

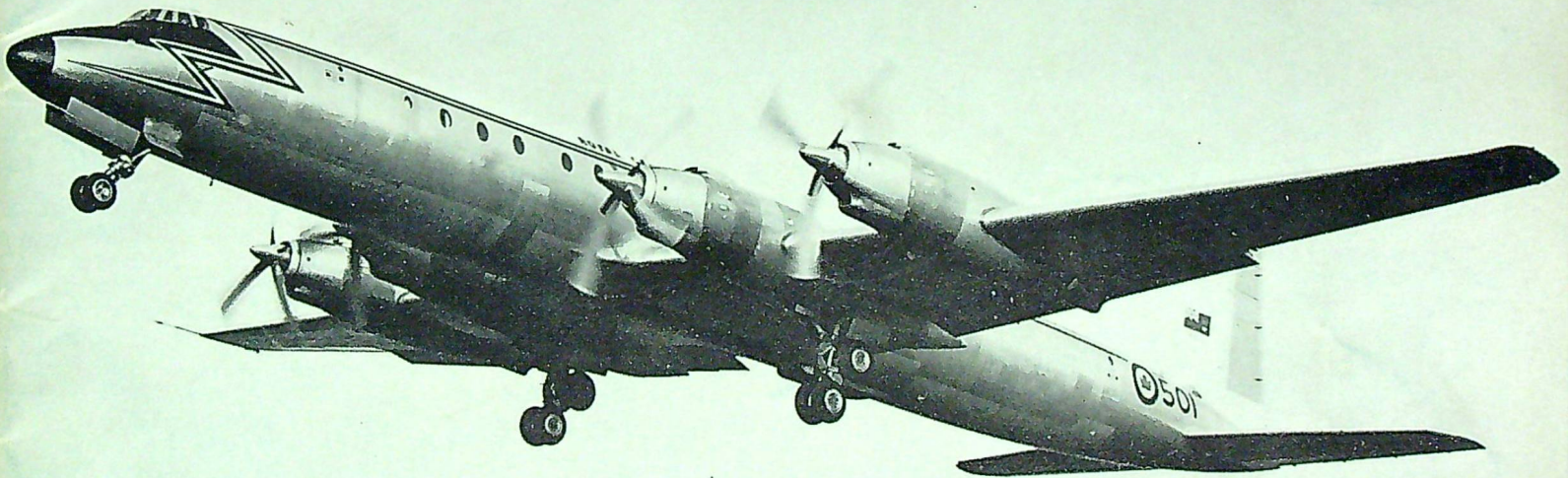


THE

# *Roundel*

VOL. 12, No. 1

JAN.-FEB. 1960





THE

# Roundel

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

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Contributions and all other correspondence should be addressed to:

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



### THIS MONTH'S COVER

A CC-106 taking off on a test flight provides a preview of what will be seen at Air Transport Command units in the near future. A full account of the RCAF's two new turbo-prop aircraft begins on page 4.

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

# On the Break



FOR the second time in four months we have the pleasure of printing an article concerning new aeroplanes coming into service with the RCAF. Regular readers will recall an article in our October issue about the CF-104 *Starfighter*, destined for the RCAF's Air Division overseas. Beginning on page 4, W/C J. A. G. Diack gives a comprehensive account of the CC-106 and the CC-109, the RCAF's first turbo-prop aircraft. These are more than simply two new aeroplanes. They represent such a forward step in aviation that they herald, to quote the author, a new era in air transport.

While on the subject of transport aircraft, it seemed appropriate to run a nostalgic little item about the *North Star*. The best years for this fine aircraft may be over but it will be remembered fondly by many thousands of RCAF personnel. A brief rundown of some *North Star* accomplishments is contained in "Saga of the Stars" on page 9. One of the more recent and most enjoyable assignments for a *North Star* crew was the transporting of a troupe of CBC performers to Churchill and Resolute Bay. See pages 2 and 3 for details.

\* \* \*

THE third in our series of Air Forces of the Commonwealth (page 10) features one of our partners from "down under": The Royal Australian Air Force. It was somewhat disconcerting, however, to look at pictures of aeroplanes parked by palm trees and to know that our Aussie friends are basking in tropical sunshine while we are freezing here in sub-arctic Ottawa. Not only that, but with an RAAF contingent based in Malaya, our colleagues may enjoy 12 months of summer—provided, of course, that postings come through at an opportune time.

The material for this series was supplied in each case by the air force concerned. We welcome the opportunity of presenting an account of the Commonwealth Air Forces and we are pleased that our colleagues throughout the Commonwealth responded so enthusiastically to our requests for information.

Another current series which seems to be well received is that on stations of the RCAF. This month, beginning on page 24, we feature Camp Borden—the oldest station in the RCAF. A story which had a happy beginning at Camp Borden 35 years ago was colourfully commemorated at Station Winnipeg in December. Our inside back cover records the event — grand finale to the RCAF's anniversary year celebrations.

\* \* \*

THE first instalment of a two-part squadron history starts on page 18. The story of No. 411 Squadron is the latest offering from our local cornucopia, alias, the air historical section. Flying Officer L. R. N. Ashley and Flight Cadet G. Tate have combined their talents to produce a colourful account of the Grizzly Bear Squadron, which now serves as an auxiliary unit flying out of Toronto. The co-authors of this article have both now left the service in the quest for further knowledge. F/O Ashley is a professor at the University of Rochester and F/C Tate is a second year student at the University of Western Ontario.

\* \* \*

NEXT month: a special report on the RCAF in U.N.E.F. F/O Des Burge, a former ROUNDDEL staff member and frequent bi-liner in these pages, and photographer F/O Don Lindsay have recently returned from a visit to Egypt where they saw our Middle East contingent in action. One beef the boys out there have is that they feel the folks at home have all but forgotten them. We hope our coverage of El Arish and environs will help to rectify this situation.

*The Editor*



*W/C W. K. Carr, aircraft captain, welcomes CBC crew aboard North Star prior to departure from Downsview.*

## *TV Stars Brighten Arctic Outposts*

*Denyse Ange and Shiela Billing sing a duet to DEW site personnel as they wing their way towards Resolute Bay.*

PHOTOSTORY BY

SQN. LDR. R. BOWDERY

AND CPL. W. WHITEHEAD.



*Juliette is greeted by Sgt. L. H. Graham, NCO in charge of supply section at Resolute.*

**RESOLUTE BAY  
INGER TERMI  
LEVATION 150 FEET**





*F/L J. F. Savard, navigator, points out the route to two charming passengers as the North Star heads north.*



*Juliette concentrates as co-pilot F/L C. A. Cowie briefs her on some "front office" details.*

AN unusual RCAF airlift of CBC entertainers and technicians brought joy to servicemen and civilians at Churchill and Resolute Bay and provided an appropriate setting for filmed pre-Christmas broadcasts last December.

Travelling in a 412 Squadron *North Star*, the troupe included performers Juliette, Shiela Billing, Denyse Ange, Gordy Tapp, Tommy

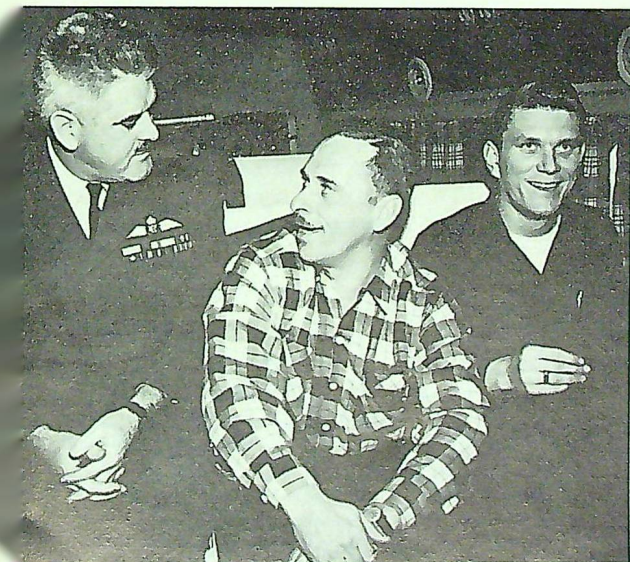
Hunter, Bruce Smith and the Rhythm Pals, and behind-the-scenes producer Ken Dalziel, sound engineers James Nihda and John Sliz, cameramen Nels Turner, Peter Kelly and Joe McGrath.

The round-trip from RCAF Station Downsview went first to Churchill for an evening show in the packed station theatre, left early next morning for Resolute

Bay and a show there after a six-hour flight, then back to Churchill for two more performances. En route the girls spoke and sang via the aircraft's radio to operators manning lonely DEW line sites.

The operation was arranged and conducted by Air Transport Command personnel from ATCHQ, Trenton.

*A/C F. S. Carpenter, AOC, ATC, Gordy Tapp and Tommy Hunter share a joke en route to Churchill.*



*F/O Bernie Doherty, female escorting officer, signs the school guest book and makes friends with Eskimo children at Resolute Bay.*





A CC-106 on a test flight.

## NEW ERA IN AIR TRANSPORT

BY WING COMMANDER J. A. G. DIACK\*

AS THE 1960s begin the RCAF enters a new era in air transportation — the era of turbo-propeller powered aircraft. This will feature aircraft which exploit the increased power and efficiency of the turbo-propeller engine to carry greater payloads over longer stages, at higher altitudes and speeds than previously possible.

The new aircraft soon to enter the service with Air Transport Command are the CC-106 and CC-109, which will replace the *North Star* and *Dakota* in passenger and cargo service. To many the passing from the scene of these familiar air carriers will bring back memories of Second World War *Dakota* operations, and the Korean and Middle East *North Star* airlifts, as well as a myriad of other operations in which these aircraft have been engaged. However, nostalgia must not dim the bright prospects which lie ahead for the RCAF in 1960 as superior aircraft

undergo proving trials preparatory to entering squadron service.

Twelve CC-106 aircraft have been ordered for delivery during 1960. The first was successfully test flown in mid-November. Ten CC-109 aircraft are also on order for delivery during 1960, with the first flight of an RCAF aircraft completed only a few weeks ago. Both aircraft are being built by Canadair Ltd.

### CC-106—LONG RANGE TRANSPORT

Powered by four Rolls-Royce

Tyne 12 turbo-prop engines, the CC-106 is (like the *Argus*) a complete redesign of the Bristol *Britannia* to incorporate American materials, standard parts and systems. In addition, the aircraft fuselage has been lengthened 12 feet over that of the *Argus*. The aircraft has a maximum all-up weight of 205,000 pounds and a maximum cargo-carrying capability in excess of 60,000 pounds. By use of integral tanks the fuel capacity of the CC-106 has been

*\*The author is a staff officer in the Directorate of Aircraft Engineering at AFHQ and project engineer for the CC106. W/C Diack is a graduate in engineering physics (aeronautics) from the University of Toronto and has a Master of Science degree in jet propulsion from the California Institute of Technology. Entering the RCAF in 1943 W/C Diack has seen service in quality control organizations, A. E. Officers' School, AFHQ and maintenance activities at RCAF Station Claresholm and Tactical Air Command HQ. For the past year and a half at AFHQ he has been concerned with the CC106 and Argus projects, the largest aircraft ever to come into service with the RCAF.*

increased considerably over that of the *Argus* without incurring a weight penalty.

Each engine drives a de Havilland full-feathering, reversible, four-bladed 16-foot diameter propeller and develops 5,730 total equivalent horsepower at take-off. This power is developed from a power plant weight of only 2,200 pounds. A low pressure axial-flow compressor, together with the propeller reduction gear, is coupled to a three-stage turbine. A cannular combustion chamber is provided containing 10 straight-flow flame tubes. Drives from the turbines to the compressors are by means of twin co-axial shafts. Provision has been made for reverse pitch on the propeller to provide braking on the ground.

The fuselage is fully pressurized to maintain an 8,000 foot pressure altitude up to an altitude of 30,000 feet. The ventilating rate of the pressurization system is sufficient to effect a complete change of air in the cabin every two and a half minutes at sea level and about every four minutes at 33,000 feet.

The flight control system is similar to that of the *Argus*, and uses free-floating, aerodynamically-

balanced ailerons, elevators and rudders which are not directly connected to the pilot's controls. The control surfaces are activated by the aerodynamic reaction caused by the deflection of servo tabs on each surface. The servo tabs are connected to the pilot's controls. Other systems in the aircraft include an alternating current electrical system of both constant and variable frequency, a high pressure hydraulic system for undercarriage and cargo door operation and a pneumatic system for emergency operation of the undercarriage.

### THREE CONFIGURATIONS

There are three basic configurations of the CC-106: cargo transport, passenger transport and casualty evacuation. Kits have been provided to facilitate the rapid conversion from one configuration to another at squadron level.

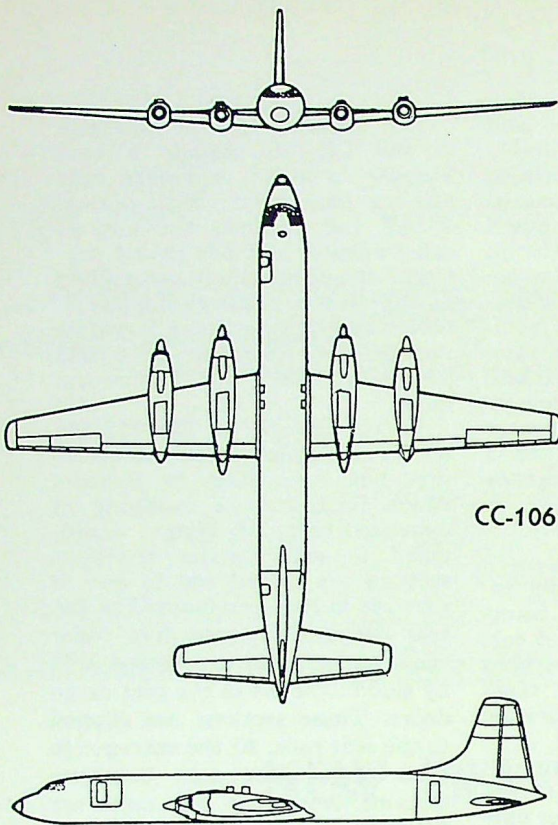
The flight crew for the aircraft comprises five members: pilot, copilot, flight engineer, observer navigator and observer radio. In addition, an air traffic assistant completes the crew for the cargo aircraft. In the passenger configuration two passenger attendants are carried.

The capacity and performance of the CC-106 provide a vast increase in airlift capability over existing equipment. With normal RCAF fuel reserves the aircraft can transport a 30,000 pound payload 3,400 nautical miles at a speed of 320 knots. With the same reserves and cruising speed it will be possible to transport a 55,000 pound payload 1,600 nautical miles.

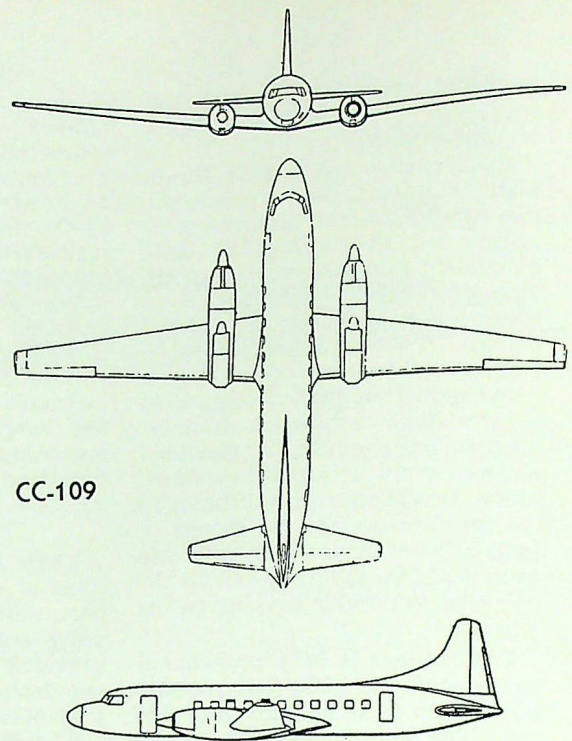
In the design of the CC-106 (cargo configuration) special attention has been paid to features which facilitate the handling of palletized cargo. A system is provided in which roller conveyor sections are placed end to end in six rows in the area forward of the rear cargo door, and five roller conveyor sections are placed side by side to the aft of the rear cargo doors. These sections are clipped to the seat rails. At the entrance to each cargo door area conveyor sections containing ball units are fitted. The combination of ball and roller conveyor systems permits heavy palletized cargo to be moved into the aircraft and down the 75 foot cargo compartment quickly and easily. A system of barrier and

*A CC-109 in air force colours taxis out to the runway.*





CC-106



CC-109

**Dimensions**

Span: 142 ft. 3 in.  
 Overall length: 136 ft. 7 in.  
 Overall height: 36 ft. 8 in.  
 Gross wing area: 2,075 sq. ft.  
 Sweepback: 7° at 25% chord.  
 Internal cabin dimensions:  
 Length (ex. flight deck): 98 ft. 7 in.  
 Max. width: 138 in.  
 Max. height: 81 in.  
 Max. usable floor area (ex. flight deck):  
 1,080 sq. ft.  
 Max. usable volume (ex. flight deck):  
 6,380 cu. ft.

**Powerplants**

Four Rolls-Royce Tyne 515/10.  
 Take-off power each (I.S.A., s.l.):  
 5,730 e.h.p. at 15,250 r.p.m.  
 De Havilland four-blade c.s., f.f.  
 16-ft. diameter propellers.

tie-down nets secures the cargo during flight. In addition to the 6,000 cubic feet volume of the main cargo compartment, two holds with a usable volume of 1,000 cubic feet are located below the main compartment floor.

Special cargo handling equipment is being provided to permit expeditious loading and unloading operations. At main bases, a self-propelled, side-loading fork-lift

vehicle called a Traveloader with a 12,000 pound lift capacity will be used to raise a 20-foot long, preloaded rollerized master pallet to the height of the cargo door for discharge of cargo. For secondary base use, an air transportable lift device with a 9,000 pound capacity will be provided. In addition to these items of equipment a 1,000 pound capacity crane, which attaches to the aircraft floor, will be available to meet special loading conditions.

The passenger configuration provides aft-facing double and triple seats to accommodate 134 passengers. Three removable galley units consist of ovens, refrigerators, sinks and food storage to facilitate in-flight food services. Overhead shelves containing drop-down oxygen masks, cold air vent and individual seat lights are also installed. Lavatory facilities are provided in the aft fuselage area.

When used on casualty evacuation missions 80 litter cases and an attendant staff of six can be accommodated. Facilities for opera-

**Dimensions**

Span: 105 ft. 4 in.  
 Overall length: 79 ft. 2 in.  
 Overall length (with radome):  
 81 ft. 6 in.  
 Overall height: 28 ft. 2 in.  
 Gross wing area: 920 sq. ft.  
 Sweepback: 4.33° on 25% chord.  
 Internal cabin dimensions  
 (ex. flight deck):  
 Length: 54 ft. 10 in.  
 Max. width: 107 in.  
 Max. height: 79 in.  
 Max. usable floor area: 396 sq. ft.  
 Max. usable volume: 2,515 cu. ft.

**Powerplants**

Two Napier Eland 504A.  
 Take-off power each (I.S.A., s.l.):  
 3,500 e.h.p. at 12,500 r.p.m.  
 De Havilland four-blade c.s., f.f.  
 13 ft. 6 in. diameter propellers.

tion of iron lungs and resuscitators are also provided.

During 1960 and extending into 1961 the CC-106 will undergo an extensive flight test programme with a total of 2,000 hours to be flown on six aircraft. Airworthiness, performance, stability and control

and specification compliance will be examined on an integrated RCAF — Canadair flight test programme, using two aircraft. Both hot and cold weather trials will be conducted by Central Experimental and Proving Establishment on one aircraft. Air Transport Command will conduct intensive flying trials on three aircraft to determine logistics and maintenance requirements of the aircraft. At the conclusion of these trials operational suitability trials will be undertaken to determine operating procedures, and confirm that the aircraft is ready to commence regular squadron service.

This summer the CC-106 will be put in service use, initially with the Transport Operational Training Unit. By fall aircraft will be delivered to No. 426 Squadron, for participation in the flight test programme with the squadron operations commencing at the conclusion of the trials. No. 412 Squadron will take delivery of CC-106 aircraft in mid-1961.

#### CC-109—SHORT AND MEDIUM RANGE TRANSPORT

The CC-109 is a twin turbo-propeller powered aircraft, based

on the design of the *Convair 440* but incorporating new engines and features to facilitate cargo-carrying missions. The primary role of the aircraft is the rapid transportation of members of the armed forces, casualties or high priority packaged freight over short to medium ranges.

The modifications which have been embodied include the replacement of the Pratt and Whitney R2800 reciprocating engines with Napier Eland 506A turbo-propeller engines, a 300 pounds per square foot capacity cargo floor and a 72 x 120 inch cargo door. In addition, major changes were made in the radio and instrument installations to obtain standardization with present RCAF equipment and to embody the latest developments in these fields. The aircraft has a maximum all-up weight of 57,500 pounds. Its overall length is 81 feet, the wing span 105 feet.

The CC-109 can be used in three different ways: a passenger version with accommodation for 40 passengers, a cargo version with a maximum cargo-carrying capacity of 11,800 pounds and a casualty evacuation version

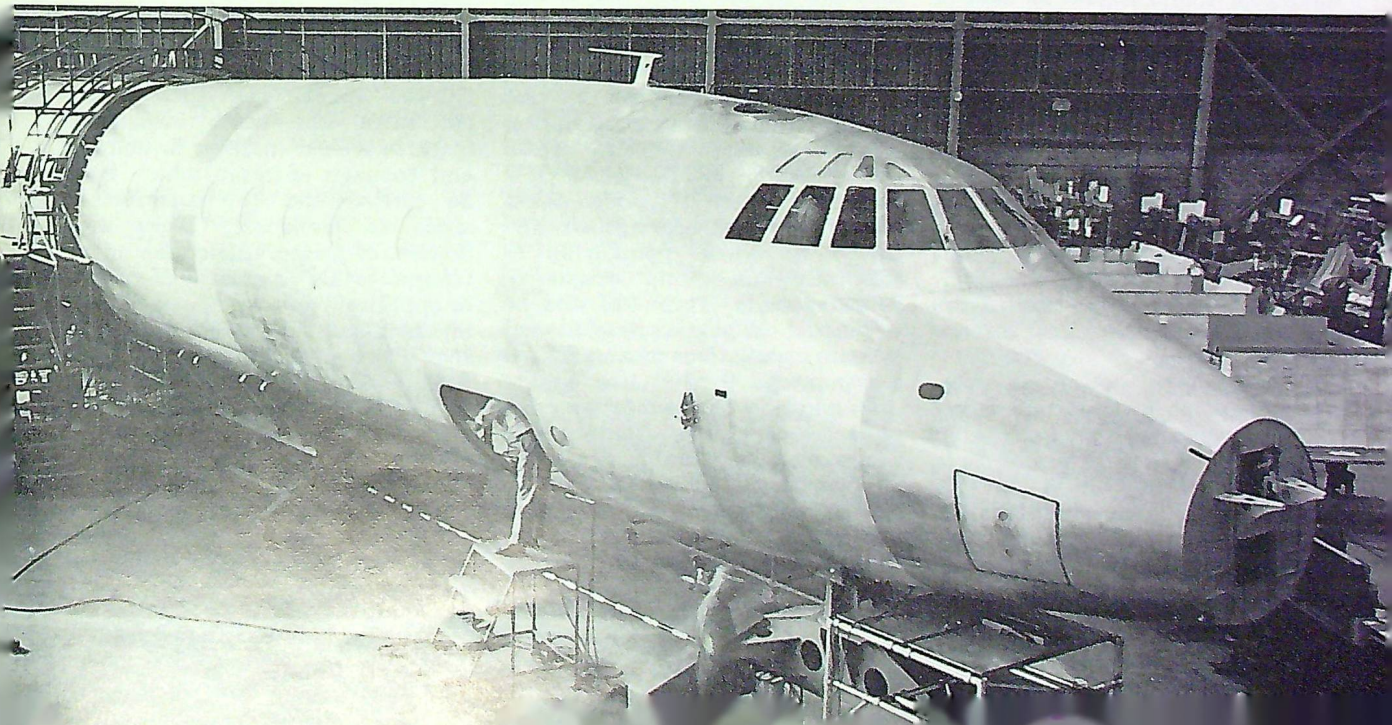
able to airlift 15 litter cases. A change from one configuration to another will be accomplished at squadron level in a manner similar to that for the CC-106.

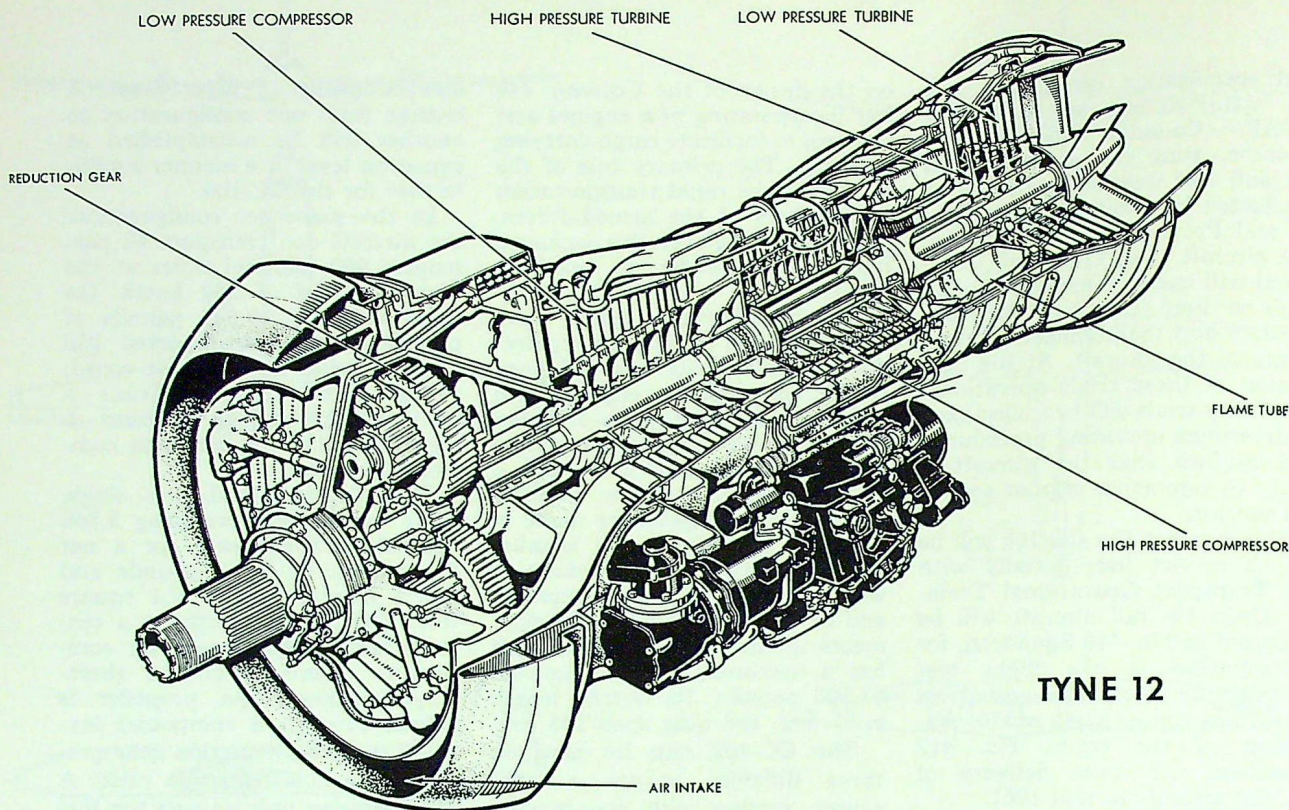
In the passenger configuration, the aircraft can transport 40 passengers 960 nautical miles at the cruising speed of 260 knots. On cargo missions 10,000 pounds of payload can be transported 950 nautical miles at the same speed.

The flight crew comprises a pilot, co-pilot and an observer. A flight attendant or crewman completes the crew.

The Napier Eland is a single shaft turbo-prop developing 3,500 equivalent horsepower for a net dry weight of 1,820 pounds and has a frontal area of 7.1 square feet. The engine comprises a ten-stage axial compressor, six combustion chambers and a three-stage turbine. The propeller is driven through a compound layshaft epicyclic reduction gear providing an 11:1 reduction ratio. A fuel metering unit adjusts the fuel flow in accordance with ambient temperature, atmospheric pressure and forward speed. Since it is also interconnected with the propeller

*The first CC-106 on the production line.*





## TYNE 12

*Four Rolls-Royce Tyne turboprop engines will power the CC-106.*

pitch control unit, the engine can be controlled with a single lever.

The engine is fitted with a de Havilland four-bladed propeller having a diameter of 13 feet 6 inches. The propeller incorporates the familiar features of the standard "hydromatic" design and is fully feathering. The propellers are not reversible; however, maximum propeller drag is obtained for reduced landing runs by pulling back both throttles which enables the propellers to change to a "discing" condition. Electric deicing is accomplished by the application of a cycling current to the propeller blade shoes and to the spinner "spraymat" element.

The fuselage, which is pressurized except for the nose wheel section, maintains a sea level cabin pressure up to an aeroplane altitude of 8,900 feet and an 8,000 foot cabin altitude at an aircraft cruising altitude of 20,000 ft. The fuselage is divided into the crew, cabin and rear service compart-

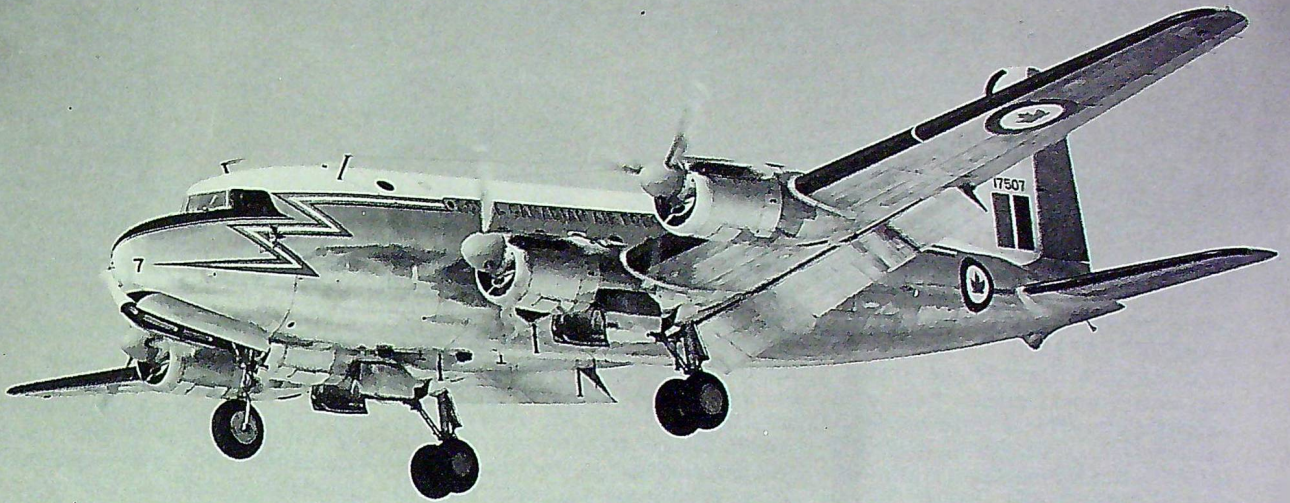
ments. Baggage and coat racks are provided in the crew compartment and in the rear servicing compartment; galley and rest-room facilities are in the after end of the former.

A Convair 340 fitted with Napier Eland 504A engines has obtained certification by the United States Federal Aviation Agency at weights up to 53,200 pounds. The RCAF flight test programmes have thus been based primarily upon clearing the aircraft from 53,200 pounds up to the maximum all-up weight of 57,500 pounds. Tests will also be conducted on new equipment and systems installations to meet RCAF requirements.

In addition to specification compliance testing, a limited test programme to establish aircraft performance, stability and control characteristics and environmental performance will be undertaken by Central Experimental and Proving Establishment. A brief programme

of intensive flying and operational suitability trials will be conducted by Air Transport Command during the period of introduction to squadron service.

Versatility, performance and cargo-carrying capability have been designed into the CC-106 and CC-109 aircraft. Of these characteristics, the most important features are the increase in volume and tonnage of cargo which may be carried and the increase in speed of transport. These two factors, of prime importance in all transportation systems, dictate a re-appraisal of air movements methods and procedures to ensure that the complete system is compatible with the capacity and speed of the air carrier. Hence, as the RCAF enters the turbo-propeller era a challenge to develop new concepts of material handling must be met with imagination and resourcefulness if the full potential of the CC-106 and CC-109 aircraft is to be realized.



*A North Star on final.*

## SAGA OF THE STARS

OVER the years several aircraft have achieved a certain measure of fame because of their apparent intention to keep flying indefinitely.

In the RCAF the *Dakota* is certainly one such aeroplane and the *Sabre* another. A third candidate for this list of endurance champs is the venerable *North Star*.

Having already established its reputation as a reliable aircraft, the *North Star* is now busily demonstrating its durability. Deliveries of *North Star* aircraft to the Air Force began in September 1947 and, when the order was completed in April 1948, there were 23 in RCAF colours. Right from the first the merits of these aircraft were recognized and, by request, six of the initial *North Stars* were sent on loan to Trans Canada Air Lines. Five were returned to the Air Force in 1949 and the sixth in 1950.

During their 12 years of military service, the *North Stars* have logged hundreds of thousands of flying hours, carried millions of pounds of freight, tens of thousands of passengers and have never been involved in a fatal accident. In addition to their normal role of heavy transport duty in Canada, *North Stars* (flying with the RAF) participated in the Berlin airlift, have flown with No. 426 Squadron in support of UN forces in Korea and the Middle East and have made VIP domestic, international and round-the-world flights with No. 412 Squadron.

After a decade of service there are still 16 *North Stars* in the RCAF today: 12 with No. 426 Squadron, two with No. 412 Squadron and two with Air Transport Command's Operational Training Unit. The *North Stars* are known primarily for their load-carrying

capacity. For instance, in 1958 these aircraft carried 7,000,000 pounds of freight and 25,000 passengers.

Believe it or not, it is a *North Star* which holds a present-day speed record. On 16 January 1950 an aircraft from No. 426 Squadron, captained by F/O G. Webb DFC (now S/L), took off from Vancouver en route to Halifax. Eight hours and 25 minutes later, having established a non-stop trans-Canada flight, the aircraft landed. This record still stands today.

With the *CC-106* starting to come into service the future of the *North Star* is somewhat nebulous. Whatever fate has in store for these venerable aircraft, however, they have already won their place in posterity because of their many years of unparalleled service with the RCAF.

# ROYAL AUSTRALIAN



# AIR FORCE

The material for this article was provided by the RAAF.

**A**FORMATION of *Canberra* bombers, wearing Kangaroo emblems, wheels into a turn and begins a patrol over miles of seemingly-endless jungle. These Royal Australian Air Force aircraft, part of a substantial overseas force based in Malaya, are a visible sign of the RAAF's determination to play its part in the cold war.

Australians became interested in aviation for much the same reasons that Canadians did. Australia's vast expanse and relatively sparse population materially assisted, almost dictated, the tremendous and rapid growth of civil aviation. But, unlike Canada, these same conditions also prompted an early interest in military aviation.

Official records show that as early as 1911 plans were considered for an "Australian Aviation Corps" and land for a flying training base was purchased. It was not until August 1914, however, that flying training actually commenced. A Central Flying School was established where flying was carried out on five aircraft of three different English makes. When an Australian military force was sent to New Guinea in November 1914 a flying unit of two pilots, a *BE2A* and a *Farman* seaplane was sent with them.

In September 1915 the British government suggested that Canada, Australia, New Zealand and South Africa might form flying units within the Royal Flying Corps. The first Australian squadron formed following this request was No. 1 Squadron, Australian Flying Corps. From Point Cook it sailed for Egypt on 16 March 1916, the first complete squadron to be sent overseas by any

Dominion. Later, Australia sent Nos. 2, 3 and 4 Squadrons overseas and these three units participated in the air fighting over France until the armistice. No. 4 Squadron had the added distinction of being the only unit of any of Australia's armed forces to serve with the occupation army in Germany.

The squadrons returned to Australia in 1919, but it was not until 1921 that there was any cohesive planning for the formation of an air force. In that year the Australian Air Force was formed and later, in the same year, it was granted the prefix "Royal". The

original strength of the RAAF in 1921 was 20 officers and 120 airmen, with a small stock of First World War aircraft. No squadrons were formed, however, until July 1925 when Nos. 1 and 3 Sqns were re-activated. The RAF-type uniform was adopted for the RAAF but the British blue-grey was replaced by the distinctive dark blue now so well-known throughout the Commonwealth.

For the first decade of its existence the RAAF developed slowly because of the effects of the Washington Disarmament Conference but, by the middle '30s, the problem of air defence became a matter of growing urgency and the Force began to expand.

## SECOND WORLD WAR

At the start of the Second World War the RAAF numbered 300 officers and 3,000 airmen. Wartime development of the RAAF brought it up to a peak strength of more than 20,000 officers, 144,000 airmen and 18,000 airwomen. The Force also had 3,187 first-line aircraft deployed through 52 squadrons and training units. By pre-war standards it was a tremendous weapon—bigger than the 1939 RAF or US Army Air Corps. In the following five years the RAAF contribution to peace was made only at a great cost in lives. The Force suffered approximately 10,000 casualties either killed or presumed dead, of whom 5,448 were lost in Europe, 2,835 in the Pacific theatre, 1,131 in the Middle East, 155 in the India-Burma theatre, 145 in Canada, 56 in the Far East and 60 in other areas. Another 884 were missing in all theatres. The gallantry and efficiency of RAAF



*Air Marshal  
Sir Frederick Scherger, KBE, CB,  
DSO, AFC  
Chief of the Air Staff*



*Central Flying School Staff, with the four officer pupils of first pilot training course, at Point Cook, in 1914.*



*The Australian Flying Corps First Half Flight, in 1915, before leaving for India for service in Mesopotamia.*

personnel were recognized by these awards: two VCs, four CBs, 12 CBEs, 54 OBEs, 81 MBEs, 62 DSOs (with four bars), 5 MCs, 1,880 DFCs (with 118 bars), 126 AFCs, 10 CGMs, 3 MMs, 401 DFMs (with two bars), 13 AFMs, 20 GMs, and 42 BEMs.

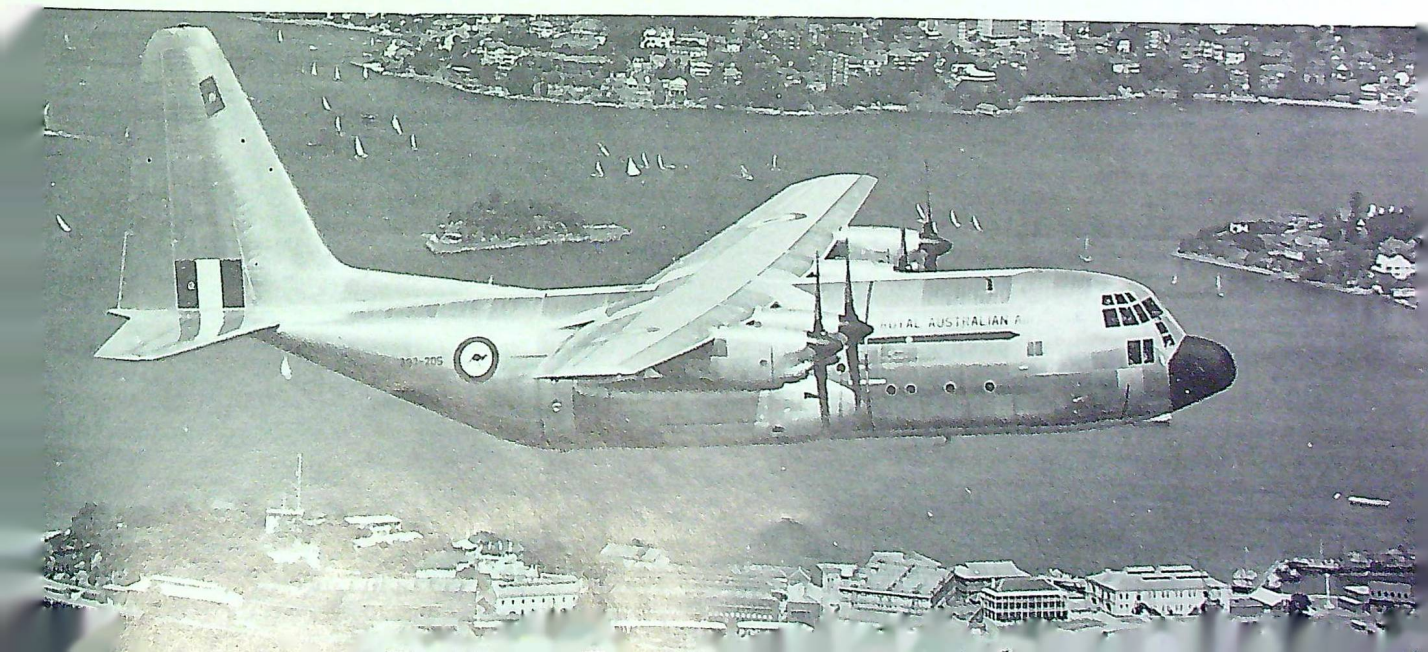
Just prior to the outbreak of war some of the flying personnel of No. 10 Squadron were in England to take delivery of *Sunderland* flying boats. When hostilities began the Australian government loaned this squadron to the RAF Coastal Command and No. 10 Squadron was the first unit of the RAAF to go into action. By the end of hostilities in September 1945 the

RAAF had 17 squadrons serving with the RAF in the European theatre, and 53 in the South West Pacific area. This sizeable force was composed of squadrons of fighter, night-fighter, bomber, coastal patrol, army co-operation, and transport aircraft. Royal Australian Air Force personnel served in every theatre of the war with the exception of China. However, RAAF *Catalinas* carried out mine-laying operations off the China coast. In addition to the Australians who served in the RAAF, many thousands of Australians were absorbed directly into RAF squadrons. These personnel were allotted to every command: coastal, fighter,

bomber, middle east, army co-operation, transport and flying training. A large number also went to the Allied Expeditionary Air Force and the Second Tactical Air Force and their duties covered the entire range of the manifold tasks of these forces.

In addition to its bellicose accomplishments, another major achievement of the RAAF was its part in the British Commonwealth Air Training Plan. The RAAF provided 27,387 aircrew, of whom 10,882 were pilots fully trained in Australia, while another 4,760 pilots, 2,282 navigators, and 3,309 wireless air gunners were sent to Canada for advanced courses after

*Hercules aircraft are now in service with the RAAF'S transport wing.*



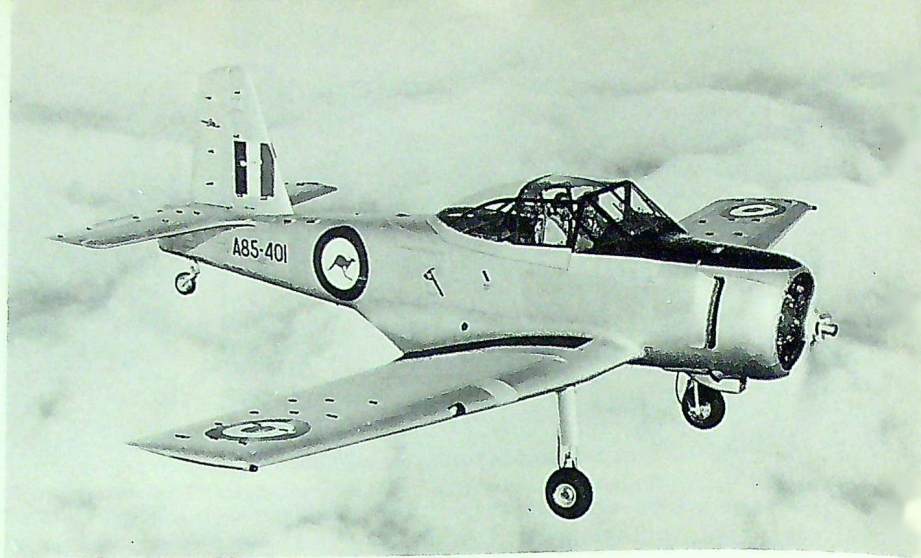
elementary training at home. In addition, 674 pilots went to Rhodesia after initial training in Australia.

When hostilities ended in 1945 a wing of *Mustang* fighters went to Japan as part of the air component of the British Commonwealth Occupation Forces but, by the following year, full scale demobilization of the RAAF was well under way. Only four brief years of peacetime service were enjoyed by the RAAF, however, for in 1949 a bomber squadron was sent overseas to participate in the Malayan "emergency". In the following year RAAF *Mustangs* shared with American Fifth Air Force units the honour of being the first United Nations aircraft to see action in the Korean War. In addition, a fighter wing was sent to Malta in 1952 where for nearly three years it flew on garrison duty beside the RAF.

When the Korean campaign started the RAAF went into action flying escort for the air evacuation of wounded from Korea, and carrying out low and medium level bombing, strafing, rocketing and napalm bombing missions. In April 1951 the RAAF's fighter squadron No. 77 was withdrawn to Japan, re-equipped with British *Meteor* jet fighters, and then went back into operations — this time in combat against *MIG 15s*. During the three years from July 1950 to the Korean armistice on 27 July 1953 the squadron carried out 18,872 sorties, in which 42 pilots were lost. The RAAF Communication Unit, despite most inhospitable weather, carried huge quantities of mail and freight between Japan and Korea, and 12,671 passengers and over 3,000 medical evacuees were flown from Korea to Japan.

#### IN MALAYA

It proved to be a different kind of war in Malaya. The "emergency" commenced after the struggle with Japan had ended. So began the police action which forced the terrorists deeper and deeper into the jungle, thus making them less effective. In 1949 RAAF forces were sent to Malaya in response



The RAAF's basic trainer, the Winjeel.

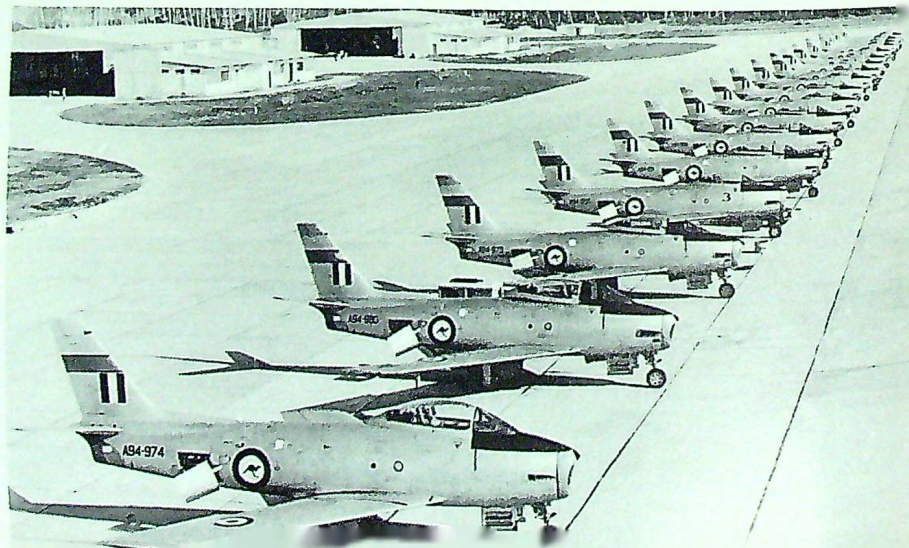
to a request by the British Government for assistance. In addition to a transport squadron, the RAAF contributed its famous No. 1 Sqn. which flew Australian-built *Lincoln* bombers in the campaign.

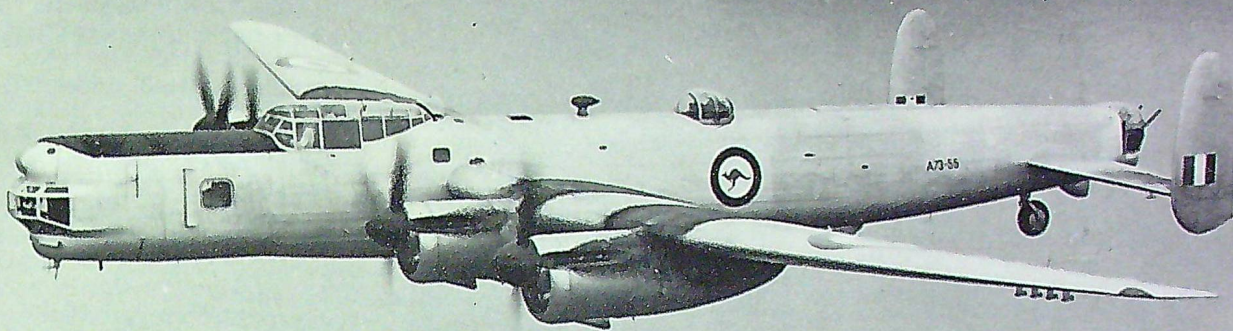
This was a new type of operation. In eight years and more than 3,000 sorties, crews dropped 33 million lbs of bombs and never once saw an individual terrorist in the area bombed. Bomb smoke mushrooms above jungle tree tops were the only immediate results that aircrew saw of their precision bombing. Very often actual results were not known at squadron headquarters until ground troops returned from patrols, in some cases weeks later.

#### THE RAAF TODAY

The Royal Australian Air Force of 1960 has a strength of approximately 15,500 personnel and operates about 450 aircraft. Broadly the Force is comprised of an operational element and a support element. The former is a balanced force consisting of a bomber wing (three *Canberra* squadrons), a fighter wing (three *Sabre* squadrons), and a transport wing (one *Hercules* squadron, one *Dakota* squadron), a VIP flight (*Metropolitans* and *Dakotas*) and two maritime squadrons (*Neptunes* and modified *Lincolns*). In addition, there are five Citizen Air Force (Auxiliary) fighter squadrons (*Meteors*, *Vampires* and *Mustangs*).

A lineup of RAAF Avon Sabres.





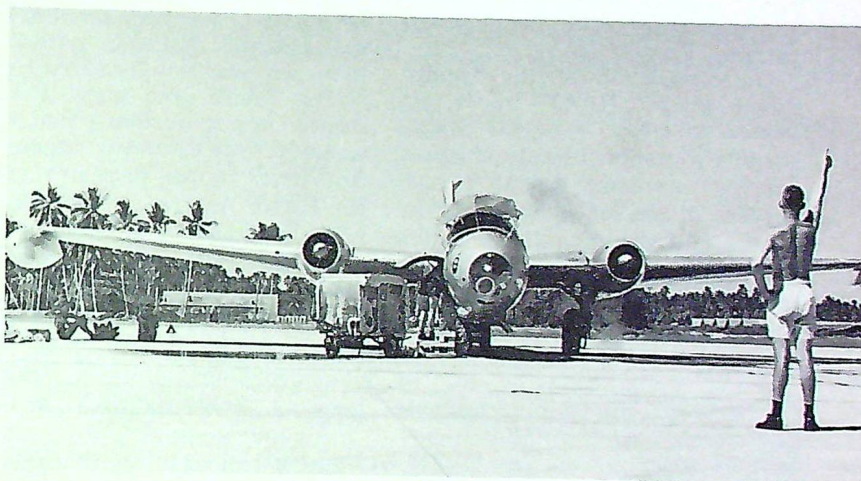
*The Australian built "long-nosed" anti-submarine reconnaissance Lincoln aircraft.*

The RAAF is established under the Department of Air, and is organized into three functional commands. The operational element is controlled by Home Command; Training Command handles flying and ground training, and Maintenance Command is responsible for technical servicing and supply. The command structure is designed to decentralize the operating activities of the RAAF as much as practicable from Department of Air, the policy making body. Wings, squadrons, units, schools, depots, and special units are allocated to the appropriate commands to carry out their prescribed functions. Special units such as airfield construction squadrons, research and development units (of which there are two) are normally under the functional control of the Department of Air.

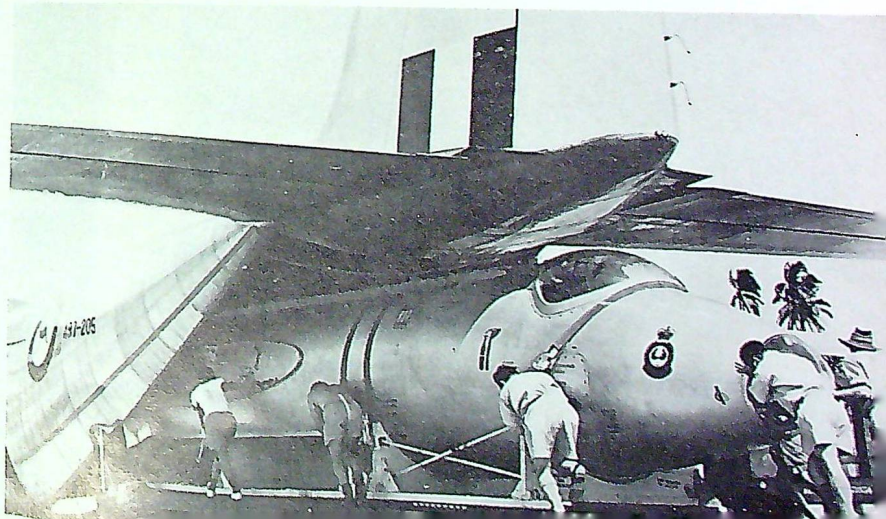
Where units are grouped together at one place the group of units is known as a sub-formation and the location is designated "RAAF Base". Administrative services such as transport, medical, maintenance, messing, etc. are supplied to all units on the bases by a base squadron.

The wing is currently the tactical element of the RAAF and consists of two or more operational squadrons, with technical support grouped together under a single controlling headquarters. Although normally located at a particular RAAF base, a wing may be required to deploy at short notice and

*An RAAF Canberra fires up at the RAAF's jet base at Butterworth in Northern Malaya.*



*A Canberra hitches a ride in a Hercules.*



operate from another base. Provision is made for a base squadron to be included in the wing to allow it to operate from an independent base in an emergency.

#### FLYING TRAINING

The Royal Australian Air Force pilot, whether cadet or aircrew trainee, carries out his basic flying training at No. 1 Basic Flying Training School, RAAF Base, Point Cook, Victoria. This phase is completed with each pilot logging some 116 hours flying time on the *Winjeel* trainer, a low-wing piston engine aircraft. Pilots get their first introduction to jet flying at No. 1 Applied Flying Training School, RAAF Base, Pearce, West Australia, where they receive 120 hours on the *Vampire* trainer. The RAAF at present is investigating the possibility of all-through jet training.

On completion of the applied flying phase, RAAF pilots are posted to either a fighter operational conversion unit or a transport or maritime squadron, depending on the requirements of the service and the capabilities of the individual. The intention is to give each pilot experience in an operational squadron as soon as possible after graduating from his flying training course. Later he may be fed back into the training machine

after completing the instructor's course at Central Flying School, East Sale, Victoria. All pilots are commissioned on graduation from the Applied Flying Training School. Navigators are trained at the School of Navigation, East Sale. The main ground training is carried out at the RAAF School of Technical Training, Wagga, New South Wales (NSW); Radio Apprentice School, Frognall, Victoria; the RAAF School of Radio, Ballarat, Victoria; and the RAAF School of Ground Training, Rathmines, NSW.

One task carried out by the RAAF, principally for the benefit of the Australian Army, is the training of paratroopers. Since 1951 the RAAF has operated a Paratroop Training Wing at Williamtown, NSW. This Wing trains personnel of all three services and recently the 20,000th parachute jump was successfully carried out.

The RAAF also plays a substantial role in exploring that vast and relatively unknown region, the Antarctic. In the past five years the RAAF Antarctic Flight logged more than 1500 hours flying time. Their discoveries have included previously unmapped mountain ranges and the world's greatest glacier. The Flight uses ski-equipped Canadian-built *Beavers* for work "below the circle" as they

call duty in the Antarctic. The RAAF's role in that outpost of the world is in connection with the Australian National Antarctic Research Expedition.

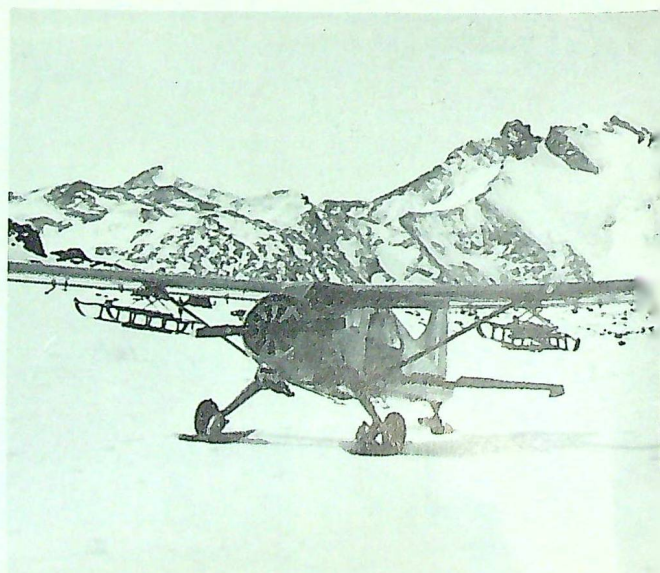
At the present there is still a major RAAF force overseas. Nearly a thousand RAAF members are stationed at RAAF Base Butterworth on the mainland of Malaya, opposite the island of Penang. They operate a *Canberra* jet bomber squadron and two *Avon-Sabre* fighter squadrons, in addition to the necessary ground control and base facility units for such an undertaking. Acquisition of 12 new Lockheed C-130 *Hercules* transports has increased the mobility of the RAAF and, in a recent exercise, *Sabre* fighters were ferried as cargo from Australia to Butterworth, each *Hercules* carrying a complete fighter.

Today the RAAF is on the threshold of another major chapter in its history. The era of the manned offensive aircraft is drawing to a close, and the RAAF is looking to missiles and anti-missile operation.

It is certain that the air-mindedness of the Australian pioneers, transmitted to the early members of the RAAF and enhanced by succeeding generations of volunteers since 1921, will not be found wanting in forethought or in courage in the years ahead.

Convair 440 aircraft are used for VIP air transport.

An RAAF *Beaver* in the Antarctic. Two dog sleds are suspended under the wings.



## TWIN-ENGINE INSTRUMENT TRAINER

Something new in the field of simulated instrument flying has been introduced into the RCAF.

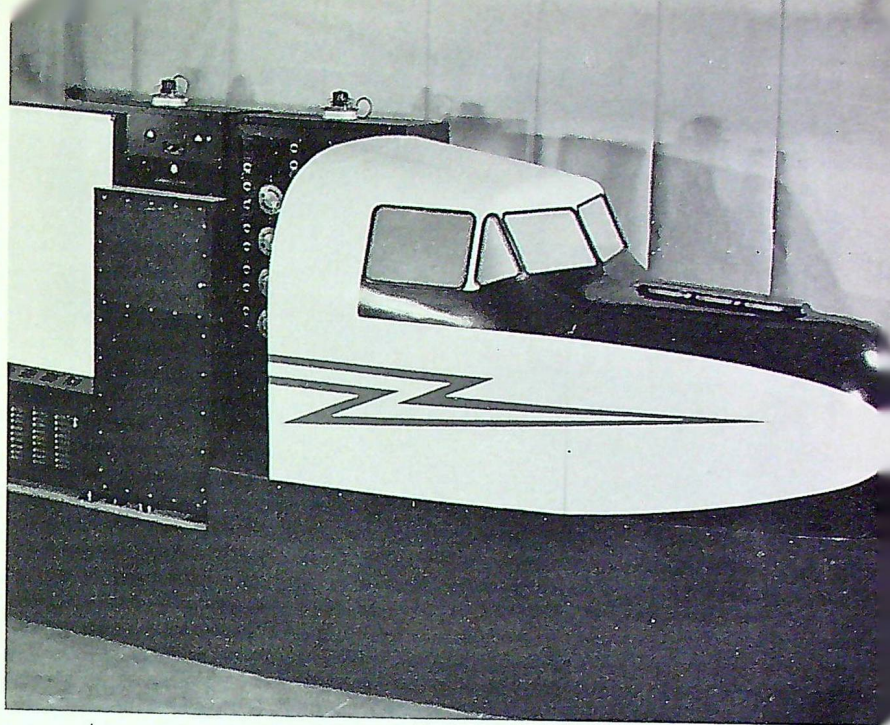
Six (of an RCAF order for 12) twin-engine electronic flight and instrument simulators are now being used at various stations throughout the Air Force. Produced by Canadian Aviation Electronics Ltd., the simulators possess all the features of a typical high performance, twin-engine transport. They are intended to provide an efficient and economical method of training pilots in modern radio and navigational procedures under instrument flight rule conditions.

The simulator is representative of twin-engine aircraft generally rather than the duplication of one specific aeroplane. Along with the standard flight instruments, it is also equipped with the most up-to-date navigation devices. There is an artificial horizon with integrated instrument landing system indicator (ILS), the course and heading indicator of an integrated flight system, a distance radio magnetic indicator (DRMI) with tactical air navigation (TACAN) and automatic direction finder (ADF).

The instructor's console allows him to simulate a wide variety of emergencies and system failures for the students in the simulator. Since the simulator is a twin-engine trainer the instructor can, of course, cause double the trouble that he could in a single-engine simulator. The desirability of this feature will, no doubt, be viewed in different lights by instructors and students.

At present, RCAF Stations Up-lands, Camp Borden, Winnipeg and Saskatoon have the new simulators and, when deliveries to the Air Force are completed, other stations will also be equipped with these elaborate devices.

The wise man doesn't expect to find life worth living; he makes it that way.



*A twin-engine instrument trainer now in service with the RCAF.*

## Guide the Hunter

Toronto's No. 2400 Aircraft Control and Warning Squadron (Auxiliary) possesses the newest official badge in the RCAF. Approved by Her Majesty the Queen late last year, it is the work of one of the squadron's own fighter controllers, F/O Peter Wiens.

The badge features a colour portrait of a male English pointer above the squadron's motto "Guide the Hunter". The dog at point symbolizes the unit's function; detecting, identifying and directing defending fighters to intercept enemy aircraft.

Now a Toronto commercial artist, F/O Wiens completed a tour of operations as an airgunner on heavy bombers during the Second World War, then resumed his education at the Ontario College of Art from which he graduated in 1951. He joined No. 2400 in October, 1954. Naturally, he's the squadron artist, formerly edited the squadron magazine "The Bird



*(photo courtesy the Globe and Mail)*

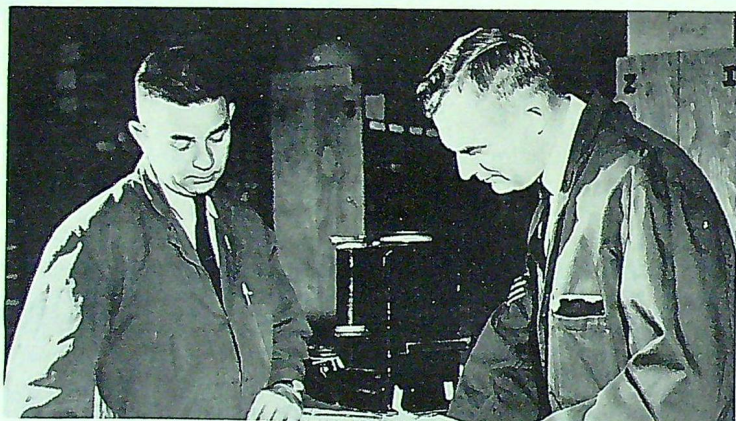
Watchers", and is currently member of the mess committee in charge of publicity.



The crew chief starts his day by receiving an aircraft assignment from the NCO in charge of Repair Office (l. to r.): Sgt. S. Forchuk and FS S. Caligan.



The crew chief investigates a dive brake LAC D. Corcoran and



One of the daily responsibilities of a crew chief is the drawing of different replacement aircraft parts from sub-stores (l. to r.): Sgt. B. Brennan and Sgt. S. Forchuk.

## A Day With

PHOTOSTORY BY CPLS. R. DAVIS

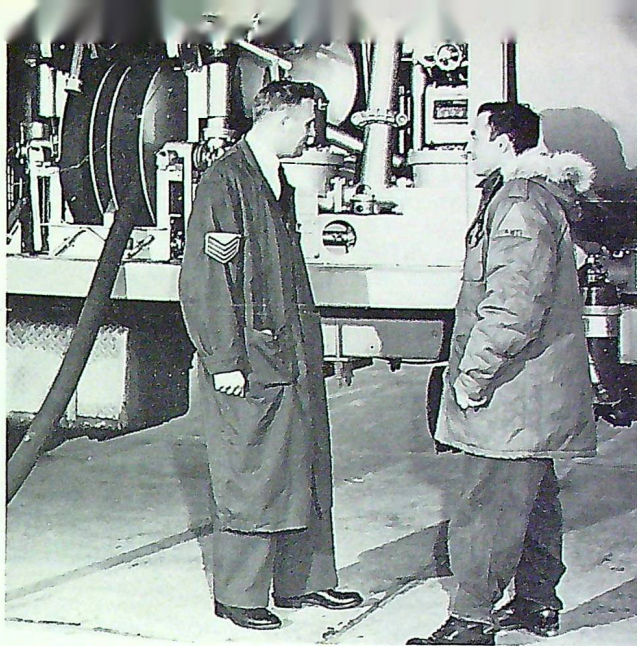
WHEN an RCAF pilot eases his aircraft off the ground he does so in the firm knowledge that the aeroplane is completely airworthy. This confidence is a silent but eloquent tribute to a group of specialists in the air force who carry a heavy responsibility—the crew chiefs.

The crew chief briefs his tradesmen on the aircraft snags requiring repair.





*Being repaired (l. to r.): Sgt. S. Forchuk, Cpl. R. Faulkner.*



*Sgt. S. Forchuk checks the fuel flow meter with LAC R. Page during a refuelling operation.*

## *The Crew Chief*

AND D. I. ROBERTSON.

Members of this exclusive group must be masters of their own trade and have a working knowledge of all allied trades, including airframe, aero-engine, munitions and weapons, instrument, electrical, telecommunication, safety equipment and radar. In addition, to ensure that a flying mission is successful, the crew chiefs must carry out a liaison role between their ground crew and the aircrews.

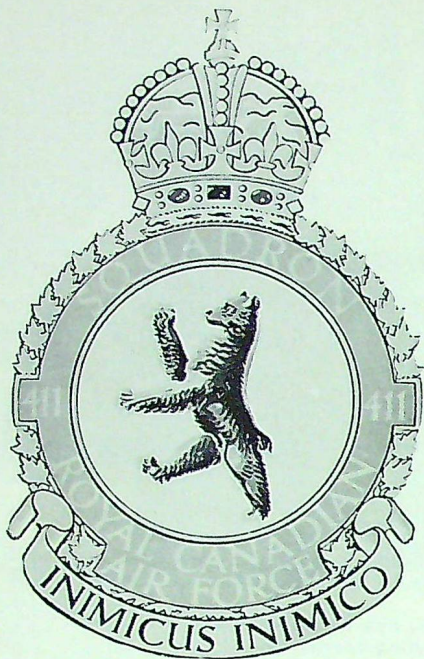
A typical crew chief is Sergeant S. Forchuk of RCAF Station St. Hubert. Sgt. Forchuk is responsible for the airworthiness of a number of CF-100 aircraft and, like all crew chiefs, his greatest satisfaction comes from the knowledge that he is making a substantial contribution to flying safety.

*A couple of satisfied customers indicate to the crew chief their approval of his work (l. to r.): Sgt. S. Forchuk, F/O J. Morfitt and F/O P. Louttit.*



*In the last stage of the maintenance cycle a CF-100 is positioned in front of the protective blast tubes for a run-up.*





# FROM DIGBY

# TO DOWNSVIEW

## Part One

By  
FLYING OFFICER L. R. N. ASHLEY  
AND FLIGHT CADET G. TATE  
Air Historical Section

Formed as a fighter unit in England in 1941, No. 411 (Grizzly Bear) Squadron today is the Toronto-based County of York auxiliary squadron. This is the first of a two-part history.

OF the eleven RCAF day-fighter squadrons that served overseas in the Western European and Mediterranean theatres in the Second World War, five were formed in the United Kingdom during 1941 under the terms of the British Commonwealth Air Training Plan. One of these units was No. 411 Squadron, which bore the badge of the "Grizzly Bear" with the motto *Inimicus Inimico* (Hostile to an Enemy).

The new squadron was born on 16 June, 1941, at Digby in Lincolnshire, England, where at that time the two original Canadian fighter squadrons, Nos. 401 and 402, were stationed as components of 12 Group of the RAF's Fighter Command. The first commanding officer of No. 411 was S/L Paul B. Pitcher, a veteran of the Battle of Britain, who brought with him from No. 401 two other experienced pilots, K. A.

Boomer and R. C. Weston, to be his flight commanders. Around this nucleus was built Canada's fourth, and one of its finest fighting units.

Throughout its career overseas the Grizzly Bear (or "Roaring") Squadron flew various marks of R. J. Mitchell's famous *Spitfire*. After a brief training period on the *Mark IA* it began operations in August, 1941, with *IIA Spits*. In October of that year it was re-equipped with the *VB* type which it flew for the next two years. October, 1943, brought the new *Spitfire IX*, a greatly improved modification of the type, which the squadron then used until the end of the war. After the fighting ceased the *IXs* were replaced first by *Spit XVI*s and later by *Spit XIV*s.

### IMPRESSIVE RECORD

The pilots of 411 put these sturdy machines to good use in the

circuses, rhubarbs, rodeos and ramrods of the long months of the air war as they guarded shipping along Britain's east coast, escorted the air armadas that blasted the vaunted strongholds of Hitler's *Festung Europa*, and clashed with the Luftwaffe's *Messerschmitts* and *Focke-Wulfs* in the skies of France, the Netherlands and Western Germany. The battle honours of 411 include: Defence of Britain (1941-1944), English Channel and North Sea (1942-1943), Fortress Europe (1941-1944), Dieppe, France and Germany (1944-1945) Normandy 1944, Arnhem, and the Rhine. The squadron destroyed 84 enemy aircraft, damaged 44, and scored three "probables" in air combat, while in ground-strafting attacks it wrote off five *He. 177s* and one *Me. 262*. No. 411's bag of other ground targets was equally as impressive and included 367 *MET*

destroyed, 353 *MET* damaged, 23 locomotives destroyed and another 65 disabled, as well as many rail lines cut in dive-bombing attacks.

The squadron's first CO, S/L Paul Pitcher, was succeeded in December, 1941, by S/L P. S. Turner, DFC and Bar, a Canadian in the RAF who had already distinguished himself as a fighter pilot in France and Britain, and who later won further honours in North Africa, Sicily and Italy. Stan Turner was followed in February, 1942, by another RAF officer, S/L R. B. Newton. Then, through the last three years of the war, came a succession of 12 COs, all members of the RCAF—S/Ls N. H. Bretz, DFC (28 September, 1942), D. G. E. Ball (22 March, 1943), B. D. Russel, DFC (16 April, 1943), G. C. Semple, DFC (8 July, 1943), I. C. Ormston, DFC (26 September, 1943), J. D. McFarlane (21 December, 1943), N. R. Fowlow, DFC (10 April, 1944), G. D. Robertson, DFC (20 May, 1944), R. K. Hayward, DSO, DFC (5 August, 1944), E. G. Lapp, DFC (10 October, 1944), J. N. Newell (19 December, 1944), and B. E. Innes, DFC (30 June, 1945).

A glance through the squadron



S/L P. B. Pitcher, 411's first CO.

record book discloses the names of many other famous fighter pilots. It was with No. 411 Squadron that "Buck" McNair and Wally McLeod trained for their later successes over Malta. Dick Audet (who scored a total of 10½ destroyed and one damaged in the air, and on one occasion destroyed five enemy aircraft in two minutes), H. C. Trainor (6½ destroyed, one "probable"), J. J. Boyle and M. G. Graham were some of the squadron's top-scoring "aces". One DSO, a score of

DFCs and two Bars appear on its list of honours and, in addition to these decorations won in air combat, two pilots were awarded the MBE for persistence and courage as escapers when brought down behind the enemy lines.

#### FIRST BLOOD

From Digby, after their preliminary period of training, the pilots started operations with a round of patrols and bomber escorts over the French coast and it was on one of these missions that they drew their first blood of the war. Shortly after reaching their patrol line on 27 September, 1941, the *Spitfires* met a considerable force of *Me. 109s*, which immediately attacked from above. The action soon developed into a number of individual dog-fights during which P/O R. W. McNair fastened on to the tail of one of the enemy and followed it down to 10,000 feet as he fired several damaging bursts. Thus the squadron's first score went to a pilot who was destined to become one of the RCAF's most famous fighters. Over the French coast Sgt. J. D. McFarlane's aircraft was hit by flak; after gliding his *Spitfire* to within a few hundred yards of the English coast, McFar-

At Hornchurch, Essex, February 1942. Front row (l. to r.): FS J. L. Mitchell, Sgt. L. P. McCline, FS R. H. Gridley, Sgts. E. G. Lapp, G. C. Semple and N. D. Mara. Back row: P/O H. W. McLeod, Sgts. W. B. Randall and J. B. Mowbray, P/O P. R. Eakins, Sgt. J. M. Reid, F/L R. N. Whalley (adjutant), P/Os W. F. Ash and F. E. Green, S/L P. S. Turner, P/O R. W. McNair, F/L R. C. Weston, S/L R. B. Newton, P/Os J. D. McFarlane and J. H. Long, and F/L K. G. Calvert (M.O.)



lane was forced to bail out and was subsequently rescued.

From Digby the squadron moved south, in November, 1941, to a more forward operational base at Hornchurch in Essex. Here it suffered its first losses in action. P/O J. R. Coleman and Sgt. D. A. Court were shot down on 8 December while No—411 was flying top cover for a formation of *Hurri-bombers*. A week later P/Os G. A. Chamberlain and T. D. Holden, both members of the squadron since its formation six months previously, were lost on a convoy patrol when their section was jumped by five *Me. 109s* near Calais.

On 12 February, 1942, the squadron, led by its new CO, Bob Newton, took part in the attack on the German battle-wagons *Scharnhorst*, *Gneisenau* and *Prinz Eugen* which, ringed with E-boats and flak-ships and covered by a busy umbrella of fighter escorts, were steaming through the English Channel on their way to Heligoland Bight.

#### DISTINCTLY CANADIAN

Then, early in March, No. 411 moved to Southend and, leaving most of its RAF groundcrew behind, began to assume the distinctly Canadian character among the ground personnel that it had had for some time in the aircrew department. It was from the soggy airfield at Southend that the squadron took off on 24 March to support a bomber mission against *Commynes*. After the target had been reached and the bombers turned homeward, 411's *Spitfires* were attacked by GAF fighters. The first assailants were beaten off, but more dogfights developed, forcing the squadron to fall behind the rest of the wing until finally it was engaged single-handed with the enemy. When the pilots eventually fought their way home they claimed three German aircraft damaged, but three of their own were missing and two more had crash-landed on the English coast. The missing pilots were P/O J. W. Sills, WO R. H. Gridley, both presumed dead, and P/O (later



P/Os R. W. McNair (left) and W. F. Ash discuss combat tactics.

F/L) W. F. Ash, who was shot down and taken prisoner.

The citation accompanying the award of the MBE to Ash, a native of Dallas, Texas, tells a story of dauntless courage. Crash-landing near Calais, he was able to evade capture and made his way to Lille where the French Underground made arrangements to take him to Paris. He was apprehended there at the end of May and sent to a prison camp at Schubin. In September, 1942, he exchanged identity with an Army private and joined a fatigue party from which he escaped, only to be recaptured the same night. In the spring of 1943 he took part in a mass escape from Schubin through a tunnel. With a companion he tried to reach Warsaw but was caught four days later and shortly afterwards he was sent to Stalag Luft III at Sagan.

There Ash served as an active member of the escape committee for the next 21 months. When other ranks were being transferred to Stalag Luft IV at Heydekrug, he again changed his identity and accompanied them. Under his direction a tunnel was constructed for a mass escape, but it was discovered by the Germans after ten prisoners had got away. Once

again Ash was recaptured and returned to Stalag Luft III. After that he was kept under close surveillance until liberated by the Allies at the end of April, 1945.

#### RETURN TO DIGBY

At the end of March, 1942, No. 411 returned to Digby and operated from there for the next year except for brief visits on exercises at such places as Shawbury and West Malling. It was from Digby on the cool morning of 19 August that the pilots took off to fly fighter cover for the largest-scale attack on "Fortress Europe" to date—the Dieppe combined operation. The squadron, flying more than 73 hours on four sweeps over France, chalked up the busiest day in its history up to that time. On the first sweep the wing found itself greatly outnumbered by enemy aircraft, mostly *F.W. 190s*, and in the ensuing battle two pilots were shot down; P/O P. R. Eakins was killed and P/O D. D. Linton became a prisoner of war. On the credit side, S/L Newton shared in the destruction of one enemy aircraft while F/L McNair probably destroyed another. The next three sweeps were less eventful, the only claim being a *Do. 217* damaged by S/L Newton and FS D. R. Mathe-son.

October, 1942, was highlighted by Exercise Aflame which sputtered and finally fizzled out. After five successive 24-hour postponements had reduced the pilots to nervous wrecks and stranded the road party—with no equipment, not even razors—for a couple of days in the wastes of Digby's satellite at Fairlop, the exercise was called off. The squadron returned to Digby. Next day the exercise was on again and they went back to Fairlop. Then it was off and they came home to Digby.

"Pilots and groundcrews", noted the adjutant, "expressed their disgust in rather certain terms". When, to add to their misery, the 3-tonner with all the armament and heavy equipment overturned on the homeward journey, the language became as foul and Anglo-Saxon as the weather.

#### DARK DAYS

Duff weather continued through November ("the dark November days when Englishmen hang themselves") and precluded large-scale operations. The squadron flew only 10 operational hours during the entire month and was far below its average in the next month as well. The "soup" hung on for week after week. Finally, in March, 1943, when Exercise Spartan commenced, the weather improved and 411 had 12 profitable days at Kidlington before moving to Kenley, Surrey, for a few weeks and then to nearby Redhill to spend the summer.

Through the long, dreary fall and winter months 411 had been under the command of S/L Norm Bretz, who had taken over from Bob Newton at the end of September, 1942. As he left the squadron Newton took with him its first "gong", a well-merited DFC. With the arrival of spring in 1943 came a new CO, S/L D. G. E. Ball. Three weeks later, on 14 April, Ball was killed in action. That was a dark day in the annals of 411: it cost them their commanding officer and two flight lieutenants. In a wing rhubarb over German-occupied France to strafe locomotives, transformers and vari-

ous buildings, the *Spitfires* ran into trouble. F/L J. G. Banford disappeared as he dived to attack a locomotive in a valley. F/L W. T. Johnstone's *Spit* was riddled by machine-gun fire, forcing him to bail out off Cherbourg. Six pilots, led by S/L Ball, immediately set out on an Air/Sea Rescue search for Johnstone, during which they were pounced upon by a gaggle of twelve *F.W. 190s*. P/O C. S. Pope destroyed one, and F/L G. C. Semple and F/O A. M. Barber shared another, but S/L Ball was shot down.

#### SUMMER 1943

Command of the squadron passed to S/L Dal Russel, one of the RCAF's Battle of Britain "aces", on 16 April, 1943. That summer the squadron earned plaudits on the ground as well as in the air. The fleet-footed adjutant, F/O A. J. Dale, breezed home to win the 440 at the RCAF No. 1 District Track Meet at White City, London (thus qualifying for the Overseas Championships), and LAC Grant placed third in the hotly-contested 800-yard race.

On 8 July F/L Semple, long one of the squadron's stalwarts, became the CO when Dal Russel was promoted to wing commander and appointed Wingco Flying for 17 Wing. Semple was an example of "local boy makes good". He had served continuously with 411

since his arrival, fresh from OTU, as a sergeant pilot on 7 November, 1941. The jubilation of the pilots in seeing one of their number receive a well-earned promotion was not unmixed with regret at losing W/C Russel whose policy of improving the squadron's efficiency, already outstanding in the wing—"all the dud pilots have been posted" exulted the squadron diarist—endured him to its personnel. Certainly, having left 411 after only a few months as its leader, a less modest man might well have taken great credit to himself for having welded a number of fighter-pilot individualists into a harmonious and well-balanced team.

With the change of command in July 1943 came a change in the organization of the squadrons in the field. Rumours that had been circulating on the subject for some time were finally set at rest with the announcement of the "gen". In the new organization of the 2nd Tactical Air Force the Canadian squadrons in the sector were grouped under 17 Fighter Wing in two airfields numbered 126 and 127. No. 411 Squadron with Nos. 401 and 412 would comprise 126 Airfield. All ground personnel except the adjutant, the medical officer, a technical NCO, and a clerk would be carried on the strength of the Airfield and the

*The medical officer, F/L K. G. Calvert, plays cribbage with P/O (later S/L) J. D. McFarlane.*



whole organization, living under canvas, would be completely mobile and adapted to the rapid movement involved in the concept of a second-front invasion force. On 18 July 411's ground personnel were posted to 126 Airfield and, after a hectic Battle of the Bumpf, the adjutant and FS H. J. Thomas emerged victoriously clutching the 17 secret, six confidential and 50 open files which had still to be retained by the squadron.

#### MOVE SOUTH

On 6 August 126 Airfield moved to Staplehurst, Kent, with an ease that reflected the wisdom



S/L I. C. Ormston, DFC.

of the new set-up. In the canvas caravanserai there the squadrons remained until the move to their "winter quarters" at Biggin Hill in mid-October. In addition to their operational commitments, the pilots were now learning to recognize AFV, MET, artillery and army formations—training which was later put to good use.

Exercise Starky, an attempt to lure the enemy out into the open by tempting him with a feinting convoy of cruisers, destroyers, tank- and troop landing craft, and large merchant vessels was staged in September. But the *Luftwaffe*, conspicuous by its absence of late,

refused to rise to the bait and wouldn't play. The squadron's first real action in some time came on 19 September during a ramrod against Lille-Nord. In the engagement F/O V. A. Haw was jumped by two *Focke-Wulfs* which shot him down near Courtrai. As a sergeant pilot at No. 11 SFTS, Yorkton, Victor Haw had won the AFM in October 1942 for his outstanding work as a flying instructor. "Chuck" Semple finished his tour late in September and S/L Ian Ormston then took command of the squadron.

On 13 October the fog at Staplehurst lifted long enough for the Grizzly Bears to make the trip to Biggin Hill—no sooner arrived than they began to improve "the very sordid appearance" of the dispersal allotted to them. With "paint brush, broom and scrounge" they made the place look "fairly habitable". Eventually the squadron's artist, F/L R. S. Hyndman, was let loose with his paints and produced three large human forms on the walls. Since Sixtus IV dropped in at his chapel to see what that Buonarotti chap had been dabbling on the ceilings there had not been such delight as that expressed by the squadron pilots when they first viewed Hyndman's frescoes, which showed that he shared with Michelangelo a sound knowledge of "significant form".

#### WINTER ACTION

Along with the refurbished winter quarters 411 also had new aircraft, *Spitfire IXs*. Like the *Spit VB*, it was armed with two 20 m.m. cannon and four .303-inch machine-guns, but its performance was much superior: maximum speed of 408 m.p.h. at 25,000 feet, a service ceiling of 43,000 feet, and a rate of climb of 6.7 minutes to 20,000 feet.

During the winter months at Biggin Hill the squadron lost two of its seasoned pilots, F/L D. R. Matheson and P/O J. A. St. Denis. Returning from a ramrod operation to Cambrai aerodrome on 1 December, the pilots saw enemy fighters taking off

from the airfield at Chevres and Blue section was ordered to attack. Matheson and F/O S. A. Mills each destroyed a *F.W. 190*, but as St. Denis and Matheson sought to rejoin the squadron they were bounced by a pair of *Focke-Wulfs*. Both *Spitfires* went down; St. Denis was killed in his aircraft. Matheson survived as a prisoner of war. Three weeks later the squadron CO, Ian Ormston, was injured in a flying accident and S/L J. D. McFarlane, one of 411's old-timers, replaced him in command.

#### PREP FOR INVASION

In February 1944 the Roaring



S/L G. C. Semple, DFC.

Squadron began dive-bombing and strafing training that was soon to prove of use in supporting the combined assault on Europe. The "dreadful note of preparation" was in the air. Most of that month was spent on an air-firing course at Peterhead in Scotland; in March 411 took part in an army co-operation scheme after which it moved into tents at Tangmere and then went on to Fairwood Common in Wales for dive-bombing training. The Grizzly Bears' role in softening up the enemy for the impending invasion, and in participating in the vast plan for

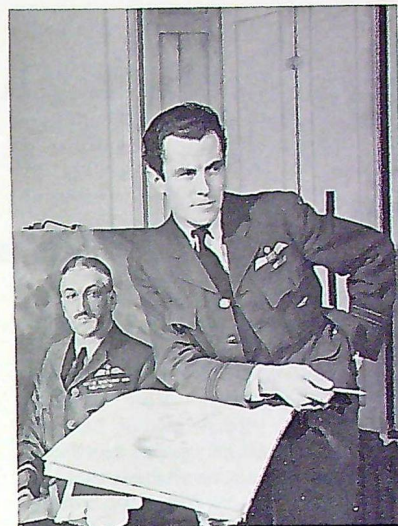
knocking out his lines of communication preparatory to the Allied landings, was becoming clearer.

Gradually administration in the wing was decentralized to increase still further its mobility. The squadron became more and more efficient at packing its gear and pitching and folding its tents,

operating in ever-increasing independence as a member of the smoothly functioning team. Meanwhile, the pilots continued their ramrods and sweeps, or relaxed at softball and the cinema—waiting, preparing for “The Big Show”.

(To Be Concluded)

F/L R. S. Hyndman, with oil portrait of A/V/M/ C. M. McEwen.



## Three-Tour Man

Long before the RCAF's No. 411 Squadron reached Digby a Canadian flier, then a member of the RAF, was posted to that station during his unusual service career. Squadron Leader J. D. Coupland, now a staff officer in the Records Office at AFHQ, has the unique distinction of having completed three operational tours — each one in a different capacity.

Logging a total of 261 missions, during 50 months of operational flying, S/L Coupland completed operational tours as an air-gunner, observer and pilot.

This rare record of achievement

S/L J. D. Coupland



began in 1935 when, as a youth of 16, S/L Coupland joined the RAF as a “boy” entrant. After serving as a photographer he qualified, in due course, both as an air gunner and as an observer. When hostilities began, he was sent to a night fighter squadron equipped with Bristol *Blenheims*. The pressing need at that time was for air gunners, however, so, in spite of being a qualified observer, he spent the next six months occupying a gun turret. On this first tour Sergeant Coupland flew on “Kipper” patrols, so called because the job was to protect shipping off the coast of England. It was a quiet prelude to a hectic wartime career.

After completing tour number one he was sent to instruct in aerial photography but this task was cut short by the Dunkirk disaster. Reporting to No. 53 Squadron of Coastal Command, Sgt. Coupland began his second tour, this time as an air observer. France had fallen, invasion appeared imminent, stirring days were ahead. The Battle of Britain was on. While the *Spitfires* and *Hurricanes* duelled with the Luftwaffe, Sgt. Coupland and his colleagues hammered away at Channel ports and enemy shipping. When the campaign ended Sgt. Coupland, along with the other aircrew members of his squadron, were awarded the Battle of Britain rosette, a rare honour for non-fighter pilot personnel.

With two operational tours completed he was returned to instructional duties for a year then was selected for pilot training. Sgt. Coupland returned to Canada, after an absence of 15 years, and was graduated as a pilot and commissioned as a pilot officer in February 1943.

Returning overseas, he was posted to No. 137 Squadron as a *Hurricane* pilot and was soon adding to Germany's transportation problems by engaging in train-busting exercises. The efficiency of these operations was greatly increased when the squadron converted to rocket-firing *Typhoons*. Later, the task of shooting down “doodlebugs” was added to the squadron's repertoire and provided an interesting diversion from the more serious business of attacking V-1 sites. Transferred to the Second Tactical Air Force, F/O Coupland continued his belligerent activities through Normandy and the Lowlands until his fighting days were finally over with the completion of his third operational tour.

A wife is someone who stands by her husband through the troubles he wouldn't have had if he hadn't married her.

## Stations of the RCAF:

# CAMP BORDEN

### The Schoolhouse of the RCAF

by

FLIGHT LIEUTENANT W. A. REVELL

TO SOME stations in the air force fall such exciting tasks as turning out jet pilots, carrying out live-firing exercises or dispatching heavily-laden transports to far-away places. Today RCAF Station Camp Borden performs a less glamorous but equally important role: that of schoolhouse of the RCAF.

Camp Borden is almost as old as the history of flying in Canada. In January 1917 Britain's Royal Flying Corps started a training station there. Thus, Borden became the first airfield in Canada to be developed for military flying. Until the end of the First World War Borden remained the chief training

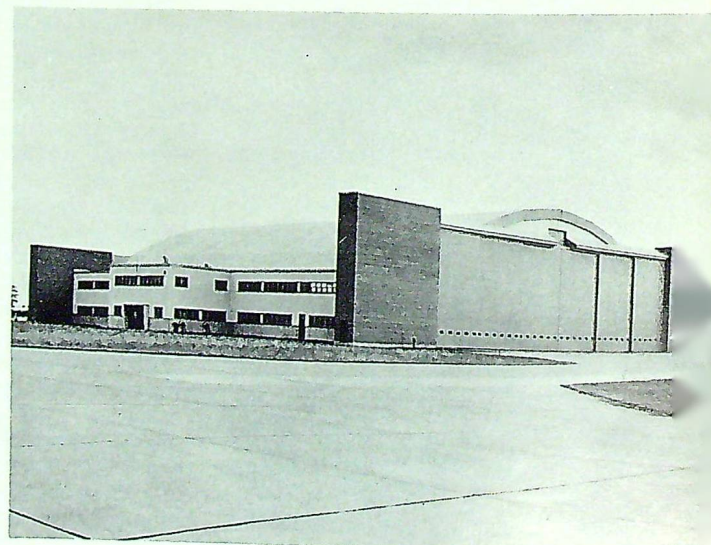
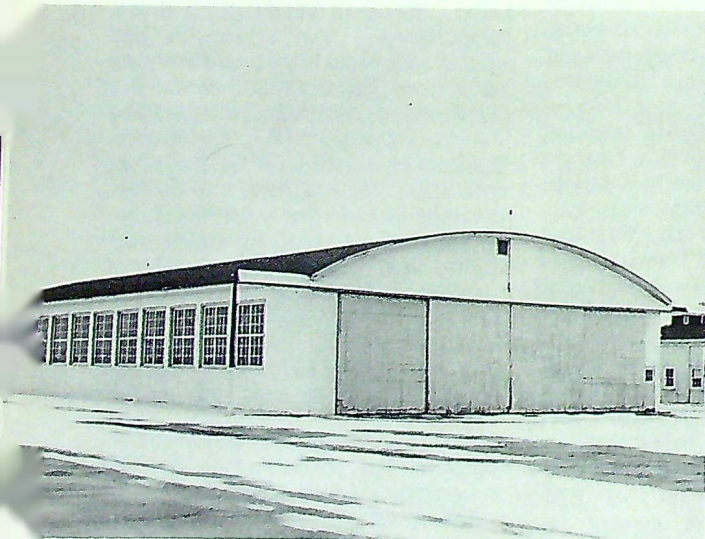
centre for the RFC, and later the RAF, in Canada. When the Canadian Air Force was established in 1920 Camp Borden became its "School of Aviation" and air and ground training have been carried on there ever since without a break. This year the sprawling central Ontario base celebrates its 40th birthday as a Canadian aviation stronghold.

For a decade Camp Borden was unrivalled as the centre of service training. By the late '20s, however, the size, location and maintenance costs of the station were causing concern. Its buildings (temporary structures dating back to 1917) were rapidly deteriorating. A new permanent training centre was

developed at Trenton and after 1931 many of Camp Borden's activities were transferred to the new station. Nevertheless, Camp Borden was not abandoned, although for a time only No. 2 Technical Training School was located there. When the Second World War began, Camp Borden was the centre for intermediate air and ground training. Early in 1940 its various units were re-organized as No. 1 Service Flying Training School and in July of that year the school began training pilots for the British Commonwealth Air Training Plan. Number 1 SFTS operated until the end of March 1946 when No. 2 TTS, which had been closed in November 1939, was re-formed.

*Still in service are some of the hangars built by the Royal Flying Corps in 1917...*

*... and, forming a striking contrast, are Borden's new steel arch hangars.*



Today, RCAF Station Camp Borden is the service's major centre for producing the highly skilled tradesmen whose job it is to keep the RCAF flying. To this end approximately 3,000 students are graduated each year. The training covers a wide variety of trades, ranging from basic technicians to advanced specialist and supervisory courses, from courses running a few weeks to others taking almost nine months. In addition to the basic courses there is a great variety of advanced courses for officers and NCOs in specialist and supervisory fields. This large and diversified training has been divided into six schools.

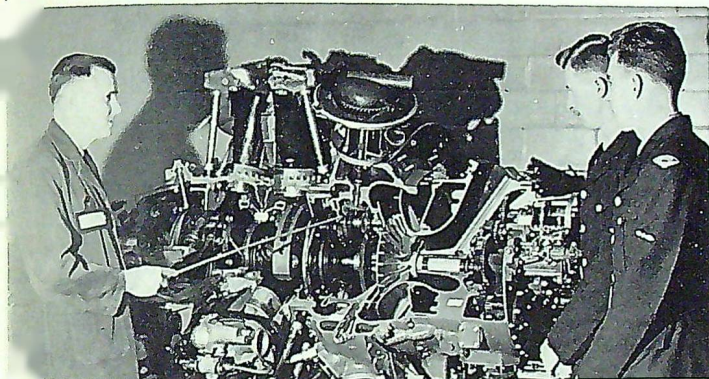
Trade Introductory School (TIS) instructs students in the basic

electrical, munitions and weapons, safety equipment, photo recce, and photo ground.

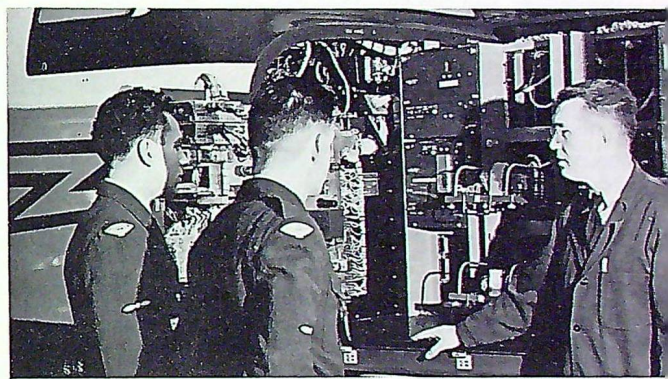
Aircraft Trades School (ATS) is divided into three branches, the Instrument and Electrical Branch, the Airframe and Engine Branch, and the Maintenance Training Branch. Following TIS the students in the airframe, engine, instrument and electrical trades are given classroom and theoretical training in either the Airframe and Engine Branch or the Instrument and Electrical Branch. On the completion of this phase all students are given practical training in the Maintenance Training Branch. This training is carried out in the hangars where aircraft equipment and problems simulate

with theory and practical instruction on guns, bombs, rockets, pyrotechnics, release gear, and explosives handling. Upon completion of this course, the airman may look forward to employment at explosives depots, operational stations, repair depots or experimental units.

The Armament Systems Branch receives students who have completed a basic electronic and radar course at RCAF Station Clinton. As a student in the Armament School, the airman is further trained for 26 weeks on electronic theory, radar units, computers, and gunsights associated with the *Sabre* and *CF100* aircraft. Graduates of this course are employed, for the most part, at Air Defence Command and No. 1 Air Division units.



*Cpl. R. K. Hill instructs students on the intricacies of an aero engine (l. to r.): Cpl. Hill, LAC W. D. Trimble and LAC C. R. Frail.*



*Flight Trainer technicians receive instruction on the general purpose flight procedure trainer (l. to r.): LAC T. J. Corbett, LAC J. C. Petit and Sgt. C. L. Dixon (instructor).*

skills common to all technical trades and ensures their ability is sufficient to begin specialized trade training. The school provides instruction in workshop practices and general technical and academic subjects as a prerequisite to the later trade training. In addition, five weeks of basic electricity are given to certain trades, and this training is carried out in the instrument and electrical department of the Aircraft Trades School. Trades which pass through TIS prior to specialized training at one of the other schools on the unit are: aero engine, airframe and their related conversion courses, instrument and

as closely as possible operational working conditions. On successful completion of this phase students are graduated at the group one level. In addition, the Instrument and Electrical Branch provides training for flight trainer technicians and electronic training for qualified instrument and electrical technicians.

Armament School comprises four training branches: Munitions and Weapons, Armament Systems, Officer Training, and Photo.

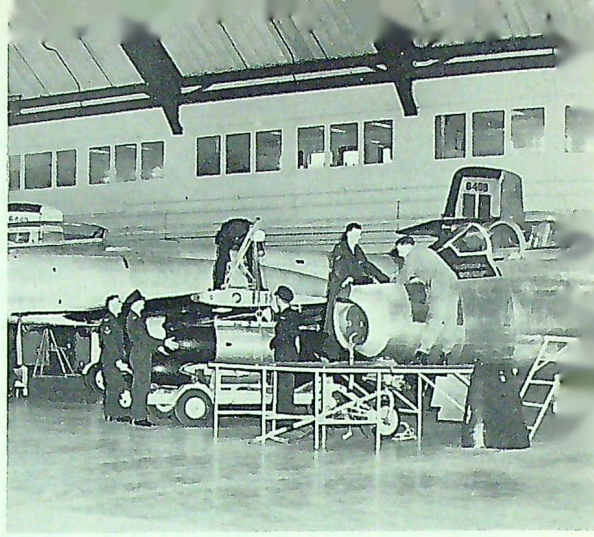
The Munitions and Weapons Branch is responsible for training on all airborne and ground armament. The 12-week course deals

The Officer Training Branch provides training for technical armament officers and flight cadets who have completed the basic electronics course. This 26-week course embraces both armament systems and munitions and weapons, with emphasis on technical administration.

Training in the Photo Branch covers all types of photography used in the air force. In 26 weeks students learn every aspect of the business from aerial survey to portraits. Special conversion courses are also given to enable experienced airmen to learn about new equipment and advanced tech-



In the approach control trainer are (l. to r.): F/L R. D. MacKellvie, F/L McNeil, F/L A. F. Meredith (instructor), F/L L. J. Hogan and F/L K. B. Mosher (instructor).



Armament School students at work on F-86 and CF-100 aircraft.

niques of the trade. This branch also has facilities for an officers' course, a condensed version of the airmen's basic course.

In addition to these four branches, a planning section prepares all training literature and approves training aids. It is through this section that a constant standardization of training material is accomplished.

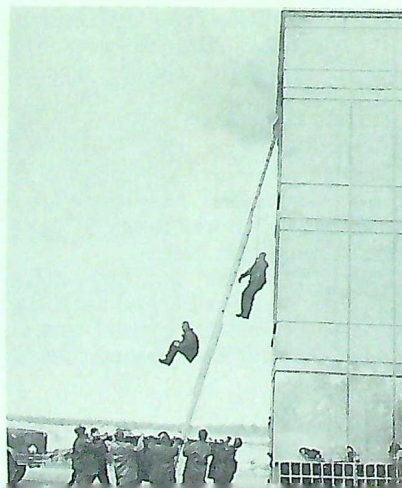
The aim of the Fire Fighting School is to teach the basic principles and fundamentals of fire prevention and protection as applicable to buildings, equipment, aerodrome protection, crash fire fighting and rescue. Courses given include: a 14-week course for fire fighter supervisors; a special four-week course on automatic fire protection systems for Department of National Defence fire protection personnel (Navy, Army, RCAF and civil service). Among the civilians trained at Camp Borden in crash rescue and fire fighting techniques are personnel from Northern Electric, Bell Telephone, Canadian Pacific Airlines and the Department of Transport.

Since the Supervisor's Course started in 1956 over 200 senior NCO's and warrant officers have completed its 14-week syllabus. Senior NCO courses should be completed by July 1960; however,

with slight changes to the present course, all RCAF fire fighter junior NCO's will be given similar training beginning this summer. Since a Fire School has been established in the RCAF, the efficiency of fire departments throughout the service has improved considerably.

The School of Flying Control teaches all phases of air traffic control, using the latest techniques and simulators in the process. The training includes an aircraft control operators' course for airmen, and courses in basic flying control and approach control for officers.

Fire fighter supervisors practice rescue techniques.



The ground controlled approach department of the school teaches airmen to use radar so that they can safely control an aircraft approach to the point of touchdown on the runway, without the pilot having visual reference to the ground.

The Supervisors' Service Training School (SSTS) conducts a six-week course for senior NCO's and warrant officers. This course is designed to develop the leadership potential of the student and to improve his general service knowledge. A student who passes the SSTS course is also considered to have passed his flight sergeant qualifying examination. For sergeants in the aircraft trades the SSTS course is preceded by a two-week course in technical administration.

During the months of July and August the staff of SSTS is fully employed in the administration and instruction of 200 air cadets comprising the Royal Canadian Air Cadet Senior Summer Camp. One hundred of these cadets take the Drill Instructors' Course while the remaining 100 cadets take the Senior Leaders' Course.

One of the most essential organizations at Camp Borden is Training Standards Establishment (TSE) Detachment. TSE Detachment sets

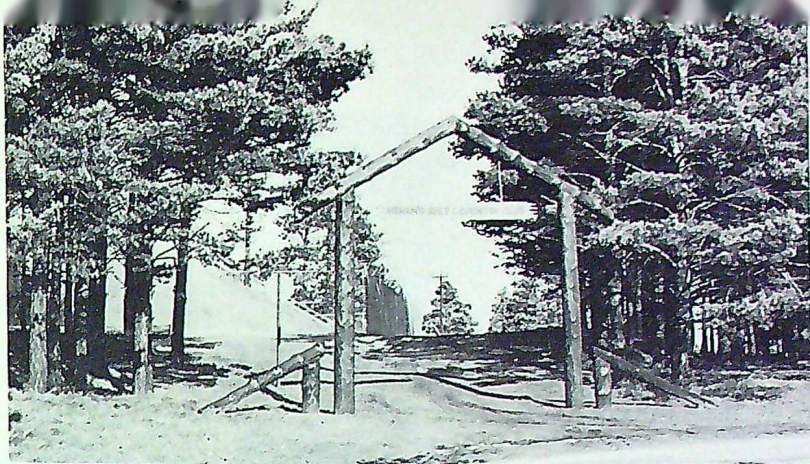
all final examinations for basic courses taught at the various schools at Camp Borden and sets the semi-annual trade examinations for these trades up to group three level. Final examinations for advanced courses, and assistance in preparation of examinations for special courses is also the responsibility of this unit. In addition, the unit makes special examinations for the Canadian Army and for Recruiting Units i.e. provisional group examinations.

On the extracurricular side Camp Borden has a comprehensive recreation and entertainment programme in existence. Facilities include a large indoor hockey rink, bowling alleys, badminton courts, rifle range and swimming pool. In addition to all the activities normally associated with an air force station, Camp Borden has such unusual ones as skin-diving, ham radio operation and its own private golf club.

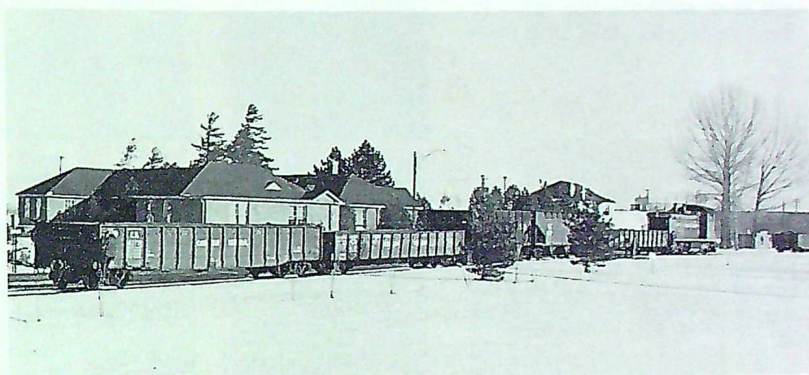
Located some 70 miles north of Toronto, the station comprises approximately 2,300 acres. Through this spacious area run 11 miles of RCAF-operated railroad. There are 120 buildings on the station proper, 30 of which date back to 1917, plus 325 modern homes in Anderson Park, one of the finest PMQ sites in the service.

As well as the many attractions and facilities available to service members within the station, Camp Borden is blessed by being located within an afternoon's drive of some of Ontario's finest tourist attractions and cities. The immediate area abounds with picnic sites, parks, and fishing and hunting regions. Along the shores of Lake Simcoe approximately 20 miles east, are miles of beach, four golf courses and a great variety of summer entertainment. A few miles to the northwest is Georgian Bay, another popular resort area.

Personnel do not have to go far afield for interservice fraternization. Almost dwarfing the RCAF station in size is the adjacent Camp Borden army installation. Together they make a community affecting the economy of the area for many miles in all directions.

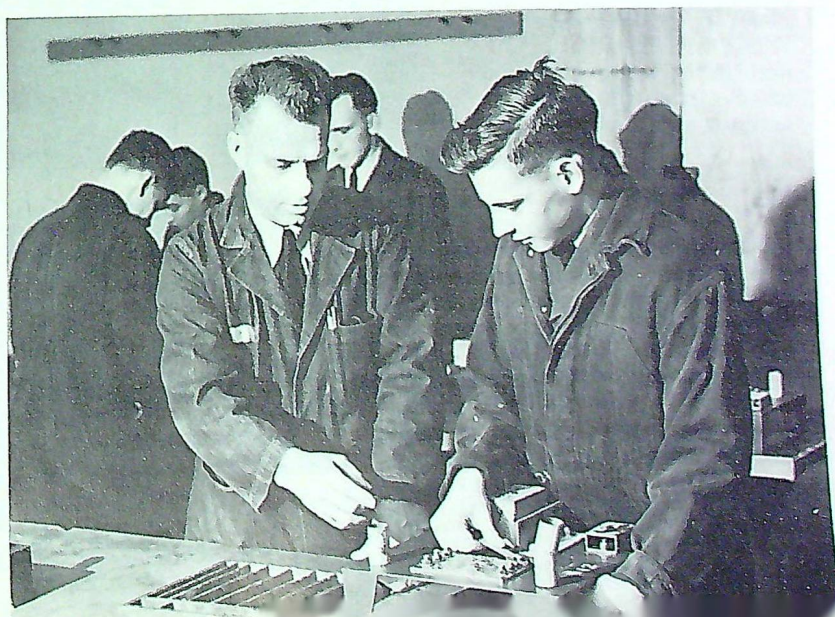


*Entrance to the airmen's golf and country club at Camp Borden.*



*A train is operated by the air force at Borden.*

*Cpl. N. Holmes (left) of the trade introductory school shows AC Daley the proper use and handling of spanners.*



# The Suggestion Box

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

F/O P. Brown of AMCHQ suggested the use of standard six foot swing back ladders for fire trucks.



FS R. J. Dupuis and Sgt K. J. Kempster of Station Rockcliffe suggested an exposure nozzle for attachment to fire hose.

F/O C. D. Dove of Station Moose Jaw suggested a plumb bob guide and marker set to be used with Cox and Stevens electronic weighing kit.



WO2 W. F. C. Walsh formerly of Station Trenton, now at AFHQ made a suggestion concerning the RCAF inwards loan register and for a suggestion concerning protective caps for account audit stamps.



Sgt D. T. Pledge of Station Camp Borden suggested a modification to the TS-301A oscilloscope.

FS A. C. Gunnell of Station Cold Lake suggested a test stand for the computer sub-assembly (Book 9) to be used with the MG-2 fire control system in CF-100 aircraft.



Sgt F. W. Apt of Station Cold Lake suggested a method of reducing a critical shortage of lift accelerometers by replacing those in use on test benches with a simple alternative.

Cpl. R. J. Gregory of Station Comox made a suggestion concerning a spring tensioning tool for the practice bomb container.



Cpl. P. N. Nicholls of 2 Fighter Wing suggested a method of decocooning stored aircraft.

Cpl. A. A. Brunelle of Station Calgary suggested a water level gauge for Thibault fire trucks.



Cpl. R. B. Warke of Station Namao suggested a standard size for RCAF Forms E47, E56, and E93.

Cpl. P. C. Devereux of Station Winnipeg suggested the replacement of inverter carbon piles at unit level.



LAC E. J. Standing of CJATC Rivers suggested the installation of handles on the man-hole covers of two electrical power wells in the newly constructed hangar at CJATC, Rivers Camp, Manitoba.

Cpl. W. G. Newman of Station Cold Lake devised a modification to provide a disconnect for twin camera recorders for CF-100 aircraft.



LAC N. E. Burns of Station Winnipeg invented a tool for extracting tail pipes of T33 aircraft.

Cpl. A. H. M. Allan of 5 Air Div suggested amendments to RCAF Form D-25.



LAC C. E. Gill of Station Trenton suggested modifications to the teletype projector cabinet.



# RCAF ASSOCIATION



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

## THE NEW YEAR'S CHALLENGE

WHILE the RCAF Association at the beginning of 1960 can look back on the accomplishments of the "Anniversary Year" with pleasure and pride, the challenge of the new year is an impelling one. Gains in membership and in range of activities have come during the past few years not in abundance nor with great rapidity but with the steady tread denoting real progress. The challenge of 1960 is to maintain that progress and to increase the momentum if possible. It is not a year for coasting.

The challenge will be heard in Association Wings from coast to coast during the next few months. It will be sounded again and in clearer tones at the annual Group meetings. And the answer to whether or not the challenge has been successfully met will be given at the National Convention to be held this year in Toronto in May.

The main problem to be solved in meeting the challenge is the dual one of membership and activity. A greater number of members makes opportunity for more activity. Greater activity attracts more members. The two are inseparable. And membership and activity form the yardstick by which growth is measured.

*The commanding officer of RCAF Station Namao, Group Captain W. F. M. Newson, visits No. 700 (Edmonton) Wing. With him are members of the Wing's local committee and Group and National representatives.*

*No. 101 (Halifax) Wing have their colours presented by A/V/M/ A. L. Morfee (l. to r.): Miss V. Amirault, R. Russell, S/L K. W. House, J. Murphy, A/V/M/ A. L. Morfee, W. Wigginton, Mrs. Burgess, W. MacKay, Mrs. Morfee, W. Beuree, G/C C. W. Burgess, M. Byrne.*



**TENTH ANNUAL CONVENTION — ROYAL CANADIAN AIR FORCE ASSOCIATION**

**MAY 19th, 20th, 21st, 1960**

**ROYAL YORK HOTEL — TORONTO**

The problem has been solved in some localities. The solution has not always come easily nor has it been the same solution in every case. In some localities emphasis was placed on membership which, in turn, produced activity. Sometimes activity was stressed which increased membership. But in all cases the solution has come because the problem was recognized and the resolve to surmount it was not lacking.

The challenge of 1960 goes out to all members in the Association. How strong will be the response?

### GROUP MEETINGS

Alberta Group executives and delegates will be the first to consider means of contributing to the growth of the Association in the new year. The annual meeting of the Alberta Group will be held in Calgary on 23 January.

The Maritime Group will assemble this year in Halifax on 19 February while the Ontario Group meeting is slated for Oshawa on 5 March.

The three other Groups will meet during the last week-end in February, two of them in joint session. While Quebec Group meets at the home of No. 302 Wing in Quebec City on 27 February, the Manitoba-Northwest Ontario Group will be meeting in Saskatoon with the Saskatchewan Group. This will be the first time that a joint meeting of this type will have been held. One of the chief topics on the agenda will be a realignment of Wings within a Group formation.

### NATIONAL CONVENTION

The annual business meeting of the Association, the National Convention, will be held at the Royal York Hotel in Toronto on May 19, 20 and 21 with the Toronto Wings as hosts to delegates from all of Canada. The Convention Committee will be meeting frequently between now and then to complete all the many arrangements necessary in setting the stage for the 11th annual meeting and the fifth to be held under local sponsorship. Prior to 1956 all National Conventions were held in Ottawa.

### MEMBER OF THE YEAR

Nominations for a "Member of the Year" award will be on the agenda of both Group and National meetings for the first time this year. The award, authorized at the National Convention in Montreal last year, is intended to recognize the achievements of one whose influence in his Wing or Group has been beneficial, either directly or indirectly, to the Association as a national body.

Regulations for the award stipulate that each Group may name not more than two nominees each year and that each nomination will be supported by a detailed statement giving reasons for the nomination of each candidate. The "Member of the Year" will be announced at the National Convention.

### LETHBRIDGE BONSPIEL

For the seventh consecutive year No. 702 Lethbridge Wing of the Association is sponsoring an International Bonspiel. This event has been a successful one from the very beginning and has grown in popularity each year. Curling rinks from the Association, the RCAF, the USAF and the USAF Association are eligible to compete for the Dell Martin Memorial Trophy, the top award, and three other trophies.



(Photo courtesy of Mr. L. Maurice.)

Guest speakers meet the RCAFA's maritime group president at a charter night dinner held at No. 254 (Miramichi) Wing (l. to r.): G/C N. W. Timmerman, W/C D. L. Ramsay, Mr. S. McLeod and S/L T. B. Winslow.

L. N. Baldock, chairman Windsor anniversary committee, presents Mr. G. M. Grant of the Board of Education with copies of "There Shall Be Wings" to be placed in the libraries of Assumption University, public and high schools of Windsor and district.



7TH INTERNATIONAL AIR FORCE BONSPIEL  
at Lethbridge

Fri. & Sat. March 18-19, 1960

Eligibility — Members H.M. Air Forces  
RCAFA, USAF, USAFA

To ensure entry a fee of \$25.00 must accompany  
registration to: Mr. Chas. Linn,  
P.O. Box 1086,  
Lethbridge, Alta.

Deadline for entries — March 8th, 1960

# Letters to the Editor

REFEREE'S BAD CALL

## ST. MARGARETS SPORTSMEN

Dear Sir:

Service personnel at RCAF Station St. Margarets are proud of their achievement in furthering the interests of sportsmanship and conservation. For their efforts in 1959 they received from the New Brunswick Fish and Game Protective Association the trophy awarded annually to the most active branch in the province.

Organized in 1958, the St. Margarets club under its first president, W/C E. C. Briese, purchased a hunting and fishing camp on McKendrick Lake. During the second year of operation, led by president F/L J. D. Dickson, the club sponsored a Junior Fish and Game Association for 12-17 year olds and gave instruction to more than 40 teenagers in wild life conservation, woodcraft, sporting techniques and allied subjects.

Last year a lease was obtained for a camp site on the Renous River and a cabin was erected by volunteer labour. The property has been well used for family picnics, youth camps and fishing and hunting headquarters. An ambitious programme has been planned for 1960, highlights of which are again conservation, sportsmanship and education of youth in these concepts.

Queries from other stations regarding the functional organization and programme of such an association will be welcomed by the club executive.

F/L W. S. Deacon,  
RCAF Stn. St. Margarets, N.B.

## ZOOLOGICAL QUIBBLE

Dear Sir:

Your story on the Cold Lake Rocket Meet (THE ROUNDDEL, Vol. 11, No. 8) has prompted our squadron poet to come up with the following:

With eagle eye we read it through  
To see what went with 432;  
Then we found, with sense of shame,  
You didn't know our flamin' name!  
"Panther" squadron you called us there —  
Tch, tch, dear boy, how couldst thou err?  
We're "Cougars (Black)" — that's what  
we are —

The finest in the land, by far.  
So kindly learn your squadron names  
Before we shoot you down in flames!

No. 432 (AWF) Squadron,  
RCAF Stn. Bagotville.

## PIX ON RETIREMENT

Dear Sir:

One hears periodically via the "grape vine" that a long-time friend has retired from the RCAF.

Would it not be possible to publish a picture and short narrative of each officer and airman who retires after 20 or more years' service? Since the number of persons in this category is not too great, such recognition in THE ROUNDDEL should not take up too much space.

FS J. W. Brown,  
1110 Tech. Serviced Det.,  
Montreal.

*(Ed. note: This suggestion pops up every year and the answer must remain the same: NO. It's not that we don't wish to recognize these retirements but, despite correspondent Brown's conclusion, a considerable number of 20-year veterans retire every month and to honour each would require several pages per issue.*

## ORDER OF THE BEAVER

Dear Sir:

Nova Scotia's ancient Order of Good Cheer is now complemented by RCAF Station Beaverbanks' Order of the Beaver — awarded to individuals for outstanding station service.

The award is a cigarette lighter engraved with the station crest in colour, Order of the Beaver above it, and the recipient's signature inscribed on the back.

First winners were WO2 A. E. Foster, Cpl. A. D. Poole and FS R. R. D'Entremont. They received their awards from Beaverbank's commanding officer, W/C R. C. Wilson.

F/L P. G. Chipman,  
RCAF Station Beaverbank.

Everything comes to those who wait —  
on themselves.

Loud mouths don't have to worry about a shortage of food. They usually have to eat their words.

Dear Sir:

I enjoyed the article by F/L Ray Boucher (Vol. 11, No. 9) but would like to know whether Ray is trying to prove that Canadian football referees can't read or write or whether the editorial staff goofed while proof-reading.

The story states that the forward pass was not adopted in Canada until 1939. It's always been my understanding that Warren Stevens used it quite effectively while quarterbacking the Montreal team to the Grey Cup championship in 1931.

S/L J. A. Connolly,  
NORAD Hdqts., Colorado Springs.

## SEEKS INFORMATION

Dear Sir:

In an effort to compile a pictorial history of No. 441 Squadron we wish to contact, through the medium of your magazine, former members of the squadron. We would appreciate it if these ex-squadron members would send snapshots of their stay on the squadron to the address listed below. Each picture, or negative, should be accompanied by a short narrative including the date the picture was taken. All snapshots and negatives will be returned if so desired.

A photostatic copy of the final result of this research will be sent to any former member of the squadron who desires one.

F/O D. M. Paproski,  
No. 441 (F) Sqdn.,  
CAPO 5052

Canadian Armed Forces Europe.

## MEMORIES OF WINNIPEG

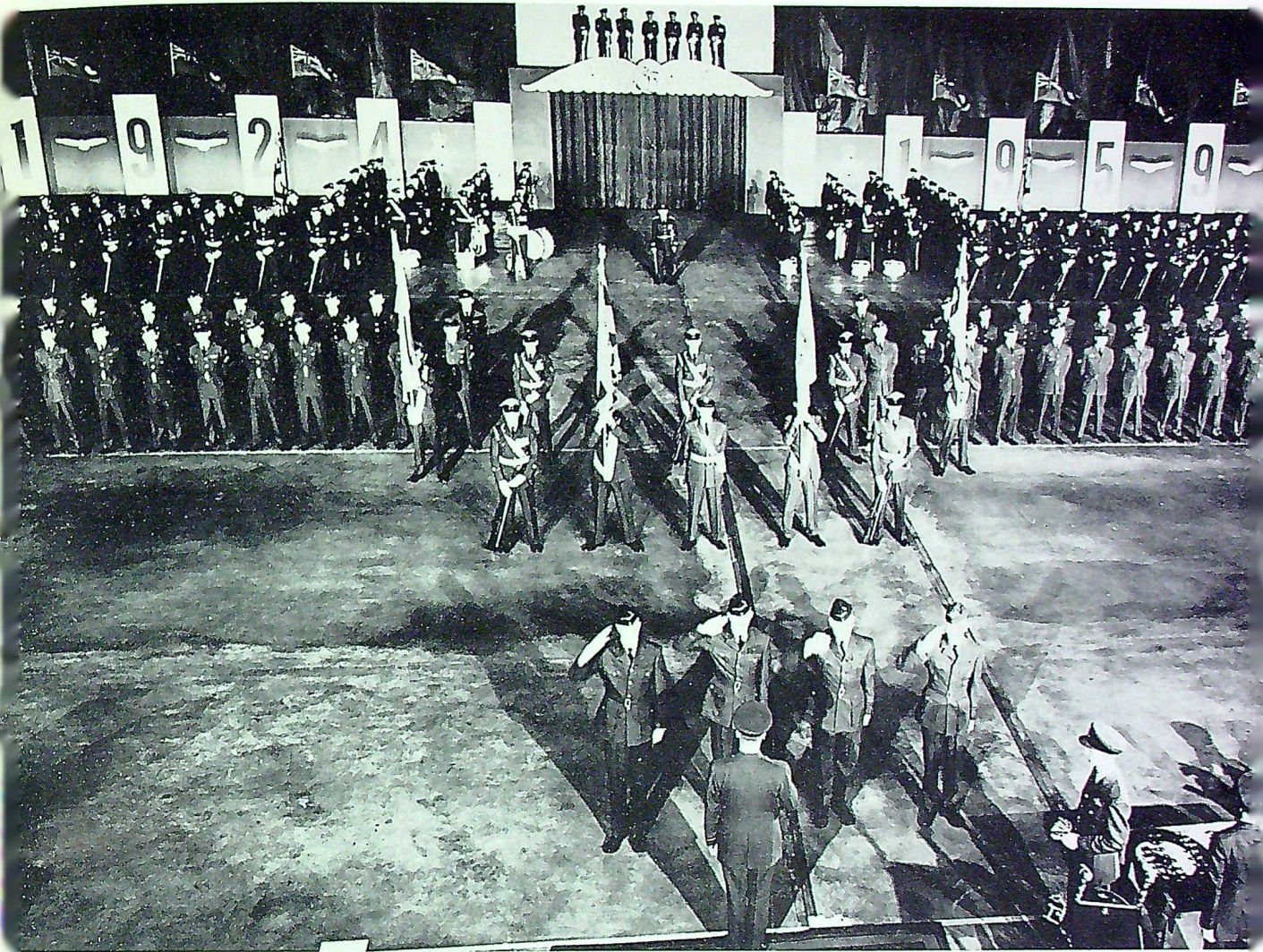
Dear Sir:

Thanks for the article on RCAF Station Winnipeg (THE ROUNDDEL, Nov. 59) which brought back pleasant memories.

I joined the Air Board in 1923 at Jericho Beach and was subsequently transferred to Winnipeg where I enlisted in the RCAF. My photo album contains many pictures of people and places referred to in the article, making me wax quite nostalgic.

G. R. Horton (WO1 ret.)  
CAN 619,  
24 Crosby Road,  
West Bridgford,  
Nottingham, England.

## *Wings Parade at Winnipeg*



**FIFTY** aircrew trainees from RCAF Stations Winnipeg, Gimli and Portage la Prairie received their wings on 18 December 1959 at a parade commemorating the RCAF's first such event 35 years previously. (See *THE ROUNDEL*, Vol. 11, No. 10).

Guest of honour and reviewing officer was Air Marshal C. R. Slemon, NORAD deputy commander-in-chief, who is the only member of that first wings parade still serving in the RCAF. He is pictured here taking the salute from four graduates prior to presenting them with their wings.

The impressive ceremony, marking the end of the RCAF's Anniversary Year celebrations, was nationally televised by the Canadian Broadcasting Corporation.

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