting peace are growing brighter.

This is the time of year when family gatherings take on added meaning. It is always a matter of regret to me that some of our members cannot be with their families on Christmas Day and New Year's Day. I wish to send to you who are separated from your families, and to your loved ones, especially warm greetings.

I hope that this will indeed be a Merry Christmas for all members of the Royal Canadian Air Force and their families and that the New Year will be filled with peace and happiness.

A handwritten signature in cursive script, reading "Hugh Campbell".

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



# THE GOLDEN HAWKS

BY

SQUADRON LEADER

R. M. L. BOWDERY

*Straight up over Lake Ontario, the Golden Hawks put their gleaming Sabres through the paces which have won them a permanent place in the affections of all air-minded Canadians.*

CHAPTER ONE of this story was written 28 years ago. In 1931, when the Royal Canadian Air Force's first touring aerobatic team was formed, fabric-covered, twin-winged *Siskin* aircraft visited cities and towns across the country, treating thousands to their initial taste of aerial gymnastics.\*

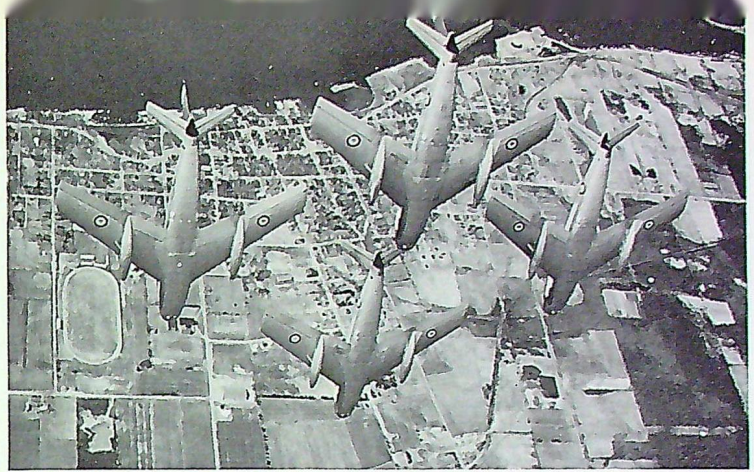
Early in 1959, to commemorate the RCAF's 35th Anniversary and Canada's Golden Jubilee of Powered Flight, the Golden Hawks were born. During this year, they have proven worthy successors to the *Siskins*, as they retraced the route of 28 years ago and thrilled a public now attuned to the jet age.

The name for the team came easily, but not so the shade of gold for its svelte swept-wing *Sabre* aircraft. Only after long and critical experimentation came the final colour-scheme decision and the

\*The Roundel, Vol. 10, No. 7 (Sept. 58)

*The author, currently stationed at Trenton as Air Transport Command Staff Officer Public Relations, accompanied the Golden Hawks this summer as tour PRO.*

*During his 20 years of RCAF service, S/L Bowdery has had a wide variety of assignments, both on the ground and in the air. Enlisting as an airframe mechanic in 1939, he remustered to aircrew in 1942, received his pilots wings at Yorkton, and later flew Liberators on operations in the Far Eastern theatre. Since the war, his duties have included administrative posts from Vancouver to London, England, and a tour of flying at Winnipeg. He graduated from RCAF Staff College in 1958.*



*Warming up over Chatham, N.B.*

Golden Hawks' *Sabres*, in their now well-known livery, began to roll out of the paint shop at Number 6 Repair Depot in Trenton.

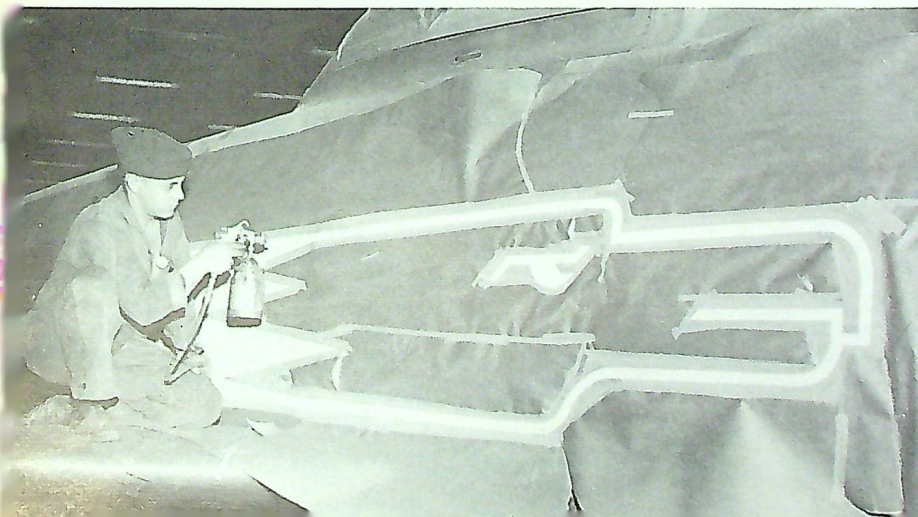
Meanwhile, at the *Sabre* Operational Training Unit at Chatham, S/L J. F. Villeneuve had made a painstaking selection for his team from the 18 or 20 volunteers who

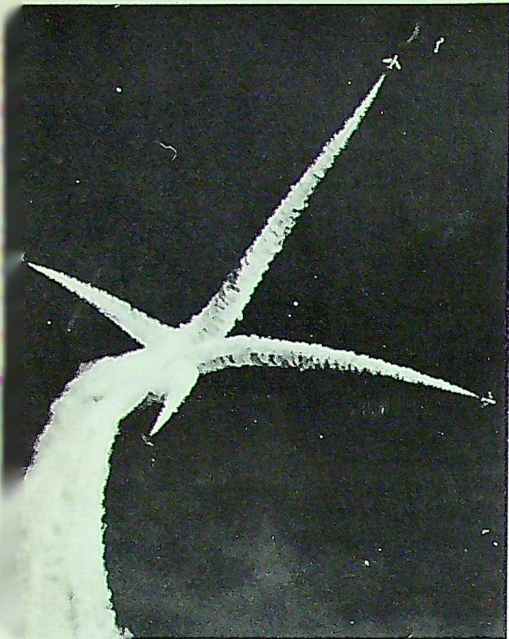
possessed the stringent qualifications necessary to join the Golden Hawks. These men, all post-war trained, were well schooled in modern operational flying techniques; all had completed a tour in No. 1 Air Division in Europe; most of them had done formation aerobatics before reporting to the team captain for evaluation, and all were proficient at solo aerobatics.

#### PREPARATIONS

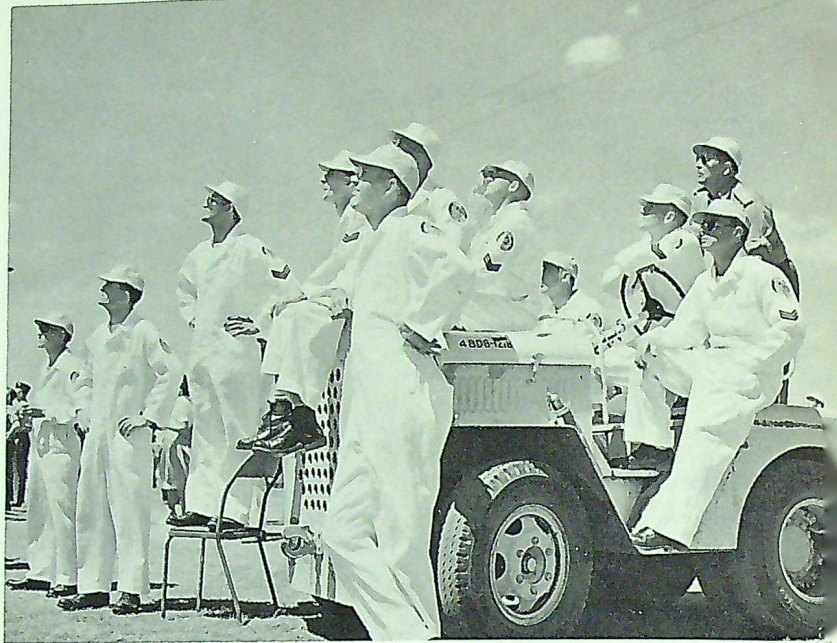
His selection completed, S/L Villeneuve began a gruelling flying schedule—three trips a day, six days a week while weather warranted. When the weather 'clamped' the pilots discussed their aerial manoeuvres until each and every motion became second nature. The team had only a scant two and a half months in which to prepare for their first scheduled public performance. G/C N. W. Timmerman, commanding officer of the fledgling Hawks' nest, kept a watchful and fatherly eye on the team's progress. 'Big T', as he was respectfully referred to (in absentia), would be down by the tarmac every afternoon around 1630 hrs., watching the Hawks' final daily practice which they carried out over the station runways. Immediately after landing,

*LAC D. R. Edgington gives an F86 the "golden look".*





*Bomb-burst, one of many spectacular manoeuvres.*



*The Golden Hawks' maintenance crew watch and wait for their charges to return from an exhibition. Members wore white coveralls and gold caps during the tour.*

the Hawks with ruffled feathers were an unapproachable bunch, rapidly recounting their own and their partners' errors with gestulations and gusto.

Slowly, and then seemingly in one swift rush, the team fell into place. The diamond loops became smooth and sure, the rolls looked lazily competent. The Golden Hawks had found their wings; their matchless flying in close-knit formation took on that aura of ease which marks the master craftsman in any trade. These men had now become the precision flying team that would awe Canadians from coast to coast. Three things had prevailed to make them so: opportunity, ability and practice.

#### GOAL: PERFECTION

Fern Villeneuve, a quietly modest man except when talking flying, has a penchant for perfection. His own flying is flawless and he demanded the same from his teammates. They delivered, and quickly, for all were as anxious as he to have the Hawks ready for their public debut.

In the shadow of the swooping diving Hawks, the important work of the groundcrews never ceased. Cigar chewing F/O Ray Grandy, the team's engineering officer, pressed his men for their utmost. Competent NCO's such as FS Tousignant, Sgts. Latraverse, Metcalf, Johnson and Campbell, figuratively cracked the whip. Pilots and groundcrew alike had the same goal: perfection.

But perfection on the ground wasn't achieved any more easily than it had been in the air; long hours of overtime were demanded from and worked by the teams' technicians, willingly and without complaint. In early April the team's golden aircraft began to arrive in Chatham. Up to this time the Hawks had been flying Chatham-based *Sabres*, with distinguishing yellow numbers in place of the station's normal black. Now the liveried MarkV's were being delivered by 129 Acceptance and Ferry Flight pilots or by members of the team who had previously flight-tested these aircraft. The new arrivals were torn apart and

put together again by the careful Golden Hawk groundcrews. Eventually, when the golden *Sabres* were rolled out into the brisk New Brunswick air they were well and truly "accepted".

#### PLANNING THE ROUTE

The route that the team would follow was gradually fashioned by W/C J. F. 'Jake' Easton, designated by the AOC Training Command, A/V/M J. G. Bryans, as the commanding officer of the RCAF Display Team. This team included not only the Golden Hawks, but also the replica *Silver Dart* and its crew under F/O C. V. Walker. W/C Easton seemed tireless as he literally flew from one coast of Canada to the other and back again, meeting with civilian committees and COs of stations where the Hawks would perform.

Gradually, bit by bit, the pieces began to fit together. The team began to fill out; the Hawks had feathers, now they were growing beaks and feet as well.

The flying Hawks had invited comment and criticism from one

and all, and they themselves were their own hardest taskmasters. By early May they were ready for their first big test: an AFHQ command performance at RCAF Station Rockcliffe on 11 May. Six men made their way with measured steps to their waiting *Sabres*. Quickly and efficiently they settled themselves in their seats and for the next 22 minutes proceeded to dash through the air in the same aerial routine that they would perform so many more times in their cross-Canada tour.

To call the tune at this performance was another man whose palms were wet with sweat as he talked the team through each manoeuvre, every loop and roll, each formation change. The excitement in his voice was contagious, as he directed attention "to the right and to the left of this display area where the co-ordinated solo aircraft are approaching each other at a combined speed of nearly 1200 miles per hour." F/O G. L. MacDonald found his place on the team. He was to be the Golden Voice of the Hawks throughout their cavalcade. A commentator of superlative ability, F/O MacDonald never lost that breathless excitement that added so much to the Hawks' performance.

#### THE TOUR BEGINS

Two days before their first scheduled show, the Hawks arrived in Newfoundland in brilliant sunshine and then spent two miserable days sweating out the weather. 16 May dawned raw and damp but with some promise of improvement. However, the capricious Newfoundland fog finally decided the issue and the opening performance was regretfully postponed.

On Sunday the weather relented and the premiere of the Golden Hawks was held at Torbay, albeit a day later than promised. Spectators had been gathering all morning at the airport to witness their own aerobatic team in action. The team was just as anxious as the audience. The take-off was delayed once, twice, three times until at last the clouds broke and

the Hawks unfurled their feathers to thrill the people of Newfoundland who had come to watch. At the end of the show, as the Hawks swept low over the field in one last farewell, a roar of applause rose from the crowd below.

You might say that from that day the team 'never looked back'.

Their schedule was a tough one. Originally booked to appear for 58 shows, the Hawks in actual fact did 65 official performances during their four-month tour. Not that this worried the aircrew; F/L E. J. Rozdeba continually campaigned for a tighter and tighter schedule, until he was dubbed 'Three-a-day Ed' by the rest of the team.

#### AVIATION HISTORY

When A/M Hugh Campbell, Chief of the Air Staff, decided to form the Golden Hawks as a centre piece for Canada's anniversary year celebrations, other significant decisions were also made. For the first time since the inauguration of Air Force Day in 1947, air force stations held their Air Force Days on different dates instead of on the time-honoured second Saturday in June, allowing them to build their shows around the Golden Hawks. In addition, in many of the larger centres, civilian 50th Anniversary of Flight Committees were formed to organize appropriate commemorative events. And what better way to do this than to have the Golden Hawks provide the emphasis with their whistling jets?

And so the schedule grew—from Torbay to Trenton, to Camp Borden to Kingston to Rockcliffe, and from there to Val d'Or, "The Valley of Gold", where the kind people of northern Quebec proved a most enthusiastic audience. The weather was perfect as the Golden Hawks slipped noisily in and out of their arena, with each entry winning new acclaim from the watching crowds below. Old-time bush pilots Frank Young, Tim Sims, Arthur Fecteau, Rene Vachon, Babe Woollett, Kelly Edmerson and Pat Twist were in Val d'Or at the time to receive accolades for their pioneering the area from the

air. After seeing the Hawks, Frank Young said, "These are the men who should be honoured; they are making aviation history here today."

A record crowd was present at Val d'Or's Aviation Day. The Golden Hawks continued to play to record crowds at many spots across the dominion.

#### AERIAL DRAMA

The Golden Hawks aerial proficiency was dramatically brought to public attention when F/O J. T. Price, one of the solo pilots, struck a seagull while flying at over 500 miles per hour, a scant 800 feet above Bedford Basin near Halifax. The impact shattered his windscreen, disintegrated the canopy and tore the visor from his helmet. Flying debris momentarily blinded F/O Price, but he managed to right his aircraft, hold it on a steady course and announce to his flying partner, F/L R. E. Annis, "Hey, Ralph, I can't see—I just hit a bird and I can't see, buddy".

Ralph roared up beside his injured partner and coached him through his first few moments of shock, until John had a chance to clear his face of blood and feathers. Together they flew to the Dartmouth airport where John skillfully landed his damaged aircraft and taxied it to the ramp. In the meantime, F/L Annis had zoomed back to the display area at full bore and then, reminiscent of a Bugs Bunny film where the talented rabbit plays tennis with himself, flew the last few manoeuvres that were normally flown by both him and his injured partner.

The team's tour of the Maritimes continued without further incident, through appearances at Greenwood, Summerside, Fredericton, St John's and Chatham. At Fredericton the ceiling was too low for the team to do their full show, but they put on a stirring "flat show" in which the formation team displayed various formations to the crowd while the two solos flew by in their varied rolling manoeuvres. At the conclusion of the display F/L J. D. McCombe, who comes



*The Hawks were made honorary warriors of the Kineani Tribe.*



*Sgt. N. Johnston and LAC D. Edgington ponder possible use of Abacus for calculations on the Golden Hawk maintenance line. The Chinese gadget was on display at the P.N.E. in Vancouver.*

*At the Calgary Stampede drum majorettes Jean and Barbara Lounsbury demonstrate precision drill to precision flyers F/L R. Annis, F/L J. McCombe and F/O J. Price.*



from Fredericton, landed his aircraft while the rest of the team returned to Greenwood.

The crowd was so overwhelmed by the fact their own Jimmy was one of these precision pilots that they broke through the restraining barriers and over 1500 people crowded around Jim's aircraft. F/L McCombe is a retiring young fellow and he was momentarily taken aback by this enthusiastic show of admiration. However, he soon rallied and began shaking hands and signing autographs until rescued some 20 minutes later.

Outright adulation of the Golden Hawks was evidenced at more than one point in their tour; at Rockcliffe for instance, autograph seekers broke down snow fences which had been erected to keep the crowd back from the active flight line.

#### TIGHT SCHEDULE

The team's busiest time during their tour was in early July. On Dominion Day they did a show at St John's and another at Summerside, hopped to North Bay on 2nd July, carried out a fly-past through

the "Porcupine area" on the 3rd, flew a show at Falconbridge and a show at North Bay on the 4th. That same evening they flew to Portage la Prairie and on to Calgary the next morning in order to do a show at the Calgary airport on the afternoon of 5th July.

Calgary won the Hawks over completely; during Stampede Week everyone is young and the Hawks entered into the spirit of the time with enthusiasm. Calgary was also the scene of the tragic death of F/L G. J. Kerr. This unfortunate accident struck the rest of the crew deeply; each and every one felt the passing of Gebb Kerr to be a keen personal loss.

Calgary during this time was a city of sympathy. Friends and associates of the Golden Hawks were quietly helpful. The mayor himself, members of the committee, and the Stampede Board all were understanding in a firm masculine manner which the Hawks appreciated. If any city has top place in the Hawks' affections it is Calgary, and deservedly so.

True to the oldest tradition, the show went on. The Hawks played to a crowd enjoying barbecued elk at Rocky Mountain House, they performed for west coast crowds at Victoria and Comox, and at the Pacific National Exhibition in Vancouver—F/L Annis flying the slot position, F/Os W. C. Stewart and J. A. Holt alternated in the solos with F/O Price.

#### CLIMAX

At the Canadian International Air Show in Toronto, the USAF Thunderbirds and the Golden Hawks flew aerobatic demonstrations each day. On Saturday morning before their final show, both teams took to the air and joined up to form the first international jet aerobatic team to fly in Canadian skies. Flying in a Thunderbird T-33 to record photographically this unique event was Corporal George Hardy, the Golden Hawks' official aerial photographer.

With their tour drawing rapidly to a close, the pilots were pressing for additional commitments. Ru-



"A million dollars worth" of publicity clippings is surveyed by WO2 C. A. Raizenne at AFHQ public relations directorate.

mours that they might be growing 'tired' and were perhaps in need of a rest were greeted with derision. The announcement that the team would appear at the Eastern States

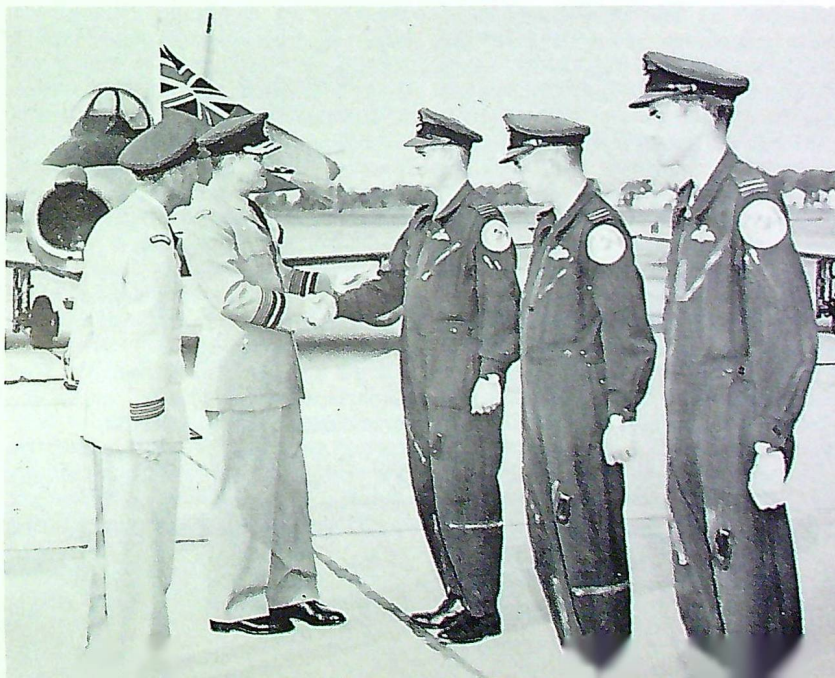
Exposition in Springfield, Mass., and at Kincheloe Air Force Base in Michigan was accepted as a reprieve.

The team's final aerial demonstration was given in a cloudless sky over Kincheloe on Friday, 25 September, when an elaborate military ceremony formally dedicated that base to the memory of one of aviation's great modern pioneers, Captain Iven Carl Kincheloe.

During their four and a half months' tour the Golden Hawks had publicly performed at 65 shows in 34 different locations before an estimated 2,419,000 people.

Formed to highlight Canada's Golden Jubilee of Powered Flight, and the Royal Canadian Air Forces' 35th Anniversary, the Golden Hawks had done much more than this; the team had awakened Canada's pride in her possession of an aerobatic team second to none. As A/M Campbell stated at Trenton during the Golden Hawks stand-down parade, "I have heard nothing but the highest compliments for the superb performances of our flying team . . . The Hawks have given the 51,000 members of the RCAF an even greater pride in their Service."

Stand-down at Trenton: (l. to r.) W/C J. F. Easton, A/M Hugh Campbell, S/L J. F. Villeneuve, F/L J. D. McCombe, F/L E. J. Rozdeba.



During this anniversary year of Canadian aviation, ceremonies have been held to commemorate the 50th birthday of powered flight in the Dominion, the 35th birthday of the Royal Canadian Air Force, and the 10th birthday of the RCAF Association. As a grand finale to the year's anniversary celebrations, a combined wings parade for pilots and observers will be held at RCAF Station Winnipeg on 18 December 1959. On this occasion the wings will be presented by Air Marshal C. R. Slemon, who, 35 years ago, was a graduate in

## The First Wings Parade

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

TWO MONTHS after the Canadian Air Force began using the designation "Royal" in March 1923, an item appeared in daily routine orders for the Training Depot Station at Camp Borden which marked the beginning of another most significant development in the history of the service. The item, in orders for 16 May 1923, listed seven university students, Cadets C. M. Anderson, E. J. Durnin, H. M. Durnin, B. C. C. Glynn, R. E. Knowles, C. R. Slemon and W. C. Weaver, who were taken on strength ("for all purposes except pay") to begin flying training. Subsequently the names of Cadets J. C. McLennan and W. O. Stevens were added to this historic course.

As originally constituted in 1920, the Canadian Air Force existed only to give refresher training, in the air and on the ground, to officers and men who had served with the Royal Flying Corps, the Royal Naval Air Service or the Royal Air Force during the Great War. No provision was made for training new pilots. Such a policy doomed the new CAF to increasing atrophy and ultimate senility. If the service was not to wither away and die new blood must be infused into it. The

Air Board had given serious consideration to this problem and, guided largely by the advice of W/C E. W. Stedman, the Director of Technical Services, it drafted a scheme to draw recruits from the engineering and science schools of Canadian universities.

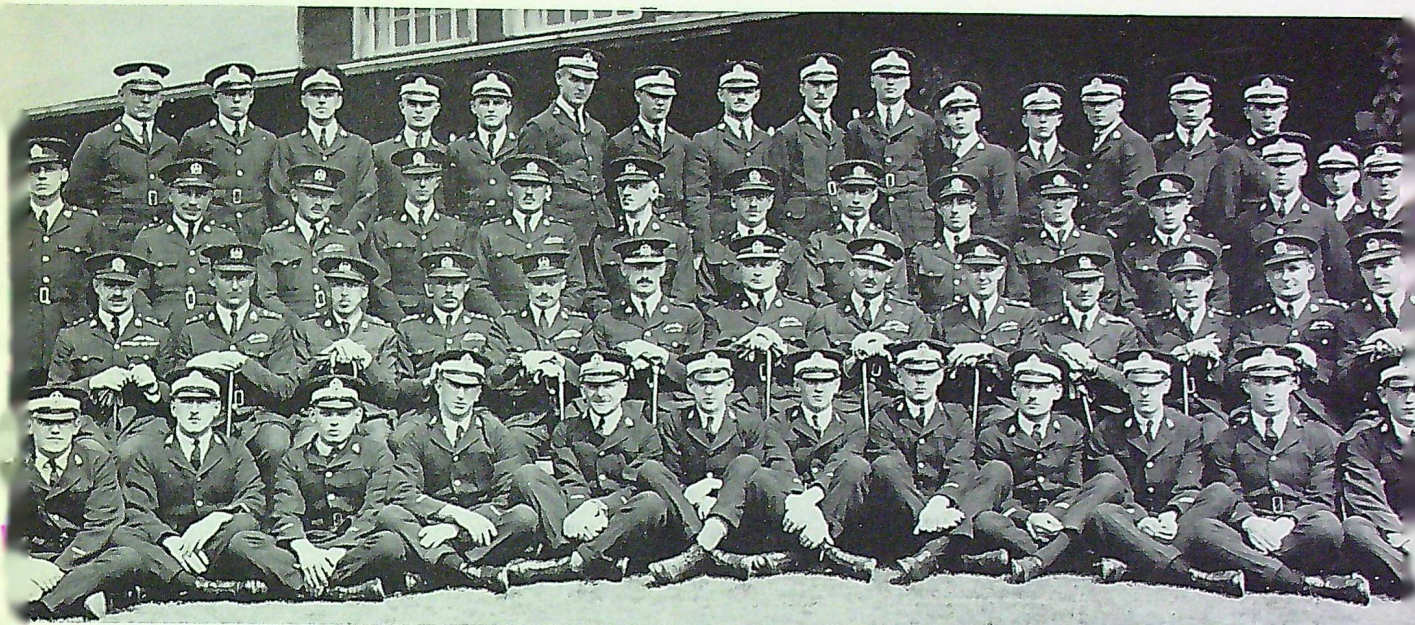
### ROTP FORERUNNER

Briefly, the scheme was that each year a number of first year student would be selected to go to Camp Borden for training during the summer vacation. In addition to food and quarters they would receive "a small rate of pay corresponding to the amount they would probably earn while engaged on survey parties or working in factories." Their training at Camp Borden would be both theoretical and practical. In addition to learning to fly, the cadets would pass through the workshops to learn the construction of aircraft and engines and would take courses of lectures on all phases of aeronautics. The experience thus gained would be invaluable to them in their engineering and science courses and, on the other hand, the universities would continue the theoretical training during the academic terms

by giving lectures on aerodynamics and kindred subjects.

After three summers of instruction at Camp Borden the cadets could qualify for their pilot's flying badge. Even if all the graduates could not find positions in the small Air Force or in commercial aviation, they would form a reserve from which a supply of pilots could be obtained if need arose. "There would thus be ensured to aviation a constant stream of the best type of young men, thoroughly trained, not only in flying, but having the splendid background of a thoroughly scientific education as well."

Candidates for the scheme were required to be members of the Canadian Officers Training Corps at their university and to have passed the practical examination for their "A" certificate before beginning training; they must also be students in a course leading to a degree in applied science, physically fit, under 21 years, unmarried, and recommended by the university's military committee. In addition to pay (\$3 a day for the first term, \$3.50 for the second, and \$4 for the third), the cadets received quarters, rations, uniform, travelling allowance and medical and dental treatment. On completion



Staff officers and the first two courses of P/P/Os at Camp Borden, August 1924. The names of five of the six graduates in the first wings parade are printed in capitals (F/L F. C. Higgins is missing from the photograph).

Back row, left to right: P/P/Os W. D. Van Vliet, Peter Fair, D. D. McKenzie, E. J. DURNIN, R. E. McBurney, T. W. Kerr, F. L. Evans, Alfred LaRue, W. P. Day, Bruce Collier, A. H. MacLaggan, A. W. B. Stevenson, Jack Moar, D. S. Patterson, and W. J. Dean.

Third row: P/O A. P. Campbell, F/O G. K. Trim, F/O F. S. Coghill, P/O F. G. Wait, F/Os D. A. Harding, F. J. Crossfield, J. L. E. A. deNiverville and T. A. Lawrence, P/Os A. J. Ashton, B. G. CARR-HARRIS and R. M. Carr-Harris, P/P/Os C. R. SLEMON, B. C. C. Glynn, B. F. Johnson and C. M. ANDERSON.

Second row: F/Ls J. L. M. White, H. W. Hewson, G. E. Blackmore, G. E. Brookes and G. V. Walsh, S/L N. R. Anderson, W/C L. S. Breadner, S/L A. B. Shearer, F/Ls G. E. Wait, Reg. Grant, F. J. Mawdesley and R. R. Collis, and F/O A. L. Morfee.

Front row: P/P/Os J. N. McNeil, J. S. Merrett, T. R. Cooil, Steven Castle, H. A. Davies, J. C. K. Strathy, W. H. Irvine, J. F. Griffiths, H. M. Durnin, W. C. WEAVER, H. D. McLaren and G. L. McDonald.

of the three-summer course they would be appointed to commissions in either the permanent, non-permanent or reserve components of the Air Force.

#### FIRST COURSE

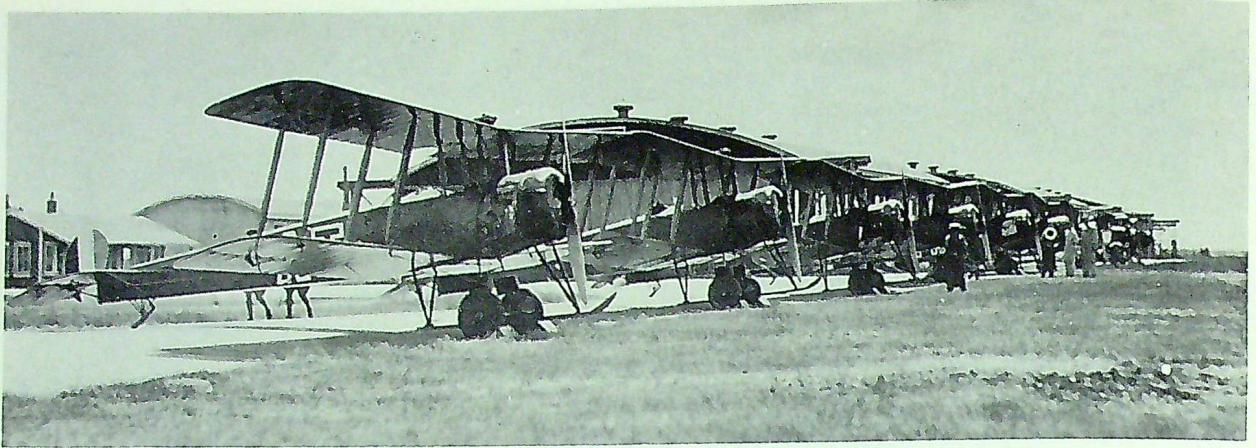
It was hoped to introduce this new training scheme in 1922 with an initial intake of 30 cadets, but the reduction in air service estimates that year made it necessary to defer the plan until the following year. When the scheme was finally inaugurated in May 1923 only nine candidates could be found, largely because of the "unavoidable delay" in announcing the project until very late in the academic year. The two western universities of Manitoba and Saskatchewan could claim to be the most air-minded

as they provided six of the nine candidates; the other three came from Toronto, McGill and New Brunswick.

When the nine COTC cadets reported to Camp Borden the Training Depot Station was under the command of W/C W. G. Barker, VC, DSO, MC, one of Canada's greatest fighter pilots in the first world war. His adjutant was F/L G. V. Walsh, MBE; the Flying Training Unit was headed by S/L A. A. L. Cuffe, with F/L G. E. Brookes as flying instructor, and the Ground Instruction School was in charge of S/L N. R. Anderson. Among the ground instructors two men were outstanding for the influence they had upon the cadets. Sgt. Major L. J. Dyte, attached from the RCR, was their

drill instructor. A fine man, highly respected, "Leonard John" impressed upon this course — and many successive ones over a period of more than 20 years — a smartness, efficiency and pride of service which has left an indelible mark. Probably no one had greater influence on the cadets than this upright, extraordinarily fine soldier. In the Ground Instruction School the senior instructor on engines and rigging was WO E. E. Moore. A veteran of the Royal Flying Corps, which he had joined in August 1914, "Dinty" Moore was another man of exemplary character, hard-working and zealous, and unequalled in the knowledge of his trade.

The curriculum drawn up for the first term included eleven



*The Avro 504K used for flying training at Camp Borden.*

subjects: drill, discipline and efficiency; workshops and engines; carpentry and rigging; armament; history and organization; sanitation and hygiene; photography; signalling; theory of flight; air pilotage and map reading; and airmanship. Flying training was carried out on the Avro 504K, each cadet receiving 10 to 12 hours dual instruction during the summer. One cadet had to withdraw for medical reasons; the other eight completed the first period of training and at the end of August they were struck off strength to return to their universities.

#### PROVISIONAL PILOT OFFICERS

In May 1924 six of the original group, Anderson, the two Durmin cousins, Glynn, Slemmon and Weaver, returned to Camp Borden for their second term. In the first year they had carried their COTC designation "Cadet"; now they were officially gazetted to the Royal Canadian Air Force with the rank of Provisional Pilot Officer in the Non-Permanent component, their appointments being dated back to 1 April 1924 (the "official" birthday of the RCAF). As second year trainees the six P/P/Os carried on the sleeves of their dark blue CAF uniforms (which were still in wear) two

horizontal silver bars; around their caps they wore a broad white band — the predecessor of the white "flash" worn by flight cadets today.

A single silver bar on the sleeve designated the members of the new intake of 17 COTC university students.\* Their appointments as P/P/Os were dated 1 May 1924, although they did not report to Camp Borden until a fortnight later. The training scheme had now been expanded to include Royal Military College as well as the universities, and a month after the COTC group arrived 12 Gentleman Cadets from RMC reported to the station. Four of the 12, A. P. Campbell, B. G. Carr-Harris, R. M. Carr-Harris and F. G. Wait, had just graduated from RMC and were therefore appointed to commissions as Pilot Officers in the Permanent Force, effective 16 June 1924; the other eight became P/P/Os for the summer term.

In addition to the four new P/Os and 31 P/P/Os, three other officers of the Permanent RCAF, brevet F/Ls F. C. Higgins and F. J. Mawdesley and F/O A. L. Morfee, also received flying instruction at Camp Borden in the spring and summer of 1924. The three officers had been observers during the war

\*A/V/M R. E. McBurney (ret.) and the late G/C W. D. Van Vliet were members of this course.

and as there was no requirement for that trade in the peace-time RCAF they now undertook to exchange their single wing for the double wing of pilot.

#### SECOND TERM

With 38 pupils under instruction the station was much busier than it had been the previous summer. W/C L. S. Breadner, DSC had now replaced W/C Barker in command of Camp Borden, and S/L Anderson had succeeded S/L Cuffe in charge of the Training Section, but F/L Walsh was still filling the post of station adjutant and F/L Brookes was still instructing on the veteran 504Ks. In their second term the six P/P/Os continued training in eight subjects of the first term syllabus — drill, discipline and efficiency; workshops and engines; carpentry and rigging; armament; signalling; theory of flight; air pilotage and map reading; and airmanship; and added four new subjects to the course — organization of the army; law and administration; meteorology; and wireless telegraphy. In June the six second term trainees went solo on the Avro, and by the end of August they had each put in about 10 hours dual and 13 to 15 hours solo.

At the termination of the summer term all the P/P/Os were

struck off strength and returned home to resume their courses at university or RMC. After a month's leave, however, four of the second year trainees — Cyril Anderson, Ed Durnin, Roy Slemmon and Bill Weaver — returned to Camp Borden, on 1 October, to continue their flying training, voluntarily interrupting their college careers so that they could take their third P/P/O term immediately after the second. They did so at the request of the Air Force which was anxious to get more pilots for civil air operations in the 1925 season. F/Ls Higgins and Mawdesley, F/O Morfee and the four RMC P/Os also continued training through the fall of 1924.

#### PRACTICAL FLYING

In the third term the emphasis was, of course, on practical flying, which accounted for one-third of the total number of marks allotted. The other subjects on the syllabus were drill, discipline and efficiency, workshops and engines, carpentry and rigging, armament, signalling, and air pilotage and map reading (all continued from the previous two terms), plus law and administration, organization of the navy,

and army co-operation. In addition to more dual (9 to 12 hours) and solo (12 to 16 hours) on the *Avro 504K*, the pupils had an opportunity to fly the little *Sopwith Camel* fighter, three of these machines having been brought into use in the late fall of 1924 for advanced service training. Flying instruction during this term was given by S/L Anderson, F/Ls Brookes, H. W. Hewson and J. L. M. White and F/Os J. L. E. A. deNiverville, D. A. Harding and G. K. Trim. The pupils also received armament training from F/O F. V. Heakes and photographic instruction from F/O Morfee.

By the middle of December each of the four P/P/Os had logged 30 to 34 hours dual and 25 to 35 hours solo on the *Avro* and was ready for his "wings" test. After certifying to the trainee's working knowledge of the engine and rigging and his ability to fly a service aeroplane reliably and accurately, land consistently well, and carry a passenger, the instructors assessed the pupil's proficiency in more than a dozen air and ground tests. The flying tests included height (three flights to an altitude of 6500 feet), landing (within a circle of 50 yards diameter), cross-country (two

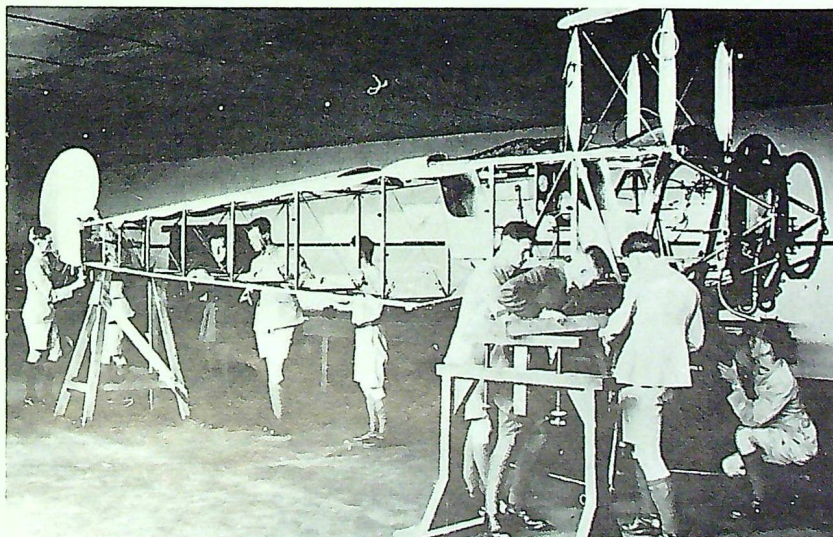
flights of 70 to 100 miles with recognition of pinpoints en route), turns, figures of eight, stalling, sideslipping, cloud and rough weather flying, forced landings, and use of the compass. The ground school tests included receiving and sending Morse, use of the camera, plotting photographs, map reading, and course plotting; and finally gunnery tests in grouping with both Vickers and Lewis machine-guns, drill and stoppages with both types, and the C.C. synchronization gear.

#### TRADITION ESTABLISHED

Having satisfactorily completed all these varied tests, six of the trainees were passed as qualified for their pilot's flying badge and on Saturday, 20 December 1924, the first wings parade was held at Camp Borden. It was the birth of a new era — the graduation of the first pilots to be fully trained to wings standard in Canada since the Armistice in 1918. To mark this "great moment in their lives" and to impress upon the other units at the station that "their work . . . had also been instrumental in contributing to the final aim of our training, i.e. turning out fully qualified pilots," W/C Breadner thought it would be fitting to hold a ceremonial parade; in doing so he instituted a practice which has become traditional in the service.

It was hoped to have the Acting Director of the RCAF, G/C J. Stanley Scott, present at the historic occasion to present the flying badges, but he was unable to accept the invitation and it fell to W/C Breadner, accompanied by S/L Anderson, to do the honours. As inclement weather prevented an outdoor ceremony, the YMCA building was used for the parade with the training wing drawn up in a hollow square on the gymnasium floor. In succession the six graduates, F/L F. C. Higgins, P/O B. G. Carr-Harris, P/P/Os C. M. Anderson, E. J. Durnin, C. R. Slemmon and W. C. Weaver, stepped forward to have the coveted wings pinned to their chests. In his remarks to the new pilots W/C

*Rigging instruction on the Avro 504K.*





An outdoor wings parade at Camp Borden, December 1925.

Breadner highly complimented them "upon being the first officers in the Royal Canadian Air Force to be presented with wings and upon the excellent showing that they had made in the very strenuous course of instruction just completed."\*

#### AFTERMATH

Thirty-five years have passed since that first wings parade. The initial small group of six RCAF-trained pilots has grown into a force of many thousands. (In the Second World War the RCAF trained 25,747 of its own personnel as pilots, and contributed to the training of 24,061 more for the RAF, RAAF and RNZAF.) Three members of the original group of graduates gave their lives in the service. On 28 June 1927 P/O Cyril Anderson was killed at High River, Alta., when the *Siskin* fighter which he was flying on formation practice crashed into the ground. A fortnight later, on 11 July 1927, P/O Bill Weaver lost his life in

\*In the next few months the other officers under training at Camp Borden also qualified for their wings: F/O A. L. Morfee and P/O F. G. Wait on 6 March 1925, F/L F. J. Mawdesley on 25 March, and P/O A. P. Campbell on 8 April. The fourth RMC pupil, P/O R. M. Carr-Harris, got his wings in December 1925.

another flying accident at Hilbre, Man. Attached to Winnipeg Air Station, he was on a photographic flight when his *Viking* broke up in the air as it dived through a cloud bank at high speed; all three members of the crew were killed. W/C Brian Carr-Harris died in yet another flying accident at Lake St. Louis, P.Q., on 6 July 1942; his long career with the RCAF had included participation in the Hudson Strait Expedition in 1927-28.

Of the three survivors, P/O Ed Durnin resigned his commission in the service in September 1927. F/L Frank Higgins rose to the rank of Group Captain before his retirement on 9 March 1943 after more than 25 years' service. The sixth member

of the original group of pilot graduates is still serving. For P/P/O Roy Slemmon the ceremony at Camp Borden in December 1924 was the first step in a career which was to lead him, 28 years later, to the highest office in the service as Chief of the Air Staff, and subsequently to the position of Deputy Commander-in-Chief of NORAD\*.

\*All the officers mentioned in this article have now left the service, except A/M Slemmon. L. S. Breadner (deceased) retired as an Air Chief Marshal; N. R. Anderson (deceased), G. E. Brookes, A. A. L. Cuffe, J. L. E. A. deNiverville, F. V. Heakes, A. L. Morfee, E. W. Stedman (deceased), F. G. Wait and G. V. Walsh all retired as Air Vice-Marshals, A. P. Campbell (on transfer to the RAF), D. A. Harding and F. J. Mawdesley as Group Captains, W. G. Barker (deceased) as a Wing Commander, L. J. Dyte and E. E. Moore as Squadron Leaders, and G. K. Trim as a Flight Lieutenant. Three officers lost their lives in flying accidents while still in the service — F/L J. L. M. White (24 February 1925), P/O R. M. Carr-Harris (19 August 1926), and F/L H. W. Hewson (26 July 1932).

## Dangerous Raindrops

Raindrops may prove to be one of the major problems in developing high-speed flight. A solid piece of plastic such as that used for the radar domes and nose windows of aircraft shows a small ring-like mark even at the comparatively low speed of 500 m.p.h. Repeated blows such as would be met in a rainstorm, at a speed of say 1,000 m.p.h. and upwards, will cause the material to disintegrate, or at least will knock out a large piece.

*Sunday Times.*

## A CHRISTMAS STORY FROM EUROPE

THE raw penetrating cold of late fall began to chill the parishioners in the church of St. Lambert, in the tiny village of Ars-Laquenxy near Metz in France.

The ancient heating system which for years had kept the little chapel warm was, alas, no longer equal to its task. It was uncomfortable enough during the chilly autumn days but when winter's icy blasts arrived, what then? It would cost only \$300 to purchase sufficient space heaters and fuel tanks to provide the necessary warmth but, to the villagers of Ars-Laquenxy, \$300 was a substantial sum. The outlook for the little church looked bleak, indeed.

The village priest wondered if perhaps the Canadians at Metz would be interested in helping them. During the first years of No. 1 Air Division HQ's existence, Roman Catholic personnel had no chapel of their own. Consequently, they worshipped at St. Lambert and, on several occasions, the



chapel's bells rang out the happy news that another Canadian couple was being married. Christenings also took place there. Even after

the RCAF obtained a chapel of its own, marriages and christenings were still registered at St. Lambert.

Yes, the Canadian airmen were interested in helping out. At a staff meeting at Air Div HQ, Commander A/V/M L. E. Wray read a letter he had received from the parish priest. A committee, headed by W/C C. Y. Yarnell, was formed to raise the money and, by four o'clock that afternoon, the target was oversubscribed. The money came from RC and Protestant personnel alike who joined in answering the church's plea for assistance. Contributions included cheques from the RC chapel committee, the Protestant guild, messes and clubs, and cash donations from individuals.

The little church of St. Lambert in the village of Ars-Laquenxy will be comfortably warm this Christmas. This warmth will be matched only by the feeling of friendship and gratitude which its parishioners have for the RCAF personnel stationed nearby.

## An Air-Minded Family

Flight Lieutenant G. H. Saunders, a veteran of 25 years service in the RCAF, has a family that is following in his footsteps.

His daughter Sandra, a first-year student at Carleton University, wears air force blue as a member of No. 2416 A. C. & W. (Auxiliary) Squadron in Ottawa. His oldest son George, also a Carleton student, is a member of the Regular Officer Training Plan and is undergoing pilot training prior to enlisting in the regular force. The youngest member of this air-minded family is Robert, who has been an air cadet for the past two years and is looking forward to the day when he can also become a member of the RCAF.



The senior officer of the Saunders family gets first chance to see THE ROUND L. to r.: Sandra, Robert, F/L G. H. Saunders and George.



Pararescue jumper in working clothes wears football-type helmet with protective face mask, padded canvas suit, main parachute on his back (operated by static line attached to the aircraft), manually operated reserve chute on his front, hunting knife and special boots.



A two-man "stick" prepares to leap from Otter aircraft. Jumpmaster (lower left) decides when they go.



"Joe" (at right) is one of RCAF's most experienced jumpers. The dummy is used on all pararescue courses for instructional purposes.

Graduates of the RCAF's ninth pararescue course pose with F/L J. W. Gourlay, officer commanding the RCAF's Para-Rescue School. Kneeling (l. to r.): Cpls. J. R. Osmond, J. R. Ireland; standing: Cpls. H. E. Koivisto, A. J. Boggs, A. E. Luker, Y. J. Noreau, G. M. Loney, M. D. Rockavina, and C. Chaulk.



# These Jumpers

PHOTOSTORY BY SGT. W.

THE RCAF's ninth pararescue course — was completed last month in every two to four years to maintain required by the RCAF's search

Graduates of the rigorous 24- eering, medical assistance, para- sary to effect rescue of downed aircraft.\* Because of previous tra- received their pararescue wings la bombs, guns and rockets of crashe

This year's pararescue course s completed four parajumps into op- spent many hours absorbing c- physical condition for the rugged jumps before them.

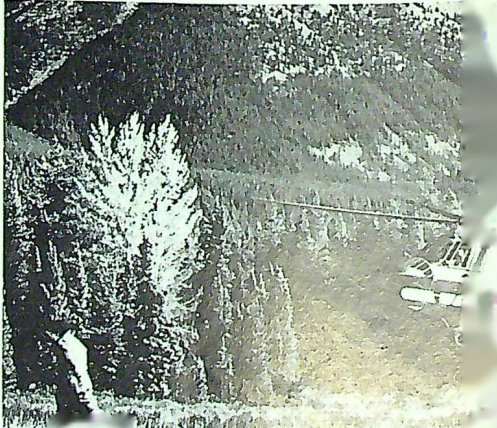
In mid-August the school me- office in a hotel and used Henry- and additional parajumps. The t- field jumps and four parajumps ir- were made onto The Whistlers, P- Columbia Ice Field was the scene of injured.

Instructors included Mr. Tony- tor for Jasper Park wardens, and 100 parajumps each to their cred-

Only volunteers are accepted during the course, the airmen r- transfers to ground work. Twenty- June, 14 were left at the half-way

\*Two RCAF pararescue jumpers were Edmonton for two days recently after he Crawford and LAC H. P. Brown parach survivors were picked up successfully, l- Brown could be evacuated. The two- Thursday till Saturday before they the

Pararescue jumper and helicopter pilot trainees learn to signal landings and take hovering w-



# ave To Be Tough

CKIN AND CPL. N. A. LEAK

—the first for armament personnel  
erta. Pararescue courses are held  
e 50 expertly trained parachutists  
ue units across Canada.

ck course are experts in mountaineering,  
ing, survival and other skills neces-  
s, both of military and civilian  
g, the armament technicians who  
month are also qualified to disarm  
craft.

ed in June in Edmonton. The men  
ds at RCAF Station Namao and  
om theory and getting into top  
ntain climbing, hikes and para-

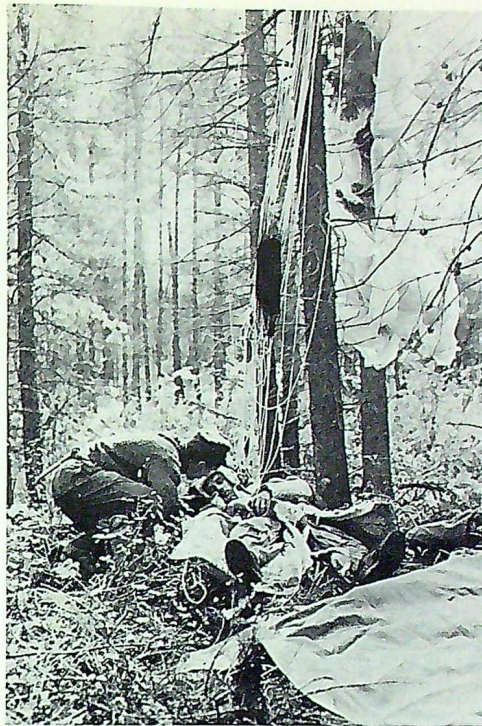
o Jasper, set up classrooms and an  
se airfield for practice supply drops  
es were required to make six open  
eavily timbered areas. Bush jumps  
mid and Coronach mountains. The  
ost exercises involving evacuation

ssner, top mountaineering instruc-  
al RCAF NCO's who have over

this rugged training. At any time  
quest 'cease training' and receive  
e candidates started the course last  
t, and nine actually graduated.

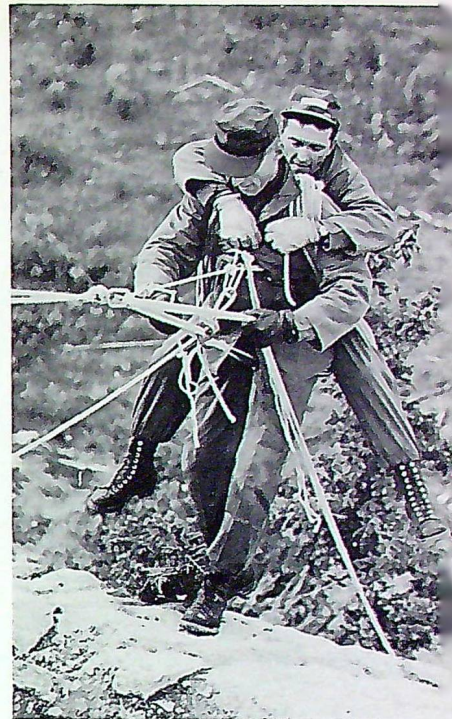
ooned in a snowstorm 170 miles north of  
rescue five plane-crash survivors. Sgt. R.  
with supplies to the crash scene, the five  
weather closed in before Crawford and  
ned in sub-freezing temperatures from  
were rescued.

as a team. In Jasper National Park  
s, to descend from and climb into  
bird.



*Instructor fakes injury so pararescue trainee can practise evacuation of patient from heavily-wooded terrain.*

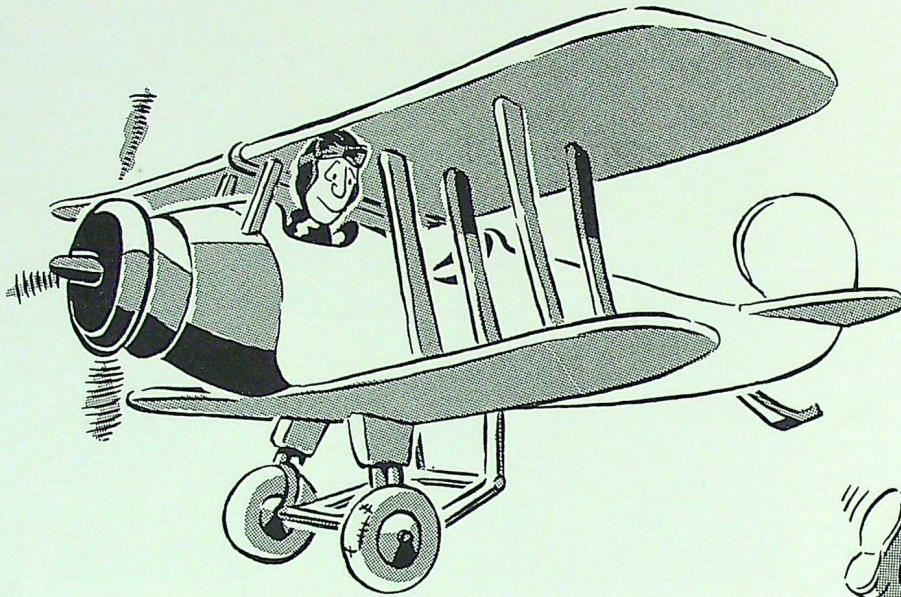
*Columbia Ice Field glaciers provide rugged training grounds for rescue trainees.*



*Evacuation of injured personnel from near-inaccessible spots is important phase of pararescue course.*

*Often steep cliffs must be scaled when evacuating injured survivors. Jasper mountains provide ideal training sites.*





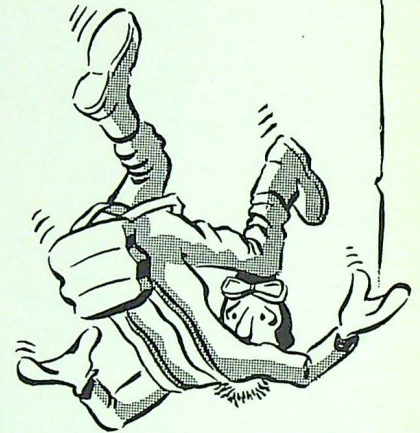
## MY FIRST PARACHUTE-JUMP

BY GROUP CAPTAIN E. G. FULLERTON, A.F.C., C.D., (Retired)\*

It was back in 1926, when I was a flying instructor in the Royal Canadian Air Force at Camp Borden, Ontario, that I got an urge to do a parachute jump. Parachutes, at that time, had only been introduced in the RCAF about two years previously, and my reasons for wanting to do a jump were twofold. Firstly: to satisfy my curiosity and desire to gain first-hand knowledge of just what a parachute jump was like, and secondly: I felt that, being a flying instructor, such first-hand

knowledge would enable me to answer, with more authority, questions on the subject from my student-pilots should they ever have occasion to do an "emergency" jump.

It should be explained that although all personnel, when flying, were now required to wear parachutes, practice jumps or "premeditated" jumps as they were officially termed, were not permitted except by first obtaining special permission from higher authority. The reasoning for this



was, of course, that as parachutes had by then become so fool-proof it was considered no more necessary for one to do a practice jump than it would be necessary, say, for passengers on board a boat to do a practice jump into the water with their life-preservers on, in order to insure that they would be able to use them in emergency. So, after applying for and receiving the necessary permission for a "premeditated" jump, all that remained for me to do was to proceed with the arrangements for the flight.

The designated morning was in early April, snow was still on the ground and there was still a decidedly frosty touch to the atmosphere, — which necessitated

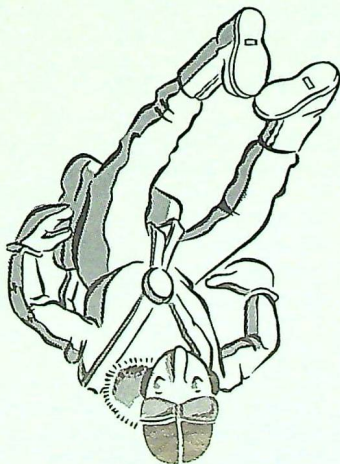
*\*The author is a member of an exclusive group. He is one of eight RCAF personnel who have been awarded the McKee Trophy, the Nobel prize of Canadian aviation. Group Captain Fullerton won this coveted award in 1934 in recognition of his work as an instructor of instrument flying.*

*The episode which he relates here took place in the days when flying in Canada was still a comparative novelty and the RCAF was but two years old.*

my wearing full winter flying clothing. I arranged to go up in one of our Clerget-Avro two-seater training aircraft, with Squadron Leader A. A. Leitch as pilot. Having strapped on my parachute over my bulky winter flying clothing, I then climbed into the rear cockpit of the aircraft—the engine of which was already running up. The clouds looked to be about three or four thousand feet high, so I requested the pilot to climb as high as possible, without actually getting into the clouds, as I had tentatively planned to prolong my “free fall” before pulling the rip-cord.

After taking off we climbed steadily in the vicinity of the aerodrome until we were just beneath the clouds at an altitude of 3,500 feet. The motor was then throttled down and the speed of the aeroplane slowed to a minimum, in order to reduce the strength of the slip-stream, to facilitate my getting out of the cockpit and on to the “step” from which I was to jump. With the cumbersome winter flying clothing I was wearing plus the parachute and its strappings this was not as easy as it sounds. However, having duly accomplished this phase, I was all set to jump just as soon as the aeroplane had reached a position which I judged would insure my alighting

*“ . . . sudden tranquillity of everything.”*



on the aerodrome, and not amongst trees or buildings—having made due allowance for the “drift” I would receive from the ten-mile-an-hour wind that was blowing at the time.

My feelings just prior to jumping can best be compared to the “nerves” one may experience when attempting, for the first time, a particularly high dive into a swimming-pool. A bit of extra will-power and thought-control is needed at this stage.

Well, the aeroplane having reached the desired position, I waved goodbye to my Skipper (Sqn. Ldr. Leitch) and then, from my standing position on the “step” gave myself a push backwards with my arms and legs in order to insure falling well clear of the aeroplane and avoiding any risk of fouling the tailplane.

My first impression, after leaving the aeroplane, was the sudden tranquillity of everything—the engine noise, with the accompanying vibration of the aircraft, had all ceased, and there was no longer any slip-stream beating against me. My next impression, which is perhaps the most extraordinary part of a parachute jump, was that instead of experiencing a sensation of falling, which, naturally, I was expecting, I found myself floating peacefully and comfortably in space. It was most fascinating, so fascinating in fact that it was easy and pleasant to prolong this new experience of “floating in space” before pulling the rip-cord to open the ‘chute.

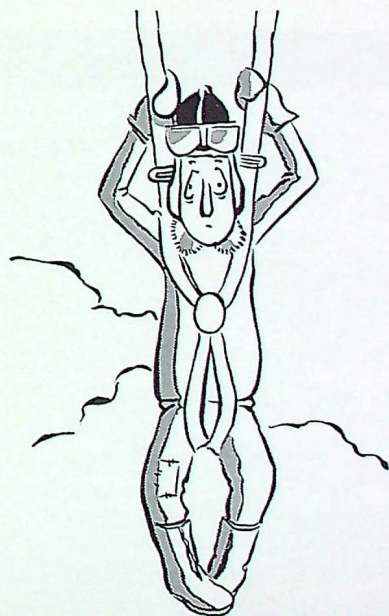
Ordinarily, one is supposed to allow a minimum of three seconds to elapse after leaving the aeroplane, by counting to three before pulling the rip-cord—in order to insure that when the ‘chute opens it will not become entangled in any part of the aircraft.

My next impression was the realization that I was slowly revolving backwards, in a sort of head-over-heels fashion. I found that by manipulating my body in a certain way I was able to stop this revolving motion and to assume a feet-first attitude. I could

now look down at the snow-covered ground and take better stock of what was happening. I estimated I was now about 1000 feet above the ground, and as I could now hear the wind whistling past me, I decided it was time to open the ‘chute—so giving the rip-cord a pull I waited for results. I had not long to wait for almost instantly something white flashed past my face followed by a loud bang overhead and my descent was halted with such a sudden jerk that for a moment I was slightly dazed. Looking up I saw the faithful parachute above me, a truly beautiful sight, and it now seemed as though I were just hanging motionless in the air.

When I had descended to within about 400 feet of the ground my rate of descent became quite noticeable, and increasingly so each moment. I also noticed that I was drifting sideways in relation to the wind, instead of facing directly downwind—which is desirable for an easier landing, especially in a wind. In order for one to face a particular direction prior to landing, it is obviously necessary that

*“ . . . a loud bang overhead.”*



the entire 'chute be rotated. This can be done to a limited extent by pulling down on the shroud-lines on one side while twisting one's body in a series of quick vigorous jerks. In this manner I succeeded in getting myself facing downwind, so that all remained was the final landing.

In accordance with prescribed procedure, in the days before parachutes with quick release boxes were invented, I unfastened the leg-straps of the 'chute, also the chest-strap, so that should I be unable to keep my feet upon landing and to avoid being dragged by the 'chute in the wind, all I had to do was put my arms up over my head and allow the harness to be pulled clear away from me. Also, in accordance with the procedure, (which of course is no longer used) I flexed my legs and held them in a "running" position so that I could run with the wind a few steps on touching the ground, I also grasped the two riser straps by which the 'chute is suspended) ready to pull myself up with a vigorous jerk at the instant of touching the ground — which has the effect of momen-

tarily reducing one's rate of descent.

It will be realized, of course, that a jumper during his descent, is part and parcel of the wind, and when he lands he will be moving over the ground at the same rate as the wind. A comparison could be made, in some respects, to stepping off a car while in motion — one should not only face the direction of travel but be prepared to go forward a few steps on touching the ground. In a parachute landing, the main thing to avoid is a stiff-legged landing — and remember that even if no attempt whatever is made to keep one's feet, if the legs and body are completely relaxed and offering no resistance, there is practically no risk of injury.

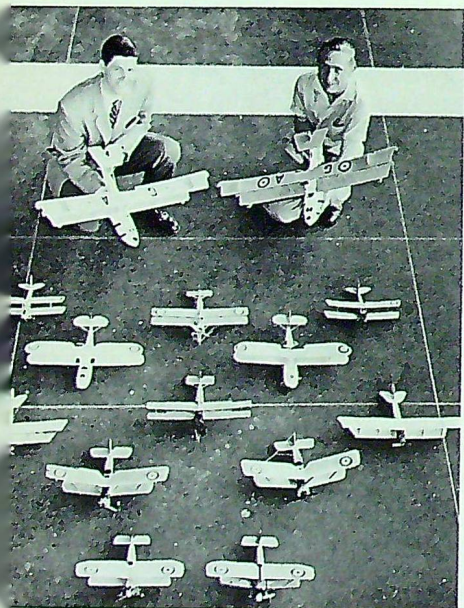
Terra firma again! I had landed more gently than I expected, due partly to the cushioning effect of the snow, but I was only partly successful in retaining my feet. I stumbled forward on to one knee and both hands, but by grasping the upper shroud-lines of the 'chute (which was now on the ground although still fully inflated by the

wind) and by pulling on these lines I had no difficulty in completely collapsing the 'chute.

The experience was a most interesting one and well worth undertaking, and I now knew from first-hand experience just what a parachute jump was like, and could impart to my student-pilots all desired information on the subject. Moreover, I felt that should an occasion arise in the future wherein I had to do an "emergency" jump, I would have no hesitancy in "bailing out" and would do so with the utmost confidence.

In case you might be wondering whether, after landing, I still had the rip-cord! My answer is, yes. After pulling the rip-cord I had placed the ring securely over my wrist—so was able to produce it readily after landing. To the uninitiated I should perhaps explain that in those early days it was the custom that if a jumper could not produce the rip-cord after landing, he was required to stand "treat" in the Mess afterwards. I presume the custom still exists.

## MODEL AIRCRAFT CONTEST



Bruce Pearson, a 17-year old Toronto youth with a lot of patience, edged out more than 500 young Canadian modellers to capture first prize for the best entry in the RCAF's National Model Aircraft Contest. His entry was a model of the Curtiss HS2L flying boat which took him upwards of 600 hours to build.

Along with 14 other major prize-winners, Pearson flew to Europe by RCAF Comet jet and spent two weeks at Canada's NATO Air Division and a weekend in London, as a guest of the RCAF. The 28 second and third place winners had their choice of a trip by RCAF

aircraft to the Pacific National Exhibition, the Calgary Stampede, or the Canadian National Exhibition.

The 46 entrants who were awarded honourable mention received autographed copies of Leslie Roberts' recent best seller "There Shall Be Wings". The 14 models that placed first in the different divisions of the contest will become museum display pieces.

The contest was one of several special events sponsored by the RCAF during 1959 to mark the 50th anniversary of powered flight in Canada and the 35th birthday of the air force.

*Two top winners in the RCAF's Model Aircraft Contest surrounded by prize winning entries (l. to r.): Bruce Pearson of Toronto, first prize winner, and Leroy Pearce of Ottawa, one of the second prize winners.*

# THE CANADIAN CORPS OF COMMISSIONAIRES

BY FLYING OFFICER T. G. COUGHLIN

IT IS the end of a working day. At RCAF establishments from coast to coast people stream through the gates, scarcely aware of the neat figures in navy blue uniforms standing guard at the barricades. These men are members of the Canadian Corps of Commissionaires.

In 1915 the Duke of Connaught, while serving as Governor General of Canada, suggested to Canadian authorities that a Corps be formed similar to the one in England which would provide a livelihood for returned men. No action was taken, however, until 1924 when a charter was granted to a group in Montreal which undertook the foundation of a branch of the Canadian Corps of Commissionaires in that city and also in Toronto and Vancouver. Unfortunately, there was little or no co-ordination between these three divisions and the effectiveness gradually declined until 1937 when the Department of Pensions and National Health undertook to supervise the foundation of the corps on a national basis.

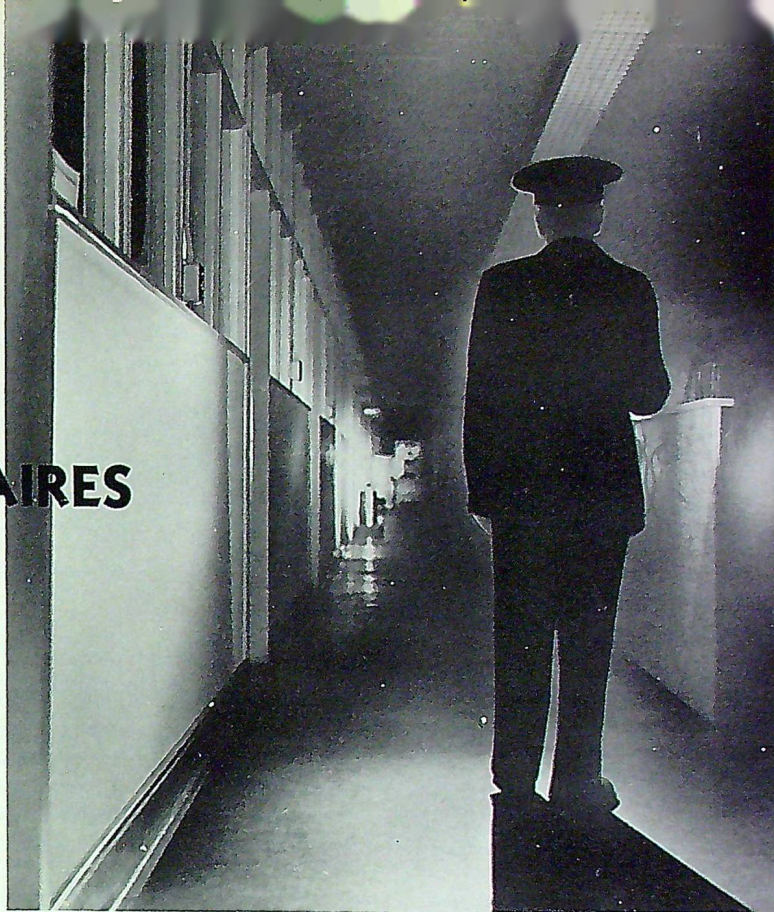
In the beginning the corps was small in numbers and expanded slowly. During the Second World War the flow of ex-servicemen into the Corps of Commissionaires was

reversed as a number of younger members of the corps went back on active service. When hostilities ended the ranks of the corps were swelled, particularly by members of the Veterans' Guard who, having served in both wars and getting on in years, faced a rather difficult rehabilitation problem.

The corps was faced with the job of selling itself to the public and establishing a reputation of service and efficiency. How successfully these aims were achieved can be seen by the results. From a strength of a few hundred men the corps has steadily expanded to its present strength of 4,500 personnel and, from a limited number of jobs in three cities, commissionaires are now engaged in a variety of tasks on behalf of governments, businesses, and industries from Newfoundland to B.C. and as far

north as the Mid-Canada Line. To be successful the corps had to gain the confidence of clients and make them anxious to employ commissionaires. The fact that the greatest percentage of commissionaires are steadily employed, and that employers who have one or more in their service are continually asking for more, illustrates how well this ideal has been realized.

The Canadian Corps of Commissionaires is under the patronage of His Excellency the Right Honourable George Vanier, Governor General of Canada, and operates by the terms of a charter granted by the Secretary of State. For purposes of administration the corps is divided into 18 divisions with each division directed by broad policies laid down by regional Boards of Governors. These



*Walking a lonely beat at A.F.H.Q. in the early morning hours is commissionaire F. E. Barnett.*



*H.R.H. Princess Margaret inspects commissionaires at Veterans' Hospital in Victoria.*



*Almost a century of military service has been rendered by these three Kingston commissionaires (l. to r.): T. J. Priest, 30 yrs.; N. R. Pugh, 35 yrs.; L. Charles, 32 yrs. (Photo by Geo. E. O. Lilley)*

divisions are also responsible to Corps Headquarters which is located in Montreal. The corps is an independent and self-supporting institution and receives no public grants of any kind. It exists to help ex-servicemen who, through age or disability, are handicapped in the open labour market.

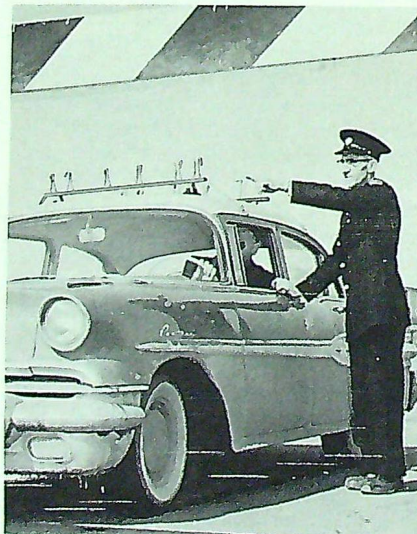
Although not a military organization, the corps is a disciplined body, conducted in the traditions of Her Majesty's Services. Its members may resign at any time, but while members of the corps they are expected to abide by its strict code of rules and regulations and to maintain the same standard

of conduct and discipline which they acquired while serving in the Navy, Army, or Air Force. Various parades and an annual inspection provide an atmosphere of comradeship and "esprit de corps" among the commissionaires and ensures that they keep up their military bearing.

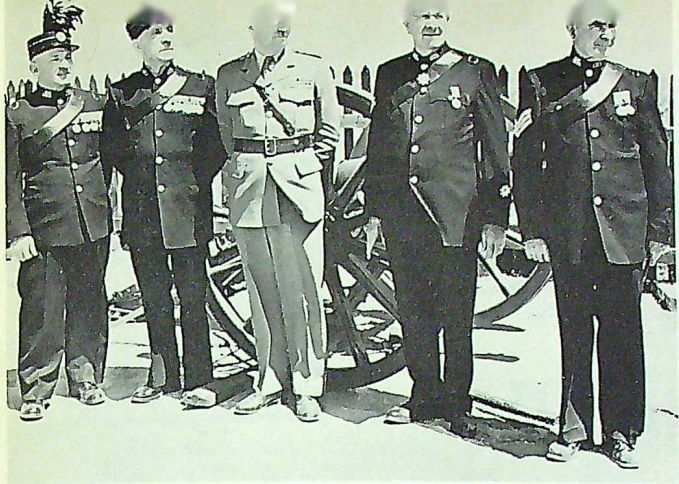
A similarity between the Canadian Corps of Commissionaires and the Canadian Army is seen in the corps' rank structure which consists of: corporal, sergeant, warrant officer first class and regimental sergeant major. Promotion through these ranks is obtained by a record of service and conduct which is deemed creditable to their employer, their comrades, and the corps. The corps also has its own long service medal and many commissionaires proudly wear the maroon, white and blue ribbon denoting ten years of service.

*N. C. Stark directs visitor to RCAF Station Uplands.*

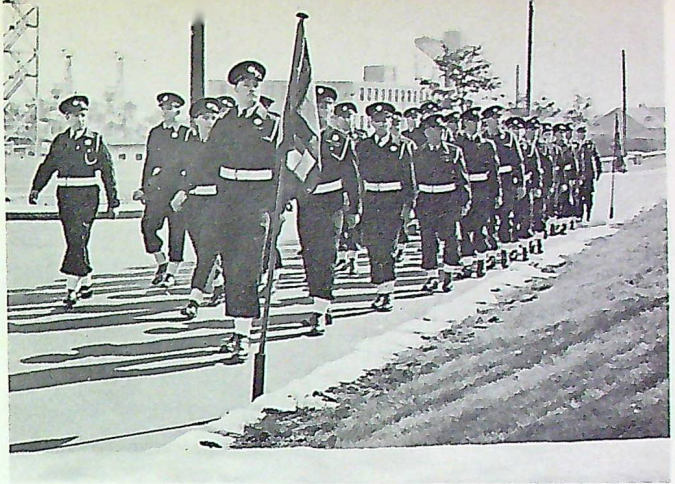
*D. G. Johnstone feeds "Buck", mascot of No. 445 Squadron.*



Enrolment in the Canadian Corps of Commissionaires is limited to veterans of the Navy, Army, Air Force and RCMP. No applications with character less than "very good" on discharge from the services are accepted. Where three or more months have elapsed since discharge from the service, the candidate must produce, in addition to his service character, certificates of good conduct and evidence of the manner in which he has passed his time during that period.



*Maj.-Gen. E. C. Plow (now Lieutenant Governor of Nova Scotia) hands over Halifax Citadel Gun Crew duties to commissionaires dressed in original "Victorian age" uniform.*



*A platoon of commissionaires march to security guard duty at H.M.C. Dockyard, Halifax.*

The Canadian Corps of Commissionaires not only affords veterans an opportunity to augment their pensions and to retain in their lives an atmosphere of comradeship but, since there is no compulsory retirement age, it provides veterans with an opportunity of rendering useful service in keeping with the capabilities of their advancing years.

Typical of the hundreds of Commissionaires who serve unobtrusively and efficiently at Air Force establishments across the country is Commissionaire I. Fournier. Like many of his colleagues Fournier proudly wears ribbons denoting service in both World Wars. Enlisting in 1918, while still in his teens, he went overseas with the Royal Canadian Artillery and took part in such major engagements as: Passchendaele, Vimy Ridge and Hill 70. When hostilities ended, Commissionaire Fournier returned to Canada and was discharged in the early summer of 1919. When the Second World War started he tried to rejoin his old unit, the artillery, but his days as an active fighting man were over.

It was a case of cannons to kitchens as Commissionaire Fournier's contribution to the Second World War was in the role of an army cook at a P.O.W. camp in Canada. After serving countless meals to prison guards and members of the Provost Corps and

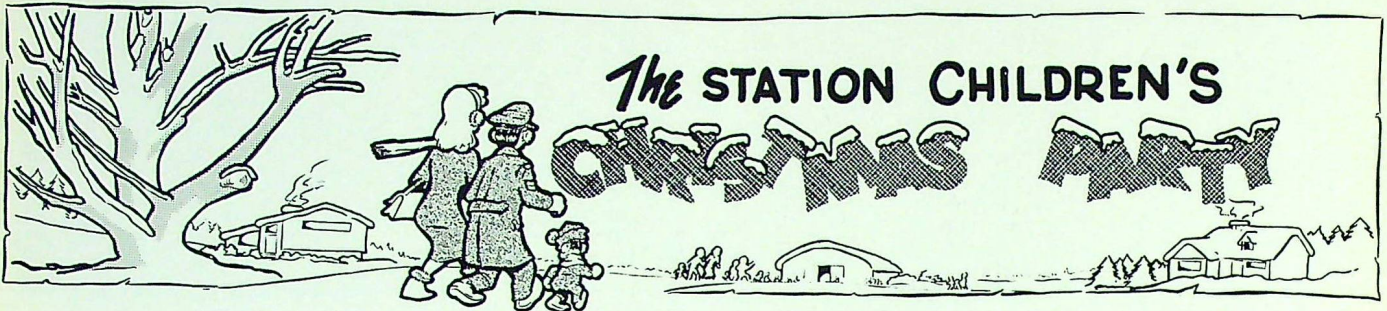
RCMP he was mustered out of the Army after six years of service. Now, at the RCAF's Construction Engineering headquarters in Ottawa Fournier quietly goes about his security duties registering approximately 200 visitors to the building a day and, when on night shift, making hourly rounds through the deserted and darkened hallways.

Commissionaire D. G. Johnstone, who helps to maintain security at RCAF Station Uplands can look back on a career of service in the C.E.F. of the First World War, the RNWMP, RCMP and the Canadian Army of the Second World War. In 1916, under-age and undersized he joined the Bantam Battalion, a special unit for personnel between five feet and five feet two inches. Arriving in England this Battalion was broken up for reinforcements to various units and Johnstone was sent to the field artillery. He served throughout the campaign in France and the lowlands and, in 1919 after three years of active service, he was discharged. During his army service he had grown considerably so, upon discharge, he enlisted in the RNWMP which became, in 1920, the RCMP. When the Second World War began Johnstone enlisted in the Veterans Guard and served until 1943 when he was discharged with the rank of

sergeant. As a member of the Corps of Commissionaires he has been working for the RCAF since 1949 and is looking forward to at least a few more years of service before his retirement.

Commissionaire N. C. Stark who is also on security duties at RCAF Station Uplands can recall the day when as a youth he enlisted in the Eastern Ontario Infantry Regiment and sailed overseas in the First World War. With the end of hostilities his soldiering was over and he returned to Canada in 1919 and was discharged. In September 1942 he was in the Army once again, this time as a member of the Veteran's Guard. Like so many other members of that unit he was posted to various P.O.W. camps throughout Canada on guard duty, an experience he remembers chiefly because of highly enjoyable trans-Atlantic crossings on the Aquitannia and the Ile de France.

After more than five years of service with the Canadian Army, Stark became a veteran, for the second time, when he was discharged in 1947. A few years later he was in uniform again but this time it was the navy blue of the Canadian Corps of Commissionaires, an organization of veterans whose loyal and trusted service are making a substantial contribution to the security of Air Force establishments.



BY A PARENT  
(With Tongue in Cheek)

CARTOONS BY CPL. P. LAROUCHE

THIS is the season when at many RCAF stations hard-working, well-meaning committees are busily engaged in planning the annual Children's Christmas Party. Thousands of dollars from station non-public funds will be spent, hundreds of hours of volunteer labour will be zealously donated to choose and wrap gifts. Finally, a few days before Christmas, the entire PMQ population will zero in on the station drill hall for the big event and pandemonium will reign supreme.

As a more prolific than average father, I have been a regular, and increasingly reluctant, attendant at these free-for-all for several years.

My observations, made not just at one but at several stations, lead me to conclude that the only people who really benefit from these extravaganzas are the toy manufacturers in Japan and West Germany. Certainly, not many parents find themselves more kindly disposed to their little darlings after three hours of such organized mayhem, and I haven't noticed the children appreciably imbued with the true Christmas spirit as a result of their attendance.

This annual tradition, like the Office Christmas Party, seems to have been a post-war innovation. It is not confined, of course, to

the air force. Every business with more than three employees feels compelled to stage such a fringe benefit, presumably on the assumption that once a year, at least, togetherness should be nurtured and hang the expense.

The fun starts long before the designated afternoon of the party. Providentially, every station is blessed with enough community-minded citizens to get the ball rolling early in November. Sub-committees are appointed for gift buying and wrapping, entertainment, hall decoration, candy-bag filling, refreshment, even clean-up (a job inevitably bestowed on the SWO who thoughtfully details the single airmen, just so they won't feel left out.)

It is imperative that the gift buying sub-committee have on it at least one "I can get it wholesale" member. He is supported by representatives from the Ladies' Auxiliary, who painstakingly break down the station child census into age groups, male and female, and pick appropriate items for each group. My admiration for these ladies' ability to choose just the right gifts is only slightly tempered by the knowledge that today's ingenious wholesalers provide such beautifully illustrated catalogues . . . usually available sometime around the middle of June.

One cannot justifiably blame these committee volunteers for the fact that inevitably some nine-year old boy gets a wind-up fuzzy bear or that his three-year old sister, upon meeting Santa Claus face to face after a 45-minute slow march down the drill hall aisle, bursts into

*"One cannot justifiably blame the committee volunteers . . ."*



a fit of hysterics which lasts till well past bedtime.

Before the gift presentations, however, everyone is treated to the results of the entertainment committee's labours. Often the programme consists merely of an hour's showing of cartoon movies. This makes the kids feel right at home, as several of them had loudly protested the fact they would miss Huckleberry Hound on TV because of the party.

The more energetic committees plan live entertainment, but I have found this is really a dead loss unless the acoustics of the party palace are exceptionally good or the PA system exceptionally loud. Usually, our family is amongst the later arrivals at these affairs. We wind up either standing at the back of the hall, or balancing precariously on folding chairs with several hundred bobbing heads between us and the stage. The commotion around us always proves so distracting that it is impossible to concentrate on the antics of the amateur magician, even if we could see more than his top hat darting about up front.

Whether it's films or live talent, the programme is broken periodically by the MC to bring us the latest position report on Santa's flight. These announcements be-



*"Then the party gets really mushy . . ."*

come progressively more breathless as ETA\* approaches. The more sensitive children work themselves into such states of agitation that their parents heave sighs of relief when finally the old gent rolls up to the door aboard the station fire truck. They hastily explain to space-minded junior that Santa's jet is parked on the tarmac and the fire wagon picked him up there for the short jaunt to the party.

After the programme and presentation of gifts, the refreshment committee takes over and the party

gets really mushy. I've spent as much time extracting chocolate ice-cream from the locks of a Maggie Muggins doll, not five minutes out of its Christmas wrappings, as I have retrieving rubber-tipped arrows from the hair of the lady sitting directly in front of my pint-sized Robin Hood.

I could go on reminiscing like this at great length, but have to go now—the chairman of the decorating committee just phoned to say I should be at a meeting. We're investigating the cost of padding the drill hall next week.

\*Estimated Time of Arrival.

## Gimli Softballers 1959 Service Champs

RCAF softball championship for 1959 was won by Station Gimli, marking the first time "The Bat" has gone to a western Canadian unit. This symbol of diamond supremacy was presented by W/C A. H. Moody, commanding officer of the playoff host Station Aylmer, to Gimli team captain LAC G. Boulanger after a thrilling final game against Station Greenwood.

This annual event, sponsored by the RCAF's recreation branch, brings together intersection champions from across Canada.



# ROYAL CANADIAN AIR CADETS

**Cross-country survey shows cadet movement in 1959 strongly established in all provinces. Committee executives for 1960 elected at annual meetings.**

By ARTHUR MACDONALD,

Air Cadet League  
Assistant General Manager

AT THIS time of year it is customary for all organizations to "take stock" — to review the past year's accomplishments and make some basic plans for the months that lie ahead.

As these lines are written, the Air Cadet League has just completed a series of provincial and zone committee meetings across the country. These important gatherings, at which every squadron in Canada is represented, provide a first-class opportunity to assess the current position of the League and to determine what changes should be made to bolster and advance the movement in the future.

One fact emerged clearly from the provincial meetings this year: the air cadet movement has never been in a stronger position than it is at the start of 1960. Air cadet strength in 332 active squadrons has now reached the maximum figure of 25,500 cadets authorized by the government. At the same time, there is a waiting list for new squadrons which have indicated their desire to become a part of the organization. In an attempt to meet this problem, the League has established provincial quotas and is in the process of setting up machinery for the establishment of strength quotas at squadron level. For the immediate future, provinces wishing to open new squadrons may do so only if they can find room within the provincial quotas already authorized.

Aside from the fact that the air cadet establishment is filled, there

are many other indications that the movement is on a sound footing. Across the board the calibre of squadron training is much higher than it has ever been; there are fewer personnel, financial or accommodation problems than in previous years; and most squadrons are supported by keen, active sponsoring committees.

The high point of each provincial meeting was an inspirational address delivered either by League President H. P. Illsley, of Montreal, or a member of the national executive committee representing him. The president was capably represented on the tour of the Maritime Provinces by his vice-president, John F. Ayre of St. John's, Newfoundland. The remaining meetings, from Quebec right through to British Columbia, were attended by the president himself. Also in attendance at each meeting was a representative of League Headquarters, the senior liaison officer from AFHQ, and representatives of the respective RCAF Commands or Groups.

The following brief notes are intended only to present a series of thumbnail sketches on the League picture across Canada:

## Atlantic Provinces

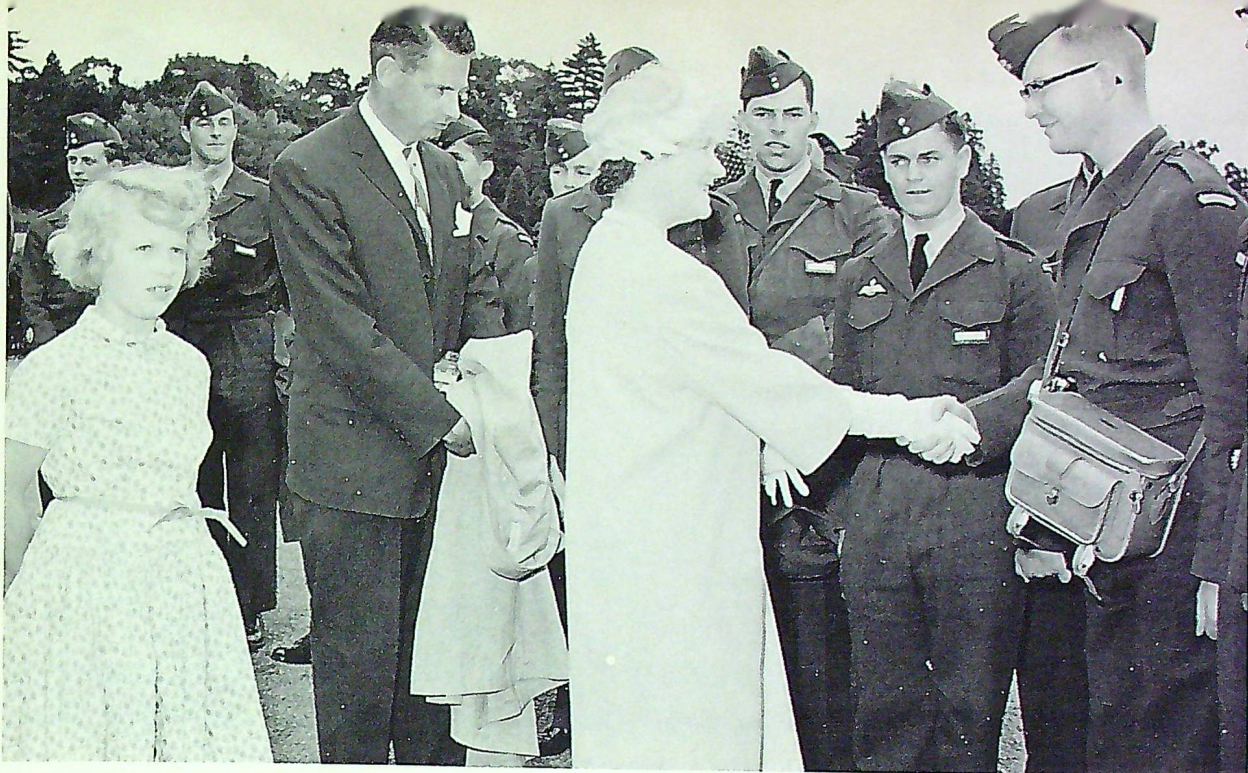
At a well-attended meeting in St. John's, the Newfoundland provincial committee elected F. A. J. Laws of St. John's to succeed W. J. House as chairman. The new chairman brings to his post a background of considerable experience

at both local and provincial level. The meeting lauded past-chairman House, who headed the committee for three years and who handed over to his successor a sound provincial organization, 10 good squadrons and a total membership of some 700 cadets.

Another businesslike meeting was held in Nova Scotia, which has long been recognized as one of the real strongholds of the air cadet movement in Canada. Air cadet strength in Nova Scotia is continuing to hold at close to the 3,000 mark in 35 active squadrons. A. Courtney Tufts, chairman for the past several years, was succeeded at this year's meeting by R. M. Burchell of North Sydney, who will continue to have the assistance of R. J. Gabriel of Halifax as committee secretary. Mr. Tufts' long association with the League will, however, be extended as he is a member of the national executive.

A well-organized meeting was held in P.E.I., which boasts three excellent squadrons and an active provincial group, all operating under sponsorship of the RCAF Association. The squadrons at Charlottetown, Summerside and Tignish continued to flourish during 1959, and now have a combined strength of over 140 cadets. Provincial chairman Dr. Gilbert J. Gallant, an air cadet worker of long standing, was re-elected to office for the coming year.

At a day-long meeting in Moncton, the New Brunswick provincial



*One of the year's highlights was the visit to Sandringham Castle by the overseas party of Canadian Air Cadets, where the lads were greeted by Queen Mother Elizabeth and Princess Anne. League Vice-President A. R. Smith was in charge of the group.*

committee re-elected Donald Welsford of Saint John as chairman for 1960. L. R. McCabe continues as secretary. New Brunswick is another province where sound squadron organization is in evidence. At year's end the provincial committee was directing the activities of 20 squadrons and over 1,400 cadets. A feature in New Brunswick has for many years been the effectiveness of the local sponsoring committee which was reflected in the very good civilian turnout at the annual meeting.

### Central Canada

One of the more noteworthy developments on the air cadet scene in recent years has been the remarkable growth of the movement in the Province of Quebec. In the area supervised by the Quebec provincial committee (which also includes a portion of eastern Ontario) there are now no less than 58 squadrons with a total strength of some 6,500 cadets. Chairman for

this important area is Rene Gauthier, Q.C., who was re-elected for a second term in office at the 1959 meeting. Held at RCAF Station St. Hubert, the gathering was well attended and was climaxed by an impressive annual dinner chaired by Mr. Gauthier and attended by a host of prominent League, RCAF and civic officials from the Montreal area. With a fine record of achievement behind it, the Quebec provincial committee appears to be headed for even greater things in the years ahead.

Ontario also boasts a heavy enrolment of air cadets — some 5,900 in 64 active squadrons. The Ontario provincial committee meeting — one of the most successful ever held in the province — was attended by over 200 League workers and RCAF representatives who put in a full day's work, attended a luncheon and dinner. For the past two years, League affairs in this important area have been under the direction of Ontario chairman Robert F. Inch, Q.C., of

Hamilton who was succeeded at the 1959 meeting by A. R. Cousins of Toronto. The new chairman, a member of the national executive committee, has served with the League since its earliest days and brings to his post a thorough working knowledge of the organization at all levels. The committee operates a full-time provincial office in Toronto under the direction of secretary-manager J. B. Smith.

Another good year was enjoyed by the squadrons under the jurisdiction of the Northwestern Ontario zone committee. At a meeting in Port Arthur, it was reported that total air cadet strength in the zone now stands at approximately 340 cadets in five squadrons, four of them operating in schools. The committee re-elected W. J. Griffis of Port Arthur as chairman for the coming year — a post which he has filled with distinction for a number of years. Elected as secretary for 1960 was W. B. Sime.



*A feature of this year's meeting in Saskatchewan was presentation of colourful pennants in recognition of outstanding squadron accomplishments.*

## Western Canada

Accepted features of the League picture in Manitoba are sound squadron organization and effective civilian support. This was apparent at the meeting held in Winnipeg

attended by representatives of all 20 Manitoba squadrons. H. A. Steele, a pioneer League worker who was elected as Manitoba chairman a year ago, was re-elected to that office for the coming year. He will have the assistance of a very

active executive committee including in its membership past-chairman H. Brock Smith and E. Vopni and honorary secretary-treasurer Al Simmons. Air cadet strength in Manitoba now stands at more than 1,500 cadets.

*Pictured at the Saskatchewan provincial committee meeting are: (l. to r.) League Assistant General Manager A. Macdonald; League President H. P. Illsley; Saskatchewan Chairman J. T. Eaton, and Senior Liaison Officer W/C L. G. R. Virr.*



At a meeting held in Saskatoon, Saskatchewan committee chairman James Eaton of Regina was re-elected to a third term. He heads an organization of 40 squadrons and more than 1,900 cadets, which has shown steady growth and improvement over the course of the past few years. Saskatchewan is another province where the civilian set-up is well organized and where the squadrons are recognized as making an important contribution to the life of the communities they represent.

The largest provincial meeting outside of Ontario was that of the Alberta committee held in Calgary. Over 150 people attended the business sessions and an even larger number sat in on a colourful and impressive annual banquet which was highlighted by awards to prominent cadets and outstanding



*B.C. cadets survey trophies, marking individual and squadron accomplishments, which were presented to them at the B.C. provincial committee meeting.*

squadrons. Worthy of special mention was the presentation of the Dawson Shield to Cadet Dennis P. O'Gorman of 604 Calgary Squadron, rated the top cadet on the overseas exchange tour last summer. Chairman W. E. Ross, who was re-elected for a second year, heads one of Canada's most enthusiastic provincial organizations. The committee supervises the activities of some 2,000 cadets in 43 squadrons located in all parts of the province, including the Peace River area and extending as far north as Whitehorse, Y.T.

British Columbia marked the close of another successful year with a meeting and dinner held at RCAF Station Sea Island. At the close of the business sessions, provincial chairman Ivan Quinn handed over the reins of office to his successor, B. O. Mayne, former chairman of No. 1 Wing sponsoring committee. Mr. Quinn will continue as a member of the League's national executive committee. The new chairman assumes the leadership of an organization of some

2,000 cadets in 34 squadrons, all supported by active civilian committees. The provincial committee is well-organized, well-financed and operates a full-time office in Vancouver. The B.C. annual dinner was highlighted by speeches given by four cadets telling of their experiences on advanced training.

The provincial committee meetings were followed by a meeting of the League's national executive committee in Ottawa, during which

members talked over League plans and problems with the chief of the air staff and other air members. The special activities programme for 1960 was submitted for approval by the RCAF and announcements regarding this will be made in the very near future. All of these meetings have had the effect of laying a basis for the annual meeting of the League to be held at the Seignior Club, P.Q., on February 10th and 11th, 1960.

We hardly find any persons of good sense save those who agree with us.

*La Rochefoucauld.*

The more originality you have in yourself, the more you see in others.

*Pascal.*

A great many people think they are thinking when they are merely rearranging their prejudices.

*William Games.*

We all depend upon each other — nobody can do anything single-handed but make a fool of himself.

*Eden Phillpotts.*

However vain we seem, we still need sometimes to be assured of our worth.

*Vauvenargues.*

All it takes is the first horse back ride to make one realize he is better off.

# RCAF ASSOCIATION

## The President's Message

As we approach the end of the Anniversary Year the RCAF Association can look back on twelve months of active participation in ceremonies and events which have commemorated significant milestones in Canadian aviation history. This participation has been only a part of the endeavour put forth by members engaged in a wide and varied range of activity.

The year has been a very successful one for the Association and I am grateful to all members for the support they have given me and the National Executive Council. We look with confidence to the new year.

On behalf of the Association I would extend our thanks to the Chief of the Air Staff and to all RCAF unit commanders for the assistance they have given us throughout the year.

To all members of the Association and their families my best wishes for a very merry Christmas and a truly happy New Year.



W. A. CURTIS,  
National President, RCAF.

## National Executive Council Reviews 1959 and Plans for 1960

THE annual meeting of the National Executive Council was held in Ottawa on November 5 and 6. In addition to dealing with routine administrative matters, the Council heard reports from the presidents of the Association's six Groups and considered a number of proposals for strengthening the Association.

A significant change in administration of the Association was the reclassification by the Council of the national secretary position. Mr. J. C. Gray, who was appointed secretary in 1952, now becomes secretary-manager. The duties as defined by the Council are: (1) to execute the directions of the President and the National Executive Council, (2) to manage the affairs of the Royal Canadian Air Force Association; and (3) to manage the national office of the Royal Canadian Air Force Association.

Twenty-three members of the Council arrived in Ottawa on Wednesday, November 4, and a number of committee meetings were held that evening. The first business session began on Thursday morning. In his welcome the President, Air Marshal W. A. Curtis, commented on the fact that every member was present and he welcomed Mr. Harold Graham of Vancouver who had come as a special representative of the two Wings recently reorganized in that city.

### OPTIMISM FOR 1960

The National Office report and the Group reports all indicated an encouraging increase of activity in the Association and expressed the view that, despite some setbacks, the year ahead could be approached optimistically. The membership



A/V/M F. G. Wait, RCAF immediate past president, placed a wreath on Remembrance Day at the Ottawa Memorial, dedicated last July to the memory of Commonwealth airmen.



At Windsor Remembrance Day dinner (l. to r.): RCAF national vice-president L. Baldock; Club president A. Colman; G/C L. J. Birchall, RCAF Station North Bay C.O., who was guest speaker.

Group Captain F. R. West (second from left), RCAF Station Camp Borden C.O., was guest speaker at the annual Battle of Britain dinner held by 404 Kitchener-Waterloo Wing.



committee, consisting of group presidents and representatives, reported that efforts were being made to meet the quotas established earlier and that two of the Groups, Maritime and Ontario, were conducting membership campaigns of their own.

Air Commodore J. G. Stephenson spoke to the Council on Thursday afternoon on liaison between the RCAF and the Association. He pointed out that each Wing now has a liaison officer appointed to it from the nearest air force station and that similar liaison is established between Association Groups and RCAF Commands, and between the National Office and RCAF Headquarters.

Also during the afternoon session a brief report on the 1960 National Convention was presented by the chairman of the Toronto Wings' Convention Committee, Mr. George Penfold. The convention will be held at the Royal York Hotel on May 19, 20 and 21.

#### AWARDS PLANNED

A "Member of the Year" award, approved at the 1959 national convention, will be instituted this year and nominations for the award will be received from Groups following their annual meetings early in the new year. Proposals for a "Wing of the Year" award are to be drawn up by a committee headed by Air Vice-Marshal Morfee, Grand President, and presented for approval at the next Council meeting. It is anticipated that the first "Wing of the Year" award will be made at the 1961 National Convention.

At the final business session on Friday, proposals for the strengthening of the Association were discussed and many useful ideas were contributed. A closer contact between the different units of the Association through visitation was considered and it was agreed that the national office should co-ordinate this visitation to provide the greatest possible number of visits. The possibility of merging certain Groups within the Association was deferred for the time being, but as

an interim measure two western Groups will endeavour to organize joint meetings this year to give this matter detailed study.

The Alberta Group plans to hold its annual meeting in Vancouver so that the British Columbia Wings may attend and the possibility of forming an Alberta-British Columbia Group thoroughly aired. The Manitoba-Northwestern Ontario Group will hold a joint meeting with the Saskatchewan Group in Saskatoon and here, too, the possibility of a merger will be discussed.

A design for a new Association crest was viewed by Council and it was agreed that this design should now be forwarded to the Clarenceux

King of Arms for his consideration and approval.

During this final session the Council was honoured and pleased when Air Marshal Hugh Campbell, Chief of the Air Staff, gave an informal briefing on RCAF organization and a review of the accomplishments of the service during the past year.

Following the adjournment of the meeting on Friday afternoon, members of Council went to Montreal where they attended the annual Armistice Day Reunion Dinner sponsored by the Air Force Branch of the Canadian Legion and the three Montreal Wings of the Association.

## Lord Beaverbrook Opens Fredericton Memorial Hall

No. 252 Wing's new memorial hall in Fredericton was officially opened recently by the wing's namesake, Lord Beaverbrook.

His Lordship was made an honorary life member of the RCAFA and was introduced to attending dignitaries and guests by A/V/M A. L. Morfee (ret.), RCAFA national grand president.

Following the opening ceremonies, Wing President Frank A. Connolly gave Lord Beaverbrook a painting of his son, W/C Max Aitken, DFC. Painted by Al McMullin, a member of 252 Wing,

the picture depicts W/C Aitken shooting down his 10th enemy aircraft in the Second World War.

The distinguished guest also presented his personal standard to No. 333 (Lord Beaverbrook) Air Cadet Squadron.

The memorial hall was built as a living tribute to airmen from central New Brunswick who gave their lives in the war. It is used for many worthwhile community projects — one example being the school for retarded children operated there in co-operation with the Kiwanis Club.

*Lord Beaverbrook receives RCAFA honorary life membership from A/V/M A. L. Morfee, national grand president. President F. A. Connolly (centre) and past-president R. A. Watson (right) of No. 252 Wing participated in memorial hall opening ceremonies at Fredericton.*



## TRACING TRACY CARTOONS

A concerted effort is being made to round up the cartoon of the late WO Ray Tracy, much of whose work appeared in THE ROUNDDEL until his sudden death in 1957. Now the RCAF Association is considering publication of a collection of Tracy originals in book form.

Many of these drawings are scattered throughout RCAF Messes and Institutes, while others are in the personal possession of his friends, both service and ex-service. These are the cartoons which it is particularly difficult to locate.

Arrangements have been made with RCAF Photographic Sections to photograph any Tracy cartoon brought to them. Persons who can help in this search are requested to contact their nearest RCAF Photo Section and have three 8" x 10" SW glossy prints of each cartoon forwarded to Air Force Headquarters, Ottawa, Ont., attn: Director of Personnel Administration.



Forty years ago it took only 100 horsepower to keep a combat airplane in the air. Today it takes 250 horsepower just to carry a 117-pound female to the supermarket.

Experience is the difference between keeping your chin up and sticking it out.

One of the great mysteries of life is how the boy who wasn't good enough to marry the daughter can be the father of the smartest grandchild in the world.

### ERRATUM

The July - August 1959 issue of THE ROUNDDEL was inadvertently designated Vol. 11, No. 8. This should read Vol. 11, No. 6.

## OUR COMMON QUEST

There is something about working for peace and the preservation of liberty that cannot but imbue the worker with both pride and confidence.

Such a quest, you might say, is for the statesmen — and indeed, as the destructiveness of weapons increases, the search for peace becomes a more and more pressing responsibility of our civilian leaders. We, too, share in the search and the deep wish for a safeguarded peace. But in this quest we must show honesty as well as flexibility. We must see clearly and weigh well the central problem of the West: how to reduce the risk of war without endangering our priceless liberty.

Citizen and soldier must together continue the search for a peace which will give us a basis for confidence, a real hope of security. In the meantime, we must continue to build the common defence which under NATO will keep us free.

—GENERAL LAURIS NORSTAD,  
Supreme Commander, Allied Powers Europe

(Excerpt from speech to R.C.A.F. Ass'n Convention, 15 May 1959)

### FINALE

The following lines appeared in the "Bell News" for 5 August, 1959. We add our own postscript.

#### Anniversary of Flight

Thy memory, A. Graham Bell,  
I steadfastly revere.  
Thy exploits I delight to tell  
And laud thy long career.

But I must now, without a doubt,  
Admit that, for my part,  
I've heard enough, this year, about  
Your blasted Silver Dart.

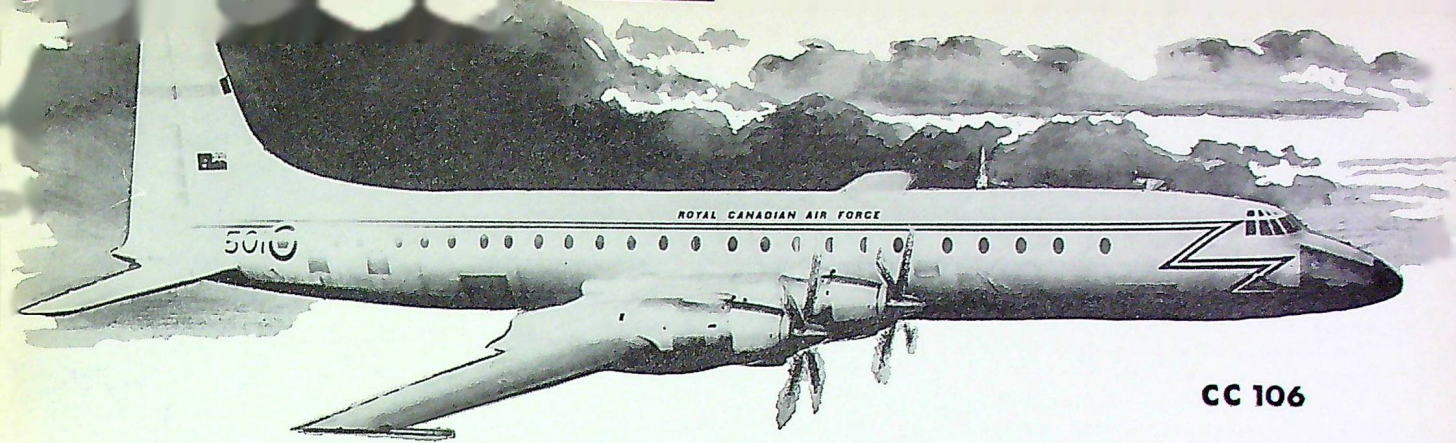
R.S.R., Kindersley Clarion.

#### Postscript

Your sentiments, dear R.S.R.,  
I share with all my heart;  
I, too, have ceased to flutter  
At the name of Silver Dart.

But one last word I have to tell  
Before we call it "thirty":  
The Silver Dart was not by Bell,  
But J. A. D. McCurdy.

F.H.H., Roundel.




CC 106

# Happy New Year



CC 109

See you in 1960

A decorative graphic element consisting of a thick, dark, curved line that starts from the left, goes under the text, and then curves upwards and to the right. At the end of this line is a circular emblem containing a stylized maple leaf. To the left of the circle, a small silhouette of an airplane is shown flying towards the right.

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