



THE

Roundel

VOL. 12, No. 2

MARCH 1960





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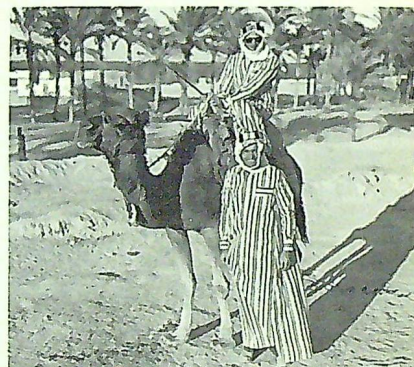
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THIS MONTH'S COVER

Dromedary and friends, photographed in colour at RCAF El Arish base last December. See story beginning on page 4 for further details.

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



Two years ago this month we began this column to give readers "behind the headlines" glimpses of the issue's contents. This story-behind-the-story gimmick is not original, of course, but it does afford the editor an opportunity to let his hair down after the last galley proof has been read and just before the magazine is put to bed.

We thought our choice of title rather clever, until several of our non-flying colleagues asked, "What does 'on the break' mean?" Significantly, no fighter pilots queried the phrase, so it stayed. Certainly no graduate of The Jet School (see page 12) needs to be told that when a pilot broadcasts this message to the tower he is turning downwind prior to landing—and not as depicted below!

Contrary to popular opinion, editors are human and do their best to present factual yet entertaining material. Everybody has problems, but the following sums up one that has plagued editors ever since Moses took notes on Mount Sinai (which, we admit, is a pretty sneaky way of drawing attention to the article on page 4).

*ALL editors, they'll have you know,
Are men of skill and vision.
At least they are until they hear
That hated word—REVISION.*

*The editors with practiced eyes
Survey their purple prose.
Each story has a meaning—
A moral to disclose.*

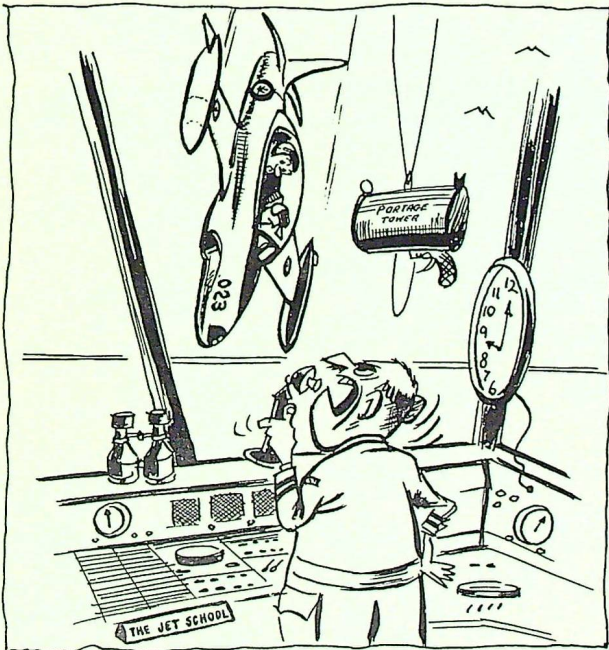
*"Complete", they sigh contentedly,
"It's literary precision."
Oh, optimists! Tomorrow brings
Catastrophe! Revision!*

*Revision one changes the lead,
Revision two improves it,
Revision three embellishes—
Then number four removes it.*

*"You can't say this, you can't say that."
"We'll wait for a decision."
"But, in the meantime, just revise
That last revised revision."*

*Revise! Revise! the very word
Fills editors with dread.
Everything must be revised
To make damn sure it's dead.*

*They hope that God's an editor
When He makes His decision,
And if they win their wings they hope
There'll be no last revision.*



"No, No, 023, that's not what I meant when I cleared you for a straight-in approach!"

The Editor

A Day With A SMO

Photostory by
CORPORAL W. WHITEHEAD

REVOLUTIONARY organizational changes, aimed at amalgamating the Canadian forces' medical services, have already taken place at the top but so far have not affected the station level to any great extent. This month, in our new photostory series, we spotlight a day in the life of a station medical officer.

Squadron Leader D. E. Ryder is one of approximately 190 medical doctors in the RCAF, 150 of whom are based at units and stations doing much the same work as he at Trenton. S/L Ryder has an established staff of three other doctors, seven nurses, one pharmacist, one aero medical training officer, one physiotherapist, one radiographer, one laboratory assistant, three technical medical assistants and 13 medical assistants. Station Trenton hospital is a 25-bed infirmary housed in a permanent-type building.

Like many of his colleagues, S/L Ryder enlisted in the RCAF in the United Kingdom. A graduate of the University of Edinburgh, he completed his internship at the Edinburgh Royal Infirmary and spent the next two years with the Royal Army Medical Corps in Kenya and Tanganyika. In 1953 he came to Canada and has served at Winnipeg, Gimli, Moose Jaw and Aylmer. Prior to becoming SMO at Trenton he was a medical staff officer at TCHQ before that headquarters moved to Winnipeg.

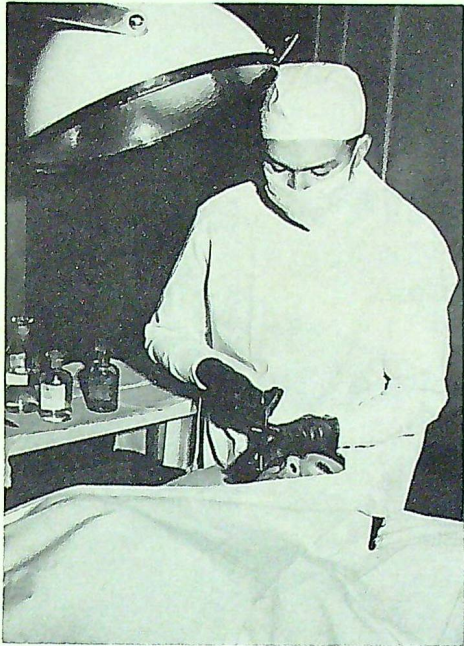


S/L D. E. Ryder, senior medical officer at RCAF Station Trenton, after supervising transfer of patient from helicopter to ambulance . . .

. . . examines X-ray plate with Sgt. G. M. Musgrove in station hospital . . .

. . . and makes ward rounds,





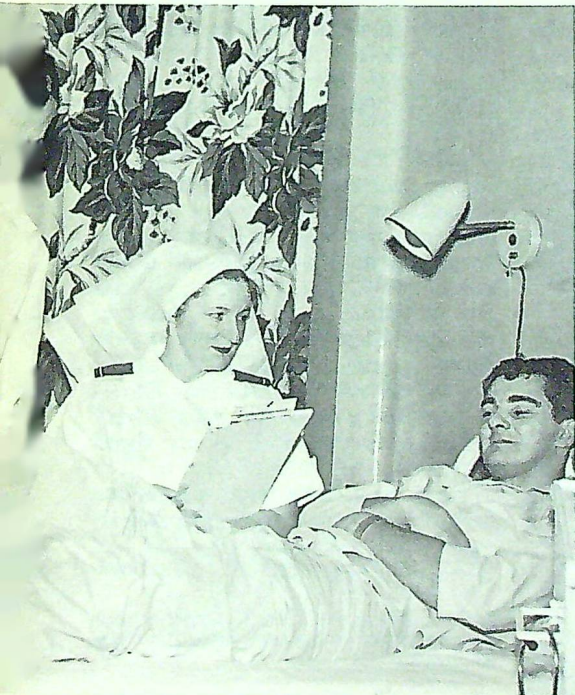
SMO performs minor operation in station hospital.



S/L Ryder "goes for a ride" with aircrew officers in decompression chamber.

accompanied by Nursing Sister I. Lane. Patient is LAC G. H. Kennedy.

In the hospital walk-in freezer, the SMO and Cpl. S. W. Enman examine a side of beef.



Somewhere East of Suez

RCAF Personnel Help UNEF

Keep the Peace

Story by FLYING OFFICER J. D. BURGE
Photos by FLYING OFFICER D. F. LINDSAY



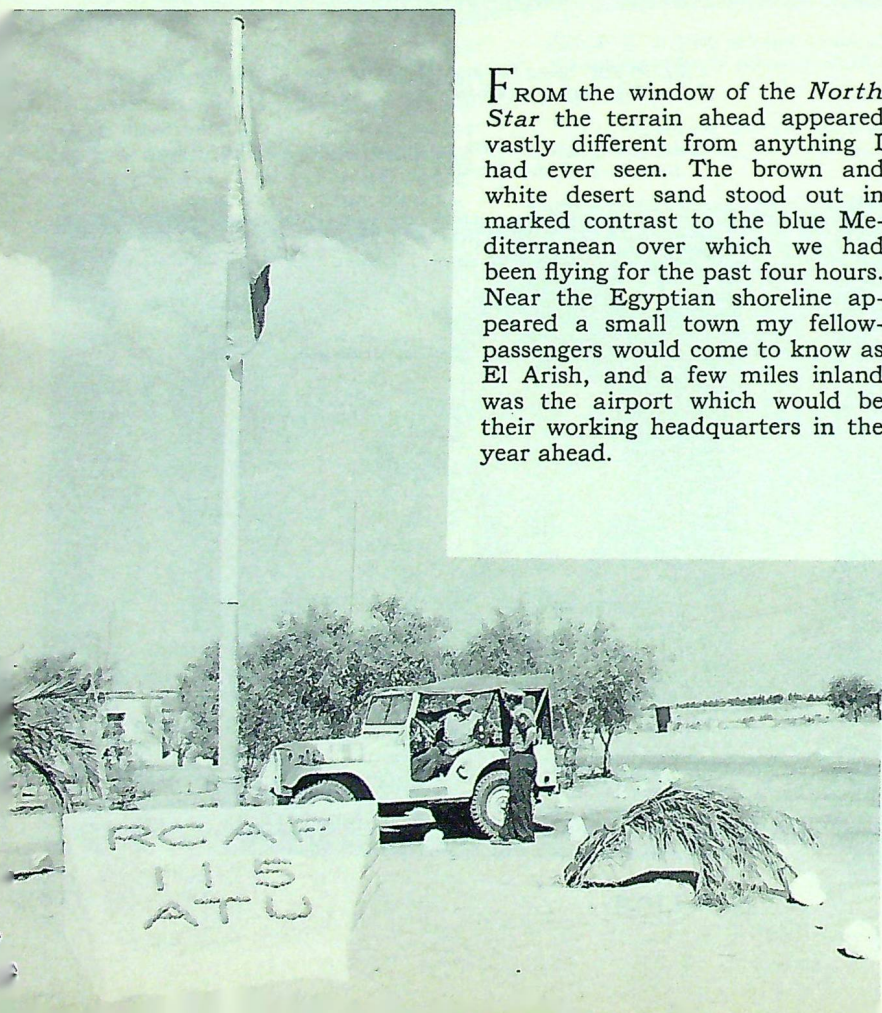
FROM the window of the *North Star* the terrain ahead appeared vastly different from anything I had ever seen. The brown and white desert sand stood out in marked contrast to the blue Mediterranean over which we had been flying for the past four hours. Near the Egyptian shoreline appeared a small town my fellow-passengers would come to know as El Arish, and a few miles inland was the airport which would be their working headquarters in the year ahead.

Strapped in by safety belts, the *North Star* passengers eagerly craned their necks to scan the approaching landscape. As the aircraft glided low over the end of the runway there was no mistaking the locale. Beside a sand dune 500 yards away strolled a small camel train — a familiar sight around El Arish.

From the airport to the RCAF living quarters at "Marina", aptly named for its proximity to the sea, is a distance of seven miles. In a jeep driven over rough pavement by WO Andy Mellis, we had our introduction to land travel in the Sinai Peninsula. Within a year this becomes a familiar route for the RCAF's United Nations Emergency Force airmen, who travel the distance as often as six times daily.

Each week this whole procedure is repeated. A 426 Squadron *North*

WO A. Mellis and Sgt. T. De Chamailard in front of station headquarters, El Arish.





Star from RCAF Station Trenton flies into El Arish carrying supplies, mail and new personnel reporting for duty with No. 115 Air Transport Unit. Ahead of these RCAF members lies a life as different in many aspects from their past in Canada as the difference between the Canadian winter and the 75 degree noon temperature of November in the Sinai.

BACKGROUND

No. 115 ATU has been operating in Egypt for three years. Its beginning coincided with the end of Air Transport Command's large scale airlift of urgently needed troops and materiel to Egypt for the United Nations Emergency Force in late 1956 and early 1957.*

This historic operation was carried out by personnel and aircraft of No. 435 Squadron, augmented by No. 436 Squadron, and supported by No. 426 Squadron. They

*THE ROUNDEL, Vol. 10, No. 2, March 58.

operated from Capodichino, Italy, to Abu Suweir, Egypt.

The airlift completed, RCAF operations in the Middle East were continued by No. 114 Com-

munications Flight based at Capodichino with four C-119s and by No. 115 Communications Flight at Abu Suweir.

In March, 1957, No. 115 moved

Danish guard at rear gate of RCAF Station El Arish.



from Abu Suweir to El Arish and in their first month of operations flew more than 26,000 miles. *Otters* were employed in search and rescue work while *Dakotas* carried out hospital evacuation flights to Naples via Athens.

Since that time the designation of the unit has been changed to 115 ATU. Its airport is located about 30 miles from the Canadian Army camp at Rafah, 100 miles east of the Suez Canal, 60 miles from the UNEF Headquarters at Gaza, and seven miles inland from the Mediterranean.

OPERATIONS

Wing Commander R. H. Manson, AFC, present commanding officer of the ATU, describes the twofold role of the RCAF contingent as "reconnaissance and transport operations, in support of UNEF in its task of maintaining peace between the United Arab Republic and Israel".

These operations are carried out in seven aircraft: three *Dakotas* and four *Otters*. The former are used for transportation purposes and the latter are used primarily for reconnaissance, but they double bank in transport tasks on shorter flights.

To indicate that these RCAF aircraft are in UNEF service, they are painted white with the words "United Nations" inscribed in large red letters on the sides. The word "Canada" is painted above the doors in red.

The *Dakotas* are employed primarily on transportation flights from El Arish to Beirut, Lebanon, and from El Arish to Sharm El Sheik, a UNEF outpost at the mouth of the Gulf of Aquaba. On bi-weekly flights to Beirut the *Daks* carry maintenance parts, mail and personnel. En route they land on the hard sand runway at Gaza to pick up UNEF Headquarters mail and personnel, and on the return trip they bring back supplies and mail.

The flights of more than 200 miles across the Sinai Peninsula to Sharm El Sheik are also made twice each week. Over this mountainous terrain, which has peaks as



high as 8,000 and 9,000 feet, aircrews transport food, ice, mail and other supplies to the UN detachment. En route they use the Greek Orthodox monastery of St. Catherine's on the top of Mount Sinai as a land mark.

The Sharm El Sheik detachment is composed of Swedish soldiers, a Canadian Army signal's unit and two Canadian Army engineers.

They ensure that there are no restrictions imposed on sea-going traffic to the Gulf of Aquaba. When necessary, sick or injured personnel are evacuated from "Sharm" by *Dak* and occasionally these transports are employed in the rotation of troops back to El Arish.

The *Dakotas* are also utilized for flights to Cairo, Jerusalem in

The "sked" from El Arish to Beirut stops at Gaza to pick up UNEF HQ passengers and mail.



Jordan, occasional training trips to Europe, and for ferrying UNEF headquarters personnel on staff visits.

RECONNAISSANCE

In fulfilling 115 ATU's other function—reconnaissance—RCAF *Otters* patrol the International Frontier (I.F.) between Egypt and Israel daily. The I.F. extends from the Gulf of Aquaba in the south to the Gaza Strip, a distance of about 100 miles. Near Camp Rafah, the I.F. joins the Armistice Demarcation Line (A.D.L.) which separates the Gaza Strip from Israel for a distance of about 35 miles. The A.D.L. is marked by a ditch, three feet wide and three feet deep.

The northern sector of the I.F. is patrolled by the Royal Canadian Dragoons while the hilly lower portion is checked by the Yugoslav Battalion. Their continuous ground reconnaissance, to assure that no one crosses the line illegally and to report any activity which could result in a disturbance of the peace, is augmented by reconnaissance from the air.

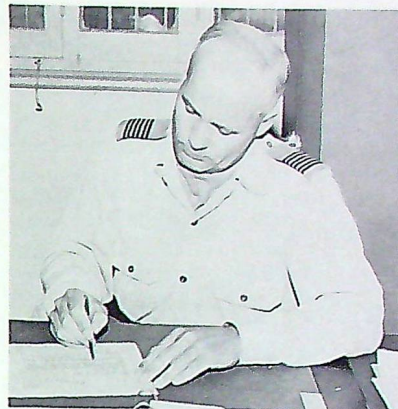
The Dragoons may call upon 115 ATU for air reconnaissance at any time. In recent weeks F/Os Lee Yerxa and Terry Thoburn have flown on numerous missions in support of the army. The Dragoons proceed to El Arish by road. From there they are flown along the I.F. and over the El Auga Road area on patrols that last about two hours. At least three of these airborne "recces." are conducted each week.

Each Tuesday, Thursday and Saturday morning an *Otter* leaves El Arish carrying supplies and a Yugoslav observer for the Yugoslav outpost of Ras El Naqb near the Gulf of Aquaba. Most of this 100 mile flight is over high plateau. At "Ras" the *Otter* puts down on a dry salt bed which provides a hard, smooth runway.

After discharging the cargo and sipping tea or coffee with the Yugoslav commanding officer, the pilot and his observer fly north about 50 miles to the Yugoslav outpost of El Qusaima. Here they



W/C R. H. Manson, AFC, No. 115 A.T.U. CO, presents UNEF medal to Cpl. W. B. Englee.



W/C J. W. Borden, DFC, air staff officer, UNEF HQ., Gaza.

begin to let down for a low level reconnaissance along the I.F. as far as Rafah, following vehicle tracks in the sand between the border pillars. Near Rafah the pilot climbs higher and turns west for El Arish.

On all recce. flights the pilot keeps in close radio contact with the UN outposts below while noting the positions of the ground patrols.

Still other jobs for the *Otters* include flights to the UNEF Headquarters at Gaza to pick up personnel and transport them to Cairo or Port Said, or to survey reported incidents along the bor-

der. On occasion the *Otters* are used on flights to Sharm El Sheik.

PERSONNEL

There are nine pilots, three radio officers and two navigators on the strength of 115 ATU. The O.C. Flying is F/L Shaw Wilson, a veteran transport pilot. Total strength of the unit is approximately 100, of whom 19 are officers. In addition, W/C J. W. Borden, DFC, the Air Staff Officer, and Cpl. R. B. Cousineau serve at UNEF Headquarters, Gaza.

Each day's work begins early at El Arish. By 0730 hours the men have washed, dressed, eaten their

Unloading rations at Ras El Naqb, Yugoslav outpost near the Gulf of Aquaba.



breakfast and driven seven miles across the desert to work. In summer months they are at work one hour earlier because the excessive temperatures of summer in the Sinai Peninsula prohibit flying after 1100 hours.

The men normally complete their work by 1130 and return to "Marina" by bus for lunch. Another shift begins work at 1300 and on occasion all maintenance men are required to work a double shift. During the recent annual rotation of Canadian Army troops from Montreal to El Arish, they worked many overtime hours keeping the *North Stars* on schedule.

But the normal operations keep the ground crews busy. The *Dakotas* undergo major inspections every 500 hours (approximately every three months) with minor checks conducted each month. The *Otters* are inspected after every 100 hours flying time. Major *Dakota* overhauls require five to six days to complete, but according to Sgt. Wes. Dixon there are probably fewer servicing problems in Egypt than in Canada.

CLIMATE

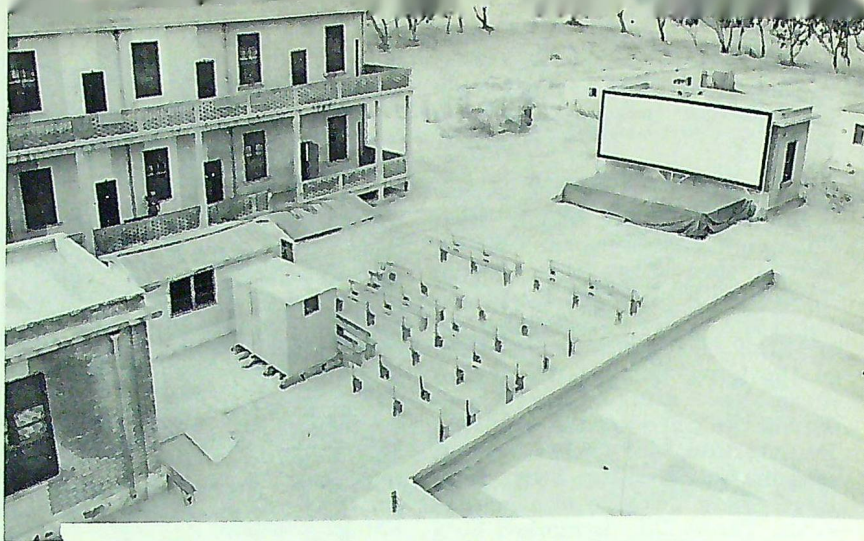
The climate can best be described as "monotonous". The sun shines continuously during the summer with temperatures reaching a high of 120 degrees.

"It's so hot", declared F L Earl Geldart, "that your shirt feels as though it's been dipped in water. You just sweat, sweat, sweat".

"But", he added, "it's no more uncomfortable than Ottawa in summer. The heat is bearable because of the relatively low humidity".

Occasionally the area is struck by a "khamsin", when the wind veers around and blows in from the desert instead of the sea. The temperature soars and breathing becomes difficult. Walking past an open window during a "khamsin" has been compared to walking past the open door of a blast furnace.

The men often swim in the Mediterranean, which is about 150 yards from their quarters, but in mid-summer even the sea is too



El Arish recreation hall, NCOs' quarters, outdoor theatre and transient quarters.

warm and salty to offer the desired relief. In addition, the chronic shortage of water may preclude the privilege of taking a shower to remove the salt. The swimming season extends from March to late November but is usually cancelled in winter because of high winds and a resulting undertow. However, the men took advantage of an unusually high winter temperature and low winds in 1958 to go swimming on Christmas Day.

Nights during the summer are bearable because of the breeze emanating from the sea. In January and February the weather becomes chilly and small heaters are used in the rooms at night. However, winter blues are not worn. In fact Cpl. H. J. Howells, whose tour expired last November, wore his blues only twice in a year — on the days of his arrival and departure.

Personnel wear khaki bush clothing issued at El Arish. On their right arm at shoulder level they wear a United Nations badge and on the left arm a Canada badge. Blue caps or berets with a UN badge are issued together with a blue scarf.

Various forms of recreation are provided for the men. Cpl. George Borden supervises a sports and recreation program which includes

badminton, table tennis, volleyball, basketball and softball. Movies from the UN are shown each evening and the men have organized their own reading library.

The movies are held outdoors with the screen set up between the officers and senior NCO's quarters. Balcony seats are provided on a first come, first served basis. Prior to the movie, Sgt. Ray Taviner usually enlightens his audience with the latest hockey or football scores, as the season warrants. Current Canadian sports news is hard to come by and personnel with short wave receivers often act as town criers for the camp.

On a bright moonlit night the attention of the movie-goer may be caught by the Danish sentries guarding the camp. As the guard patrols among the trees, his movements remind personnel that they are not watching a movie in the serenity of a Canadian drive-in theatre. While the security of the comfortable living quarters (used during the Second World War as a rest home by the British Army) is the responsibility of Danish soldiers, Yugoslav guards are on duty at the airport.

Photography is the chief hobby of nearly everyone on the unit. Most men either own a 35mm.



Senior NCOs and officers share "Marina" dining room.



Shopping in Gaza (l. to r.): LAC G. Clegg, Cpl. G. A. Borden, Cpl. R. Cousineau and friends.

camera or purchase one soon after their arrival. After a year's service in the Middle East they can usually produce a most interesting selection of Jordanian, Greek and Egyptian pictures.

LEAVE

Most of the pictures are taken on leave. Personnel are entitled to UN leave at the rate of two and one half days each month with the first leave being available after three months' service. The UN provides leave centres in Beirut in the summer (May to October) and Cairo in the winter: at both centres personnel are provided with meals and hotel accommodation. Some of the men, particularly aircrews who occasionally have the opportunity of leaving the Sinai, take their leave at the end of their tour and visit Europe. In this case they get 21 days rest and rehabilitation leave instead of the normal 30.

In addition, personnel have the opportunity of enjoying short tours in Lebanon, or Jerusalem in Jordan. A four-day tour in Jerusalem costs \$43.00. Among the places of interest which most airmen visit during their tours are the burial place of Christ, the Garden of Gethsemane, Bethlehem, the tomb of Lazarus, Jericho and the Dead

Sea. Weekend passes are also obtained for visits to Port Said or Ismalia.

The toughest hardship the men face is a year of separation from their families. A few men have brought their wives to Beirut on holiday. A difference in taste in the preparation of food also poses a problem. Most men agree they will never again complain about Canadian cooking. Some of the more enterprising augment their meals with fresh shrimp and crabs from Port Said, or lobsters from Sharm El Sheik. The clawless lobsters taste the same as those in Canada.

Personnel also augment their vocabulary with a few Arabic expressions, most common of which are "saeeda" (meaning good morning or good day), "keef halak" (how are you?) and "mahg elslama" (goodbye).

BARGAINS

A few even augment their wardrobes by purchasing Arabian costumes at the unit. A station canteen operated under the guidance of F/O Doug Lindores carries a wide variety of articles ranging from cameras to camel saddles, at prices far below those in Canada.

A popular purchase among Canadians in the Middle East is brocade. It is available at shops in Gaza and material estimated at approximately \$15.00 a yard in Canada sells for roughly one-tenth that price in Gaza and sometimes even less depending upon the buyer's bargaining ability.

A familiar figure at "Marina" about four each afternoon is Mr. Kamal Negally, the shoemaker from El Arish. He tailors shoes to fit by drawing an imprint of the buyer's foot on his order book. His shoes sell for about \$3.60 and are a highly recommended buy.

Unit money matters are handled by F/L Malcolm MacAulay. The men carry out their transactions in Egyptian pounds and piastres, with a pound being worth approximately \$2.00 to \$2.25, and a piastre two cents. Visiting the town of El Arish after 1800 hrs. is prohibited. The only "nights out" are on visits to the Canadian Army camp at Rafah or to other UNEF components. Usually such trips are taken by bus.

The men's spiritual needs are adequately cared for. Church services are held each Sunday by Canadian Service Chaplains from Rafah. For Roman Catholics, Mass is celebrated each Sunday morn-

ing, and Protestant church services are held in the evening in the same chapel.

ROTATION

Sunday, the beginning of a new week, is also the end of a year's life in the Middle East for approximately 100 RCAF members each year. Just as the new arrival is looking forward to his first views of El Arish, the man who has served his tour is anxiously awaiting the *North Star* which will carry him home.

The *North Star*, after flying from Trenton by way of Gander, Newfoundland; Lajes in the Azores; Langar, England; Pisa, Italy; and Athens, Greece, is scheduled to arrive in Egypt each Sunday afternoon. Occasionally it may be delayed on account of bad weather. On other occasions it may be diverted to Germany to pick up generators or other spare parts.

Probably no other aircraft is waited anywhere with such eager anticipation as this weekly *North Star* with the blue and white UN markings on its tail. As W/C Manson said, "It's the men's only regular link with Canada. It carries their parcels, some of their mail and the film they have sent to Canada for processing".

Its progress is closely watched by the men at El Arish. They know that three hours after the *North Star* lands on the El Arish runway some of them will be on their way home.

HAVE AEROPLANE, WILL TRAVEL

TO SEE an Air Force padre fly is nothing new. For instance, when he was stationed at Comox F/L J. K. Goldie, the protestant padre, used to find relaxation at the controls of a T-33. Also on the west coast, RC padre F/L L. Murphy commutes regularly by air between Holberg and Vancouver. However, F/L J. MacGillivray, the RC chaplain at Station Summerside, is unique in the RCAF. When Father MacGillivray travels by air he goes solo in his own aircraft.

Father MacGillivray was first bitten by the flying-bug when he received familiarization rides in *Harvards* at RCAF Station Moose Jaw. Deciding to take a more active part in the sport he went to a local flying club where, after the prescribed number of circuits and bumps, he went solo. Shortly after being transferred to Station

Summerside he heard about the existence of a *Tiger Moth*, in doubtful condition, but available at a nominal fee. Acting in his usual decisive way, Padre MacGillivray proceeded to Dartmouth and became the proud owner of his own aeroplane.

Finding the circuit somewhat confining, he decided to try his hand at short cross-country trips and, as pinpoints swept past with monotonous regularity, plans for a real test of his newly-acquired knowledge began to form. The Experimental Aircraft Association was holding a Fly-In at Rockford, Illinois, and that, Father MacGillivray decided, was where he would go on his leave. The fact that his destination was more than 1,400 miles away with a stretch of inhospitable country in between, or the knowledge that his venerable



OUR ROLE IN THE U.N.

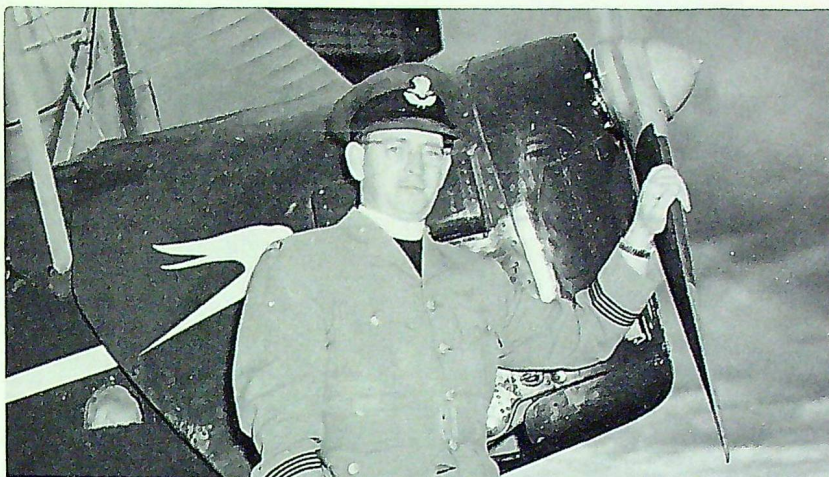
It is in the United Nations that Canada enjoys one of its greatest opportunities to offer constructive leadership. I have been impressed by the respect we enjoy in that forum as a disinterested middle power. The reasons are not difficult to find; no one fears us because we are without territorial ambitions; no one harbours resentment towards us since we have never held sovereign control of an alien people; no one suspects us of coveting his national resources as we are known to have plenty of our own. We have made many friends by gaining a reputation for independent thought and objective judgment on issues that come before the United Nations.

—from a speech by Hon. Howard C. Green, Secretary of State for External Affairs, to Vancouver Board of Trade Advertising and Sales Bureau, 4 Jan 60.

Otters for Auxiliary

The first two of 27 new *Otters* for the RCAF were delivered this month from the de Havilland plant at Downsview. Slated for auxiliary squadrons across Canada, the aircraft will augment the fleet of 39 *Otters* in service on RCAF supply, communications and search and rescue operations since 1953.

This new order, bringing our *Otter* total to 66, will make the RCAF the second largest operator of this type of utility transport in the world.



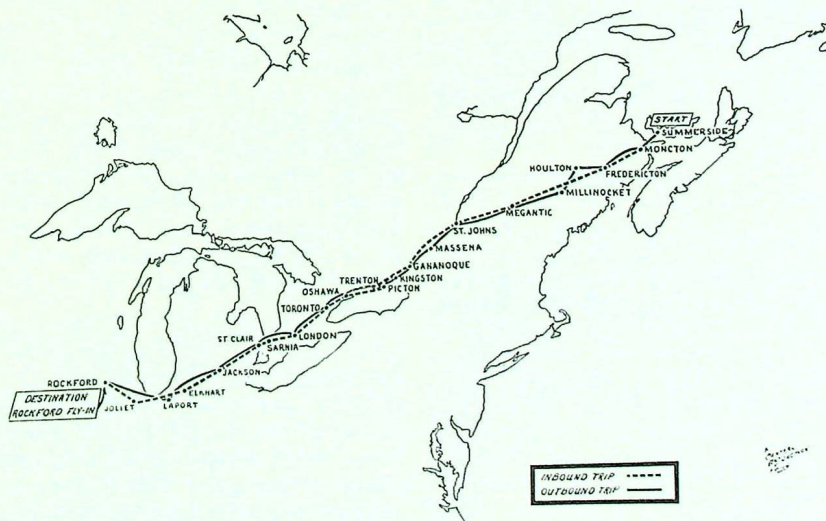
Father J. MacGillivray and his Tiger Moth.

Tiger Moth was not the ideal cross-country aircraft, did not deter him.

On 31 July Father MacGillivray fired up CF-IVO and took-off in the face of high winds and restricted visibility. Over lush farmlands of PEI, the cold water of Northumberland Strait and the picture province of New Brunswick the little aircraft flew to Moncton, its first destination. The next leg of the trip was from Moncton to Fredericton; then, zigzagging over the New

England State of Maine where fuelling stops were more important than any great circle route, he wound his way to Houlton and Millinocket, then back into Canada near Megantic and finally to RCAF Station St. Johns for the night. Next morning padre and 'plane churned through the ether towards Massena, N.Y., along the scenic seaway to Gananoque and finally, because of rapidly deteriorating weather, landed at Kingston, Ont.

The route flown by Father MacGillivray in CF-IVO.

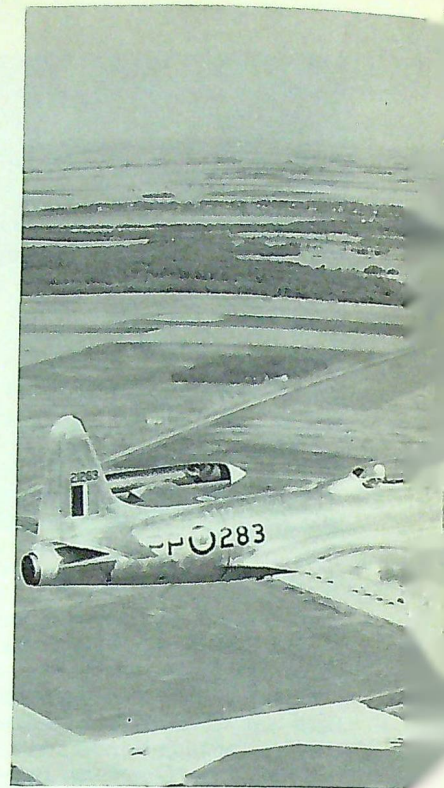


The unfavourable weather grounded Father MacGillivray here for two days. On Thursday, 6 August, he was off again past Trenton to Oshawa and Toronto. After taking-off from Toronto's Island airport Father MacGillivray almost qualified for that column found in a certain aviation magazine entitled "I Learned About Flying From That". He was proceeding towards his next re-fuelling stop when he spotted a four-lane highway which appeared to be going his way. Father yielded to the temptation, he shamelessly abandoned his carefully calculated heading and began following the enticing ribbon of concrete. His false sense of security was rudely shattered, however, when the highway ended abruptly in the middle of a field. After a brief period of uncertainty, Father MacGillivray established his position and returned to the straight and narrow which eventually brought him to London.

Friday the weather was a wash-out so the clergy at a local church had a friendly, but frustrated, overnight guest. The next day the outlook was still dismal but, possibly through some special dispensation of providence, the weather improved to "marginal" so Father MacGillivray took off on a wing and a prayer. Laporte, Indiana, was the next re-fuelling stop and there a sharp-eyed attendant found an exhaust stud rolling around in the engine cowling. With only one leg of the journey left to go, the padre was not to be denied so the stud was temporarily replaced and soon the *Tiger Moth* was purring contentedly as it pursued its way towards Rockford.

Finally arriving over his destination, Father MacGillivray joined the circuit, landed and parked alongside more than 700 aircraft. After an enjoyable weekend of events and displays, the show was over so, on a misty Monday morning, the *Tiger Moth* and its pilot were homeward bound. Three days later after a total of 12 days, 30 stops, 9 custom clearances, 39 flying hours and 2,800 miles, the odyssey was over: the flying padre had returned to his flock.

Stations of the RCAF:



AT Portage la Prairie, approximately 200 years ago, fur-seeking *voyageurs* upped canoes from the Assiniboine River and portaged to Lake Manitoba to continue their northwestward journey. Today this place holds a similar significance for young flight cadets; as here they change from piston to jet aircraft and travel a giant step further towards their goal of becoming pilots in the RCAF.

During the Second World War, when Canada became known as "the aerodrome of democracy", the prairies were the scene of the most intensive flying training program in the world. In more recent years, although the numbers of aircraft and personnel involved are smaller, the prairies have been "the air training ground of NATO."* Nowadays the students are almost all Canadians but, since many of them will subsequently be transferred to squadrons in No. 1 Air Division, the link between the prairies and NATO remains intact.

*THE ROUNDDEL, June-July 1958.

RCAF Station Portage la Prairie (or Southport, as it is known locally) is one of the wartime training bases which in 1952 were re-activated, after several years of dormancy, to handle the expanding NATO program. It is the home of No. 2 Advanced Flying School (No. 3 is at Gimli) which receives its students from the Flying Training Schools located at Penhold and Moose Jaw. Also at Portage is the jet portion of Flying Instructors' School.

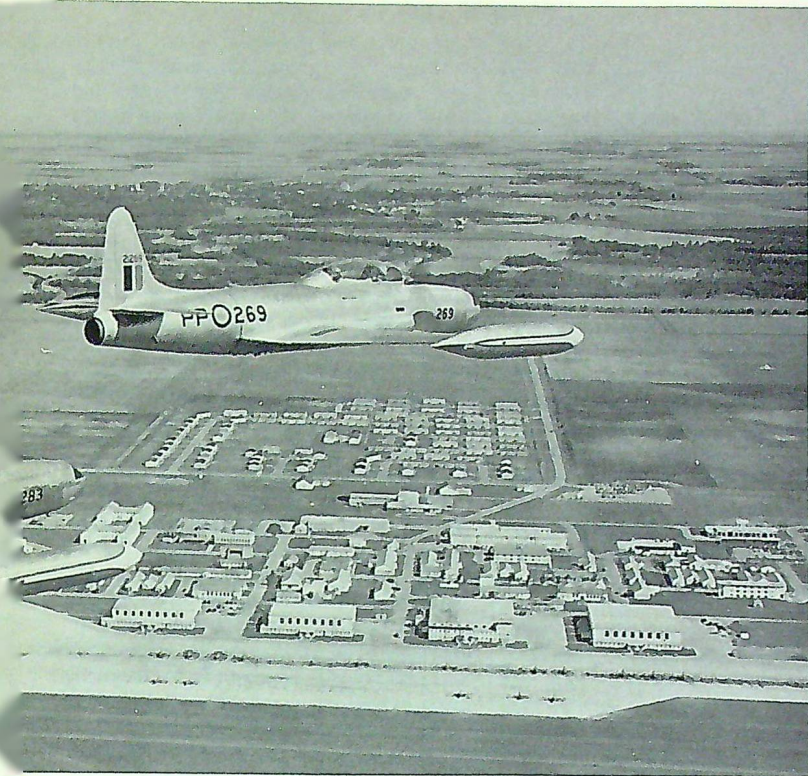
As the young FTS graduate first enters the main gate he is confronted with the sign pictured above. "The Jet School" will have a profound influence on his life for the next six months. If the three words stimulate thoughts of life as a "rip-roaring, hot-rocket jet-jockey" then he can expect a sad disillusionment. He will soon learn, as have thousands of students before him, that the RCAF, (although it requires young men of spirit to fly its jets) puts a high premium on the important virtues of self-discipline, team spirit, and

a studious attitude towards one's chosen profession.

GROUND TRAINING FIRST

The student will spend his first week of training with No. 2 Field Technical Training Unit. There he will be introduced to the complexities of the T-33 *Silver-Star* aircraft; to such items as the Rolls-Royce Nene jet engine; the hydraulic system which powers the undercarriage, power assisted controls and speed brakes; the electrical system with its numerous circuit breakers; the fuel system and its various float valves; and the multitude of ancillaries which are required in a modern jet aircraft.

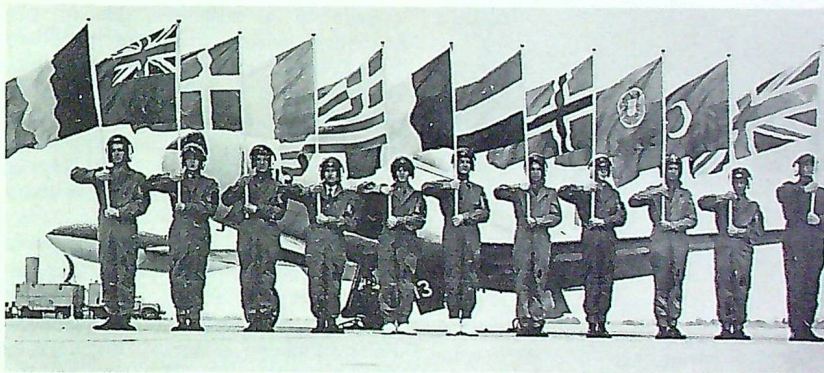
The operation of these systems is demonstrated by working models which show exactly how every component works and, though he is not expected to become as proficient as the tradesmen who are also trained by the FTTU, he will have gained a thorough and essential knowledge about the innards of the T-33.



Seat-ejection trainer.

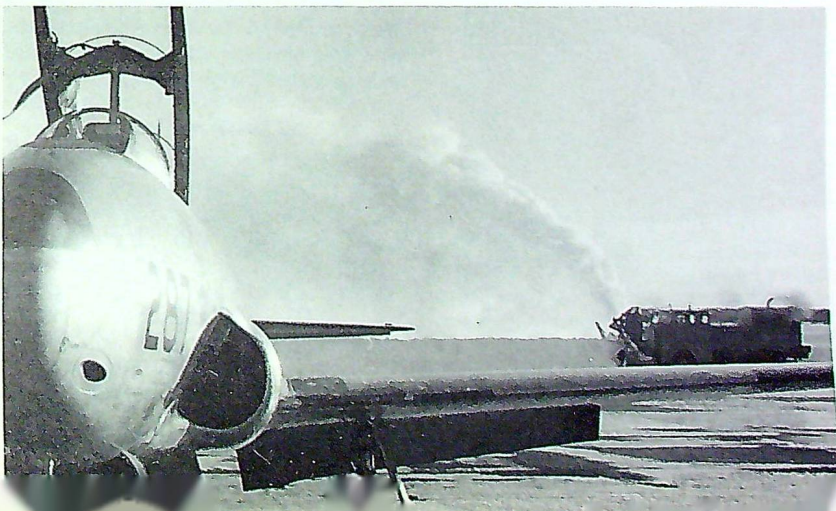
The next four weeks of his course are spent in Ground Instructional School where his instruction is split into two phases, academic and officer training. In the academic phase he will receive an advanced course on subjects which he studied at FTS. These include high speed aerodynamics, flight procedures, meteorology, radio aids, and high speed navigation. New subjects include T-33 handling, which teaches him the flying characteristics of the aircraft and how to deal with any emergency which might arise. This entails sitting in a cockpit cut from a T-33 and memorizing the position of every instrument and switch so that he can execute his emergency drills blindfolded. Indeed, he must pass a test which requires him to do just that before he can go solo.

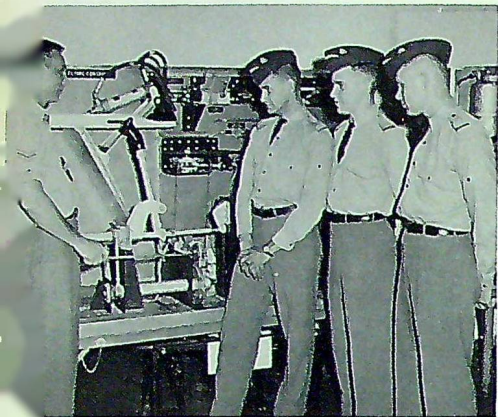
Another new subject is aviation medicine. Here he is made aware of the close liaison between doctors and pilots necessitated by the



NATO trainees on parade.

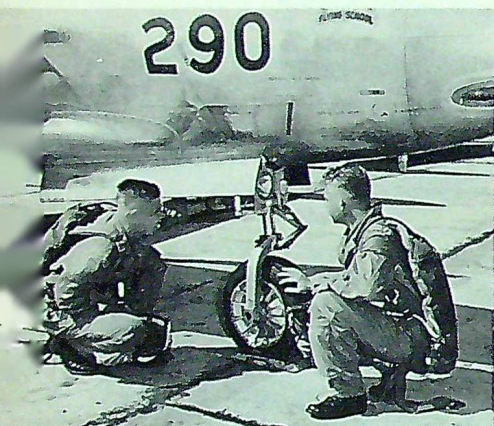
Winter scene at Portage.





Airframe instruction at FTTU.

Doing pre-flight external check.



medical problems involved in flying high-speed, high-altitude aircraft. He will learn, for example, that without oxygen he would remain "usefully conscious" for only nine seconds at 30,000 feet; that without the protection of a pressurized cabin he would suffer from the "bends" in the same way as a deep sea diver who surfaces too rapidly. He is introduced to such terms as "anoxia" (partial oxygen lack), "hyperventilation" (a deficiency of carbon dioxide caused by rapid deep breathing) — either one, or a combination of which, can cause unconsciousness and death. He is taught their potential danger during a run in a decompression chamber, which is a large tank from which air can be evacuated to simulate high altitudes. There he

can sample for himself the insidious onset of anoxia under the supervision of an Aero-Medical Training Officer and learn the corrective measures to rectify such an occurrence in the air.

EJECTION TRAINER

One of the more spectacular parts of his training is a ride on the seat-ejection trainer, the only one of its kind in Canada. The trainer closely simulates the sensations which a pilot would experience upon ejecting from a T-33. The student is strapped into the same type of seat he will use in the aircraft. The seat is equipped with a propellant charge roughly equivalent to a 37-mm. shell which, when fired, accelerates seat and student from a stationary position to a speed of 40 miles per hour over a distance of only 42 inches. The sensation is rather one of "now you're there, now you're not" as the student finds himself 35 feet up the tower a split second after squeezing the trigger.

The officer training part of his course is a continuation of the training which he has received throughout his service career to date. It covers such items as world affairs, effective speaking, air force law, drill, and physical fitness. He learns it is not enough merely to fly, in order to be granted a commission in the RCAF.

During these first few weeks in ground school, one overall impression emerges. There is no air of urgency or emergency at Portage. Rather, there is an atmosphere of confidence in the ability of the instructors and the ground-crew to do the job at hand, and do it well. The whole station has a feeling of quiet pride in its accomplishments, and the student knows that he has a high example to follow.

FLYING AT LAST

At the beginning of the sixth week the course is split into two sections, each half spending alternate mornings and afternoons in flights and ground-school until the final exams are written in the ninth week, after which both halves attend flights full time.

There are three training flights and one standards flight on the unit. Each of the training flights has its own course at a particular stage of proficiency depending on seniority. As one course graduates, a new group arrives a few days later to renew the cycle. Standards flight, as its name implies, ensures that both staff and students maintain a high level of proficiency.

It is during the sixth week, when the student is beginning to wonder if he will ever finish ground school and get his hands on a T-33, that the long awaited moment finally arrives: his first jet flight.

Regardless of how thoroughly his instructor has briefed him on the points to note during the flight, he will retain practically no impression except that of extreme speed. The "T-Bird" is as fast on the landing approach as his previous aircraft, the *Harvard*, is at cruising speed; and it climbs to 30,000 feet in the time that it takes the *Harvard* to make less than a third of that. This first trip is a most important one. The instructor spends most of it "selling" the "T-Bird" to the student, so that he will like the aircraft and desire to fly it well. Usually it's a case of love at first sight.

It doesn't take the student long to catch up with the aircraft during the next few trips as he practises stalls, spins, forced landings and "circuits and bumps" under the guidance of his instructor. Once he has soloed and proved that he can cope with the basic problem of taking off and landing, he progresses to more advanced work such as aerobatics, instrument, formation and night flying.

INSTRUMENT FLYING

The instrument flying phase is divided between flying "under the hood" in the rear seat of the T-33, and flying the instrument trainer. This is a much more sophisticated affair than the machine which trained so many wartime pilots. The C11 Link Instrument Procedures Trainer contains a maze of wiring and electronic equipment, an instrument-filled cockpit, and an instructor's console. The in-

structors, as well as the other ground school staff, are all qualified jet instructors. The C11 costs about \$65,000 and provides instrument training for roughly one tenth the cost of equivalent training in a T-33. The syllabus is designed so that the student may practise new procedures on the ground, before attempting them in the air.

The culmination of these hours spent "chasing the dials around the instrument panel" is the award of a jet instrument rating, certifying that the holder is proficient to fly down to specified limits in bad weather. Formation and night flying exercises round out the syllabus. At various stages of his training, the student receives progress checks and final tests on the different phases of the flying course. Should he pass them all successfully, he will graduate with about 125 jet hours, receive his wings, and be commissioned as a Flying Officer.

In addition to its basic function of training pilots, AFS provides jet familiarization for student navigators from No. 2 AOS Winnipeg, at a special flight provided for the purpose. It has been found that jet indoctrination, given at a fairly early stage of navigator training, provides a means by which students who are found to be unsuitable for jet flying can be re-routed to some other navigation field. It also gives the suitable students a fore-taste of the type of problems they will encounter navigating within the cramped confines of a jet cockpit.

JET INSTRUCTORS

Another important unit based at Portage is the jet flight of Flying Instructors' School, the piston half of which is located at Moose Jaw. As the name implies, FIS is concerned with the production of flying instructors. The FIS staff members are wise to a thousand tricks of the trade and know the most effective ways to train pilots.

The pupils at FIS are also experienced pilots, most of whom have just finished a tour with a *Sabre* or CF-100 squadron. Prior

to arriving at FIS they attend a course at the School of Instructional Technique at Trenton where they are taught to master "stage fright" and learn sound lecturing techniques.

On arrival at FIS the student instructors are given a refresher course in FTTU and ground school before going to the flight-line. In addition to flying the "T-Bird", the budding instructor must maintain a running commentary on the various manoeuvres and learn how to analyse and correct student faults. A great deal of emphasis is also put on pre and post-flight briefings, for these are equally as important as the airwork.

The course lasts 12 weeks, after which graduates are awarded a "C" instructional category and transferred to one of the two AFS's where, as they gain experience and ability, they can progress through "B" and "A2" categories to the coveted "A1" top instructor's rating.

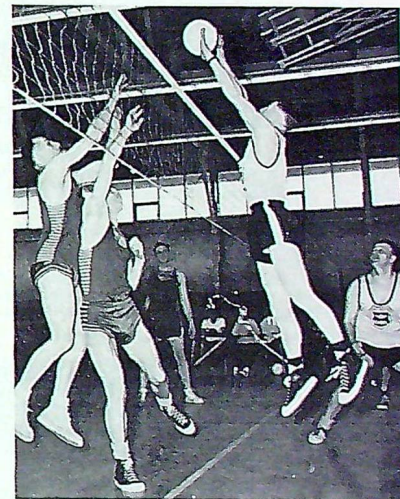
COMMUNITY EFFORT

The flying carried out at Portage requires the co-operative effort of roughly 13 men for every aircraft on the station: the flight-line, maintenance and repair crews who keep the aircraft serviceable; the construction engineering people who maintain the runways; the vehicle and marine men who, after a December blizzard, keep them clear (a job equivalent to ploughing 250 miles of two-lane highway); the flying control personnel who, on a busy day, can have as many as 1,100 take-offs and landings to control; the fire hall crews, the medical and dental personnel, mess staffs and many others; all of whom could justify an article devoted to their activities. It must suffice to say that these personnel are fully appreciated by the aircrew they support.

Space does not permit adequate coverage here of the social and recreational aspects of life at Portage. Station teams are successful competitors in many sports, including volleyball (Air Force champions '59), badminton (14

Group champions '59), and golf (14 Group champions '58). In addition to the sporting side, the station boasts a first-rate band and an active drama club. Other important facets of community life are the station newspaper "Jet Air", the town council of the "married patch", and the women's auxiliary.

From the foregoing, it will be apparent that off-duty life doesn't differ greatly from life in a civilian community of comparable size. The vital difference is that though it is thousands of miles away from the "world's trouble spots", the community as a whole is proud of its contribution to keep Canada and the free world secure.



Portage vs. Rivers on volleyball court.

Bowling presentation, with fanfare.





Meteorological assistant LAW Sheila Manthorne plots weather map under guidance of Sgt. J. A. Pepin at RCAF Stn. Centralia.



Clerk typist LAW Myrna Boode works in accounts section. Here she confers with F/L O. V. Devooght, PAdO at Centralia.



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Female officers are currently conducting "self-improvement courses" for airwomen at many RCAF stations. Here arts and crafts instructor P. Carey demonstrates hobby to F/Os E. R. Crocker, B. R. Anderson, M. G. D'Anjou, J. E. Chapman and E. B. Doherty.

Medical assistant LAW Donna Mason applies splint to patient's arm in a station infirmary.



Airwomen are everywhere

BY FLYING OFFICER JOYCE KENNEDY
Directorate of Public Relations



Technician LAW M. M. Turnbull
looks at the rack with uniforms at a unit
store.

Off duty, airwomen trade uniforms
for civvies. Here is LAW Elaine White-
head in her living quarters preparing
for a night out.



FIFTEEN years ago, when the Women's Division of the RCAF was in its infancy, there were those who questioned the value of introducing women to what was conventionally and traditionally a man's service. Today, partly as a result of the tremendous part played by women during the war years, there is no longer a question as to their worth. The RCAF, with approximately 3,000 women in its ranks, will vouch for that.

Assuredly, to some few remaining people, the air force consists of the aircraft they see in flight, and the men who fly and service them. But a complicated and intricate organization of men—and women—is necessary not only to meet and maintain operational standards, but to keep ground operations running smoothly. It is in this respect that the professional and technical skills of women are needed.

Women were initially enrolled in the RCAF during the Second World War, when it was expedient that as many men as possible be relieved from non-flying trades and made available for flying duties. The women responded to the challenge and proved themselves capable of doing a multitude of jobs once assigned exclusively to men.

With the end of the war and the subsequent sharp reduction in manpower, the need for women in the RCAF was considered at an end, and the Women's Division disbanded. It was not until 1951, in the face of mounting world tensions, that the government gave its assent a second time to a plan calling for young women in the expanding RCAF. Again, there was enthusiastic response on the part of women.

A small nucleus of women recruits—most of them former RCAF WD officers and airwomen—was retrained, and they in turn began the long and steady task of interviewing, advising, selecting and training the increasing flood of new recruits at RCAF Station St. Johns' Manning Depot.

Today, nine years later, several thousands of airwomen have prepared for service life at the Manning Depot. From St. Johns they have gone literally to all corners of the earth, on innumerable types of jobs.

The function of women in the RCAF today is almost unlimited. While they are, of course, not detailed for flying duties, they leave few trades sacred to men alone. They have invaded the medical, legal, administrative, recreation, supply, and messing fields—to mention only a few. Indeed, some trades are theirs alone now. General office duties are performed quietly and efficiently by airwomen using modern business methods; conscientious clerk accountants keep ledgers much as they would in commercial banks; supply technicians procure and issue numerous articles and are responsible for anything from gloves to jet engines.

Meteorological observers keep a constant tab on the weather as they compile and formulate weather forecasts—so important to flight planning. Equally important to aircrews are the safety equipment technicians (girls they perhaps never meet), who inspect, repair and pack safety equipment such as parachutes, life rafts, survival kits and Mae Wests. Fighter control operators, who frequently work through the night on their eight-hour shifts, patiently scan radar



IN METZ—Cpls. S. McCormack and M. Markin toss coins into Air Div. HQ "la fontaine du retour". Money is donated to local charity.



IN LONDON—LAW Joyce Ellis feeds Trafalgar Square pigeons during sightseeing leave from her RCAF assignment overseas.

scopes in many parts of Canada in their effort to detect, identify and control aircraft.

There are also many airwomen whose job is not necessarily associated with flying duties. Dental and medical assistants are trained both as receptionists and hygiene assistants; recreation specialists organize and promote the mental, and physical welfare of RCAF personnel by organizing recreational programs. Air force policewomen help to maintain discipline and security on RCAF stations.

Commissioned service for women also offers numerous opportunities in administrative capacities, as well as limited openings for officers in food services, medical and nursing duties, public information, welfare, recreation and supply. To qualify for a commission women usually must hold a university degree. Airwomen may be commissioned from the ranks if they have a minimum education of senior matriculation, three years of service experience, and have reached the rank of corporal. The RCAF has also set up the University Reserve Training Plan, whereby university undergraduates serve with the RCAF on a reserve basis

during their winter months and on full-time schedule during the summer months. Upon graduation they are given the opportunity to enter the service as commissioned officers. This provides a regular flow of University-trained personnel into the RCAF.

Airwomen receive their basic training and introduction to service life at St. Johns, Quebec, where they must complete an eight-week course. Here they are given lectures on various air force subjects (such as history and organization, procedures, etc.) as well as medical inoculations, their complete uniform (which incidentally is of no cost to them) and a considerable amount of drill. After a series of interviews and tests, a selection board determines the particular trade to which an airwoman is best adapted. She is then posted to one of the many RCAF stations for specialized training.

Women officers also receive basic training. Their nine-week Officers' Training Course is given at RCAF Station Centralia, Ont.

Station life provides most of the amenities of any civilian community. During their off-duty hours, airwomen have the oppor-

tunity to shop at the station canteen or gift shop or they may join in some of the recreation programs offered on the station. The station theatre usually offers first-run movies for a nominal price; many stations have modern swimming pools; libraries are well-stocked to provide books of interest to all personnel. Special groups are also organized to encourage good music, art and literature, in addition to the sports, hobby and craft projects and social functions which are to be found at every unit.

Travel opportunities are abundant on Canadian soil, since RCAF personnel are granted 30 days annual leave with pay, plus travelling time if required. But even more desirable, and the dream of every airwoman, is the once-in-a-lifetime posting to one of the RCAF'S NATO bases overseas. Once in France or Germany, they are only hours away from the culture, history and tourist attractions of four other countries, and travel is number one on the list of the airwomen's recreations.

All personnel are encouraged to observe their religious obligations.

Both Roman Catholic and Protestant chapels are located on all stations.

With 3,000 women wearing the smartly-tailored blue uniform of the RCAF, one might sometimes wonder "Where are they all hiding?" In some centres a uniformed airwoman is a familiar sight. But very often airwomen are out of the public eye and are quietly going about their work with little thought of praise or publicity. Whether they be scanning radar screens during the early dawn when most people are still sleeping or balancing the account ledger after a pay parade; whether they be in remote areas of northern Canada, on the prairies or overseas—airwomen and officers are conscious of a job to be done, and done well. They do that job proudly, in the uniform of the Royal Canadian Air Force.

West Coast Night Hawks Win Steinhardt Trophy

Number 409 "Night Hawk" Squadron based at Comox has become the latest squadron to win the Laurence A. Steinhardt Memorial Trophy.

This, the most coveted prize in Air Defence Command, is awarded annually to the most efficient all-weather interceptor squadron in the RCAF. It is the first time the trophy has been won by a squadron west of the Rockies. The trophy was donated by Mrs. A. A. Sherlock, the wife of S/L Sherlock, DFC, in memory of her father the late Honourable Laurence A. Steinhardt, US Ambassador to Canada, who was killed in an aircraft accident in 1950.

After a careful review of hours flown, rocketry scores, serviceability rating, flight safety, interception exercises and other phases of air defence, No. 409 was judged Canada's best. The trophy was first won in 1956 by No. 419 Sqn. based at North Bay. Number 413 Sqn. held it for two consecutive years and No. 432 Sqn. won it in 1959. Both units are stationed at Bagotville.

WINISK'S "BEAU GESTE"

FOUR young children living in widely separated places on the globe will have a far better life than they ever had reason to hope for—thanks to the civilians and servicemen at RCAF Station Winisk on the Mid-Canada Line.

In April 1959 the Protestant Chapel Committee was faced with the problem of finding the best way to use their church's surplus funds. It was decided that the answer was to help the Canadian Save the Children Fund. This decision was to bring a ray of hope to several severely underprivileged children on three continents.

The first child to be "adopted" by the station was a little Greek girl, eight-year old Martha Petropoulou of Athens. Then, apparently working on the theory that if

adopting one child was a good thing, adopting two children would be twice as good, the committee turned to the Save the Children Fund once more. This time the agency supplied the names of two orphan boys in Africa—Petro Misigalo, age five, and Stefano Rugendo, age four. Winisk's foster family increased to three.

It wasn't long before members of all faiths joined forces to further this worthwhile cause and, in due course, a fourth child was taken under the protective care of station personnel. Kim Ki Jun, a 13-year old Korean girl, is now being sponsored by people who, although stationed at a remote spot in Canada's wilderness, can see around the world when it comes to charitable deeds.

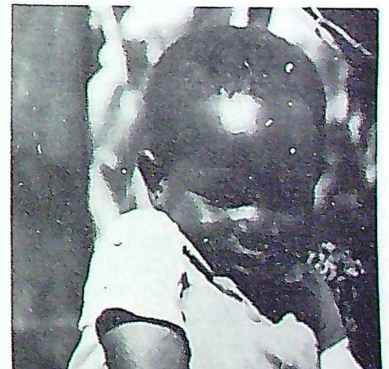
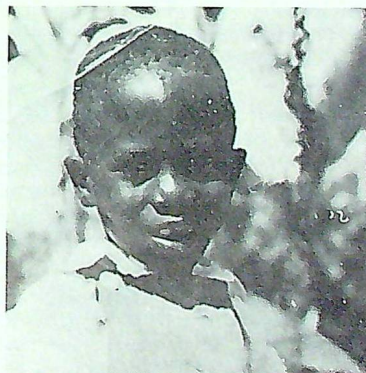


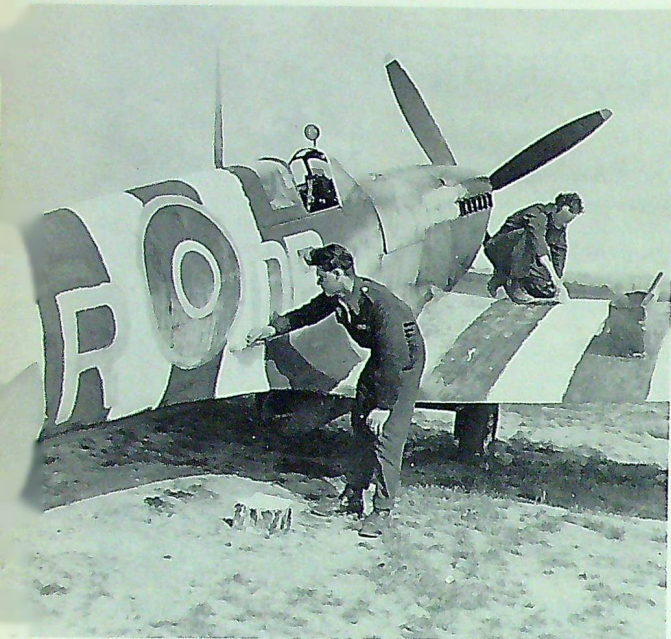
Martha Petropoulou of Greece.



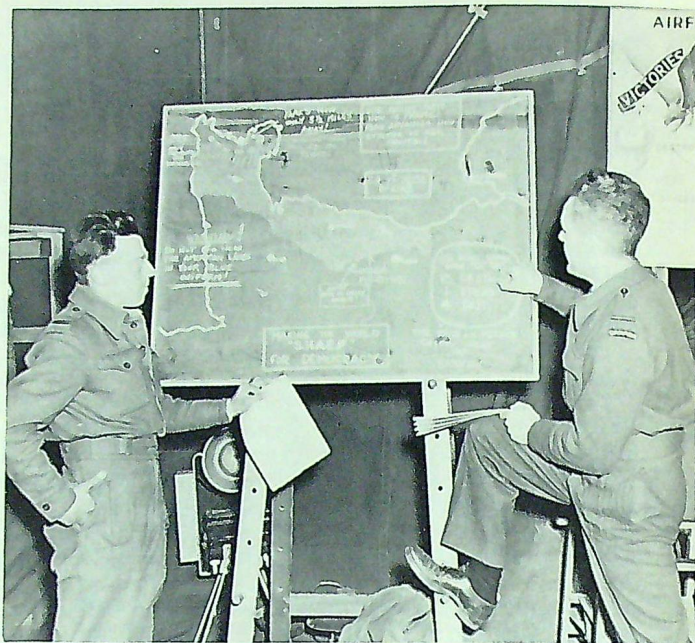
Kim Ki Jun of Korea.

Two young Africans, Petro Misigalo and Stefano Rugendo.





Dressing for invasion.



On the beachhead: F/Os G. Panchuk and D. Stewart bring 411 situation map up to date.

From Digby to Downsview

Conclusion of a two-part

DURING the long months of the air offensive that preceded "D"-Day, No. 411 Squadron had tallied 13½ enemy aircraft destroyed in air combat, plus two more counted as probably destroyed and 16 damaged. Its own casualties in that period had been 17 pilots killed or missing, presumed dead; four had become prisoners of war, and four others reported missing in action had later returned home safely.

As the preparations for "D"-Day began to reach their climax in May 1944, the Grizzly Bear squadron met less and less opposition from the *Luftwaffe* in the air. Air superiority had been gained. Anti-aircraft fire, however, continued to exact its toll. On 19 May the squadron lost its C.O. when S/L N. R. Fowlow, DFC, was hit by flak while the *Spitfires* were pasting a target at Hazebrouck with 500-

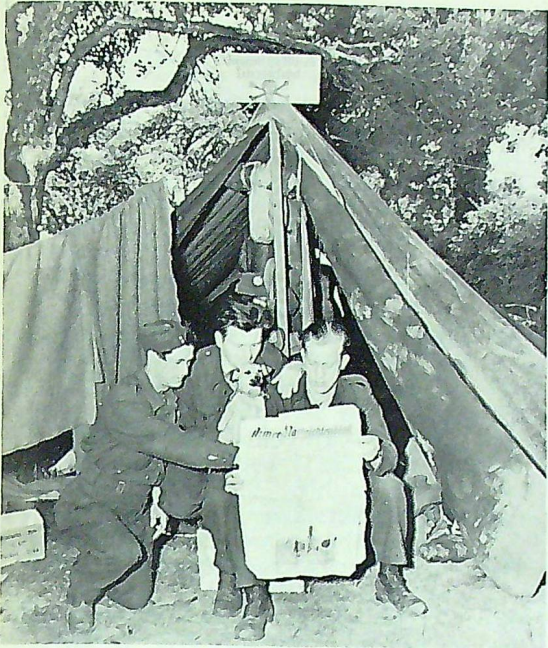
pound bombs. His aircraft disintegrated when the bomb exploded. Norm Fowlow had taken over command of 411 just five weeks previously. S/L G. D. Robertson replaced him as leader of the Grizzly Bears. He found a squadron trained to a fine edge and (as the Navy says) "hanging on a split yarn" in anticipation of the invasion.

The Roaring Squadron had not long to wait. On 3 June the aircraft received their black-and-white "invasion stripes". Late in the evening of the 5th all flying personnel were summoned to emergency meetings. The great armada had already sailed for Normandy: the Channel was alive with ships of all sorts and sizes. Heavy bombers were poised to strike the landing areas. Parachute troops were being dropped to seize key positions. Coastal Command was keep-

ing a sharp eye on the Channel and the Bay of Biscay. At 2330 hours G/C W. R. MacBrien told the assembled fighter squadrons: "This is it."

D-DAY AND AFTER

No. 411 Squadron patrolled Gold, Juno and Sword sectors all day long on 6 June. The enemy was not in the air. "This was very disappointing," commented the squadron diarist curtly. Though the first sweeps began at 0810 hours and the last touched down at 2325 hours, none of the pilots even sighted a German aircraft. But, despite the "inactivity" it complained of, 411 was doing its job, and the inactivity on "D"-Day could be attributed largely to the fact that the Grizzly Bears and all the others had done their job well for a long time. The work for "D"-Day had begun many months



Pondering over a captured German newspaper: LACs L. Bissonette, G. Brown, M. Green and mascot "Duchess".



Inspecting immobilized enemy equipment: F/O C. Servos, Cpl. A. V. Attenborough, S/L G. D. Robertson and his pet "Gael".

History of No. 411 Squadron

BY FLYING OFFICER L. R. N. ASHLEY AND FLIGHT CADET G. TATE

Air Historical Section

before. The landings were possible only because the battle for air supremacy had already been won.

The following day (7 June) was more eventful. As on the preceding day, four sweeps were carried out over the beach-head. On the first two patrols W/C George Keefer, the Wing Commander flying from 126 Airfield, destroyed a *Ju. 88* and an *F.W. 190*. On the third mission S/L Robertson shot down another *F.W. 190*, while F/L G. W. Johnson destroyed an *Me. 109* to open a string of victories which he ran to nine before the summer was out. His combat report describes the brief action:

"(I) went down with Red Leader on two e/a chasing a Thunderbolt on the deck. They split and I took the port one. First burst from 600 yards dead astern knocked small pieces off. Fired several bursts during a steep turn without seeing results. E/a straightened and I noticed strikes on cockpit

and engine. Smoke poured from e/a and it crashed into a farmhouse."

On D/4 (10 June) 411 began operating from the continent of Europe, putting down at the hastily-constructed re-arming and refuelling strips that had been built between St. Croix and Ver-sur-Mer, just west of Courcelles. Then, on 18 June, the squadron moved as a whole to Beny-sur-Mer (Airfield B.4). Henceforward, until their disbandment in Germany after the war, they were to operate on the continent, within what had been Hitler's "impregnable fortress". Their first airfield, a sea of mud in the rains of June (and promptly christened "Flounders Field"), was by no means their most attractive bailiwick.

On 27 June, the day the Americans captured the port of Cherbourg, the *Luftwaffe* came out in

force for the first time. A new attack began around Tilly in an attempt to outflank Caen, and *Typhoons* and *Spitfires* were assigned to bomb and strafe ground targets in support of the push. Accordingly, despite an overcast sky and intermittent showers, 411 took off at 1255 hours on an armed recce. south of Caen and soon encountered more than 15 *F.W. 190s*. S/L Robertson proceeded to destroy one, F/L George Johnson damaged two, and WO J. A. Kerr scored hits on another. F/O P. Wallace went missing in this action but turned up safe early in September. Later in the day F/L H. J. Nixon had to bale out within the Allied lines when his aircraft was hit by flak south of Bayeux.

The next day was even more eventful. On the ground a great tank battle raged around Caen and

in the air the *Jagdgeschwader* threw themselves into the struggle in greater strength than ever before. Thirty-four enemy aircraft were destroyed over Normandy that day, of which 26 fell to the *Spitfire* squadrons of G/C MacBrien's sector. In addition to the destroyed there were a dozen probables and damaged. It was the busiest and the most successful day for the RCAF fighter squadrons since the beginning of the invasion. The Grizzly Bears' share in the day's bag was six destroyed and three damaged, without loss to themselves. F/O T. R. Wheler gives a picture of part of the action:

"I was flying Red 4. The squadron was S.W. of Caen when Huns were reported South of Le Havre by Blue 2. My R/T was partially U/S. The squadron broke port and dove with wide open throttles, leaving me far behind. I climbed alone to 8000 ft. above cloud, sighting 15 a/c that turned out to be F.W. 190s and Me. 109s. They turned towards me to port still at 6000 ft. I dove out of the sun and attacked the last F.W. 190 on the starboard side of the formation. At 300 to 400 yds. I fired a burst from line astern and saw hits on cockpit and wing. The e/a caught fire, flicked over, crashed into the deck and blew up. I turned starboard and fired at another F.W. 190, range about 100 yds., angle off about 60°, and saw hits on starboard wing. F.W. 190 broke hard towards me and disappeared into cloud. I took a cine shot of burning wreckage of first F.W. 190. Returned to base with four gallons of petrol."

As the month of June 1944 came to a close 411 tallied its score: 12½ enemy aircraft destroyed, plus six damaged—almost as many as the squadron had bagged in their whole history before "D"-Day. Total operations for the month reached the unprecedented high of 1029.30 hours, an impressive amount of combat flying for 25 men on the 23 "flyable" days of June.

On 8 July F/L H. C. Trainor, the "whizz" from Bedford, P.E.I., became "A" flight commander, replacing F/L Russ Orr, one of the squadron's star pilots who, after an extra long tour of operations, was posted for a period of rest and put up the DFC. A few days later

Trainor also received the DFC for "his great skill and fighting qualities." The citation's reference to five aircraft destroyed by him was already out of date; his score was now six and a half. Such men as Orr and Trainor and many others had added lustre to 411's reputation as a fighting unit. Before the month ended Trainor was promoted to squadron leader and given command of No. 401 Squadron. At the same time S/L Robertson completed his tour with 411; the new commander, S/L R. K. Hayward, DFC, was another veteran who had won an enviable reputation with the Rams (401 Squadron) and the Grizzly Bears.

GROUND TARGETS

The German Air Force, decimated in the skies and bombed out of its advance airfields, had now been relegated to secondary importance. The "new look" in operations was the attack on ground targets. The squadron's support of the ring of steel that was rapidly closing around the *Wehrmacht* at Falaise in August 1944 was a significant instance. In these low-level attacks on transportation and communications flak was the major

enemy. On 18 August, one of the most decisive days in the entire ground action around Falaise—a day on which the wing accounted for more than 700 vehicles, 244 of them 411's share—F/L A. F. Halcrow, one of the flight commanders, was knocked down by flak. When he returned on 22 August he gave some idea of the enemy's morale. He had been taken prisoner near Vimoutiers, but persuaded his captors that the recent successes of the Allied armies had been so overwhelming that the Fatherland had already lost the war. It would be far wiser—and healthier—to surrender. He left the Germans with the understanding that he would arrange for Allied troops to find them and take them into custody.

It was another well-aimed burst of flak that started F/O T. R. Wheler on an adventure-packed three weeks journey which ultimately put the MBE ribbon up alongside the DFC that he had won in air combat and ground strafes. Like F/L Ash, the squadron's other MBE winner, Tommy Wheler was an American by birth and a Southerner too, from the state of Georgia. On 7 August while

S/L H. C. Trainor, DSO, DFC.



S/L R. K. Hayward, DSO, DFC.



on an armed reconnaissance in search of ground targets in the Lisieux area, Wheler's *Spitfire* was damaged by anti-aircraft fire, forcing him to take to his parachute. He landed safely in an orchard, hid his parachute and other superfluous paraphernalia, and then, after laying a false trail to send pursuers off in the wrong direction, he took to his heels. After running northward for a couple of hours, Tommy found a barn where he spent the night. The next three days were passed alternately hiding and walking, and swimming two rivers. A deserted house provided shelter for two days during which the pilot lived "like a native" on vegetables and frogs' legs.

WHELER'S WALK

Rested and nourished, Wheler resumed his journey but almost immediately fell into the hands of the enemy and was taken to Pont l'Eveque. After two days' confinement there he was put in a truck for transport to Paris, by way of Lisieux. There was a small window in a door at the front of the truck through which Tommy managed to wriggle his way and remained

clinging to the outside of the vehicle until an air raid on a target ahead of the truck forced it to come to a stop. Dropping to the ground, the pilot rolled under the truck into a ditch and, undetected, got to his feet and resumed his journey under his own power. All night long he walked southward. Morning found him north of Livarot where he approached a farmer who gave him food and a bed to rest up during the day. That night Wheler set out again, provided with a leather tunic and a map from his farmer friend who told him that the British forces were near St. Pierre, a few miles to the west. Walking by night and resting at farms during the day, Tommy tried to reach the Allied lines, but once again he had the bad luck to be captured by the enemy.

His captors took Wheler to a farm where a small group of 20 German soldiers was ready to retire eastward. For two days and nights the airman marched with this party, stopping only for meals and short rests. En route more prisoners of war were picked up until the German soldiers had 25 under escort, and the whole party

was then loaded into a truck. The prisoners were forced to remain standing all night and were forbidden to raise the curtains to let in any air; the atmosphere in the covered vehicle became so stifling that several of the exhausted prisoners fainted. In the morning the men left the transport and set out marching once more with a file of guards on each side. That night Wheler edged his way into the file of guards and, under cover of darkness, stepped off the side of the road and slipped away unnoticed. Heading across a valley and river, he finally took cover in a barn near St. Etienne l'Allier. The next morning a little French girl discovered his hiding place and told her parents; they brought food to Wheler and passed him on to another farm where he remained until the British forces reached the area on 26 August.

CROSS COUNTRY

While Tommy Wheler was travelling over the French countryside, alone and escorted, his squadron had started moving forward to keep pace with the advances on the ground. From Beny-sur-Mer it went to Cristot and then, in a series of rapid jumps, crossed northern France to reach the new battle zone in eastern Belgium and Holland. During the latter half of 1944 the Grizzly Bears operated from ten different airfields on the continent — with scarcely a break in their daily round of strafing and dive-bombing. The groundcrew "erks" did yeoman service under difficult conditions and 411's record in the air was undoubtedly attributable in large part to the fact that the serviceability of their aircraft was kept exceptionally high. To the old verse:

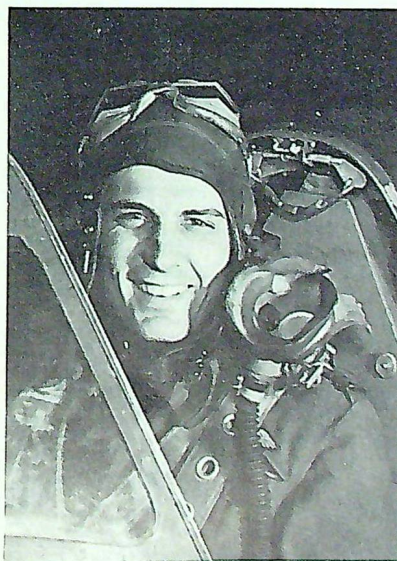
*This is the Gong that Jack got.
This is the Kite that flew in the
Fight
And carried the Guns that shot
down the Huns
Who crashed in Flames, confirm-
ing the Claims
That earned the Gong that Jack
got.*

it was not surprising that there was added:

F/O T. R. Wheler



F/L R. J. Audet, DFC



*I'm the Erk wot did all the work
To service the Kite that flew in the
Fight.*

Early in December the squadron set up winter quarters at Heesch in the Netherlands, and there it had some of the best hunting in its career. When von Rundstedt launched his counter-offensive in the Ardennes in mid-December the *Luftwaffe*, of which comparatively little had been seen for many weeks, joined in the last ditch rally. As a result, 411's *Spitfires* ran up some remarkable scores. In the last week of December seven of the Squadron's pilots destroyed 15 enemy fighters and counted two more as damaged. Included in the bag were two of the new *Me. 262* jet-fighters, one of which F/L J. J. Boyle shot down on Christmas Day while F/L E. G. Ireland got another (damaged) on Boxing Day.

The red letter day was 29 December when 411 chalked up nine kills, surpassing even its performance on 28 June: and five of the nine were scored by one pilot. The day began with a fighter sweep in the Rhine area during which the *Spits* destroyed four locomotives and damaged five more as well as 39 railway cars. On this sortie F/L Boyle and F/O R. A. Gilberstad bounced a couple of *Focke-Wulfs*. Gilberstad damaged one and then was set upon by two more. His evasive action proved too much for one of the German pilots who stalled, flicked and spun in as he tried to follow the *Spitfire*. On the day's second operation F/Ls Ireland and R. M. Cook were vectored onto three *Me. 109s* and chalked up one each. While they were engaged with these *Messerschmitts*, another section of *Spits* tangled with a gaggle of 12 enemy fighters. F/O R. C. McCracken shot down one *Me. 109*, and F/L R. J. Audet made history by destroying five *Focke-Wulfs* and *Messerschmitts* within two minutes, thereby winning an immediate DFC.

Audet's combat report tells the story of those unforgettable two minutes:

" . . . I attacked an *Me. 109* which was last in a formation of twelve flying line astern. At approximately 200 yards . . . I opened fire and saw strikes all over the fuselage and wing roots. The *109* burst into flames (as) I broke off the attack . . . I spotted an *F.W. 190* which I immediately attacked. . . It burst into flames and as I passed closely over the top I saw the pilot slumped in the cockpit. . . My third attack followed immediately (on a *109*). I gave a very short burst and the aircraft whipped downward in a dive. The pilot attempted to bale out . . . but his parachute had been ripped to shreds. . . I (next) spotted a *190* being pursued by a *Spitfire* which in turn was being pursued by another *190*. I called to this pilot to break and attacked the *190*. (From) about 250 yards I opened fire. . . I saw this *Focke-Wulf* go straight into the ground and burn. . . I spotted another *190* from about 4000 feet (when) he was at about 2000 feet. (The German) attempted a head-on attack. I slowed down to wait for him to fly into range. At about 200 yards I gave a very short burst but couldn't see any strikes. This aircraft crashed into the ground."

In January 1945 Dick Audet continued his meteoric career with four and a half *F.W.s* destroyed, two *Me. 262s* destroyed and another damaged, and earned a Bar to his DFC. Then, on 3 March, came his tragic death when he was hit by flak while strafing a rail siding. His aircraft burst into flames and plunged straight in from 500 feet. In his 83 sorties (108.45 operational hours) he had bagged 10½ enemy aircraft in the air and another on the ground to become 411's undisputed "ace".

MOPPING UP

On 7 March the US First Army crossed the Rhine at Remagen. Germany was crumbling. By April more than a million Allied troops had crossed the Rhine. Twenty thousand Germans were surrendering every day. On a 300-mile front the British were threatening the North Sea ports and the Americans were poised to deliver the *miseri-corde* in the industrial heart of the Reich, the Ruhr. The mopping up still remained, however. No. 411's operational sorties for April 1945 totalled 658 for 1081.10 flying hours. In the last week of the month the squadron added three

more *Focke-Wulfs* destroyed and one damaged to its scoreboard. On 29 April a *Ju. 52* landed at the squadron's airfield to surrender, and 6411 Servicing Echelon's airmen had the pleasure of waking the CO before dawn to report the capture of German prisoners.

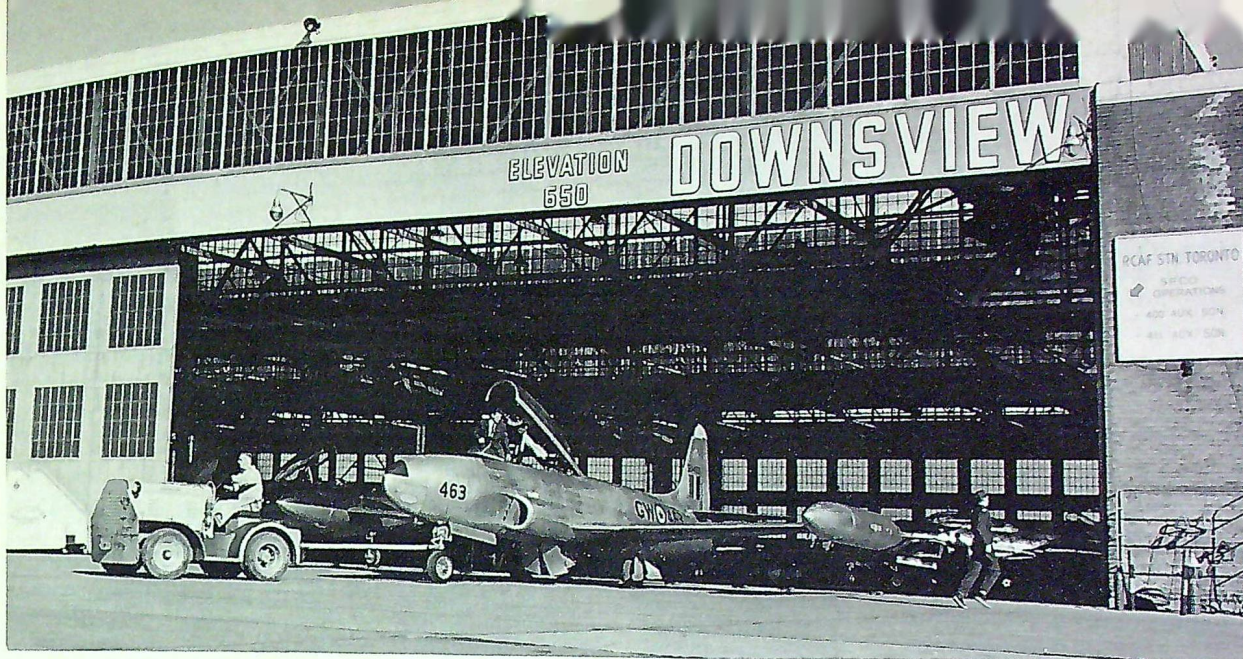
P/O P. B. Young (missing near Hagenow on the first of May) and F/L S. N. McClarty (shot down by flak near Kiel on 3 May, while on his second tour) were 411's last casualties. F/L D. F. Campbell and F/O T. D. O'Brien shared an *He. 111*, shot down near Flensburg on 4 May, before the word came through from 83 Group Headquarters: "All hostilities on Second Army front cease at 0800 hours tomorrow May 5th 1945. . . " And the Third Reich, which Hitler had promised would last for a thousand years, was no more. After two thousand and seventy-five days of the most bitter struggle the world had ever known, "peace" returned to Europe.

After the V-E celebrations, everything was anti-climactic. In the weeks that followed 411 moved to Fassberg and then to Utersen as one of the RCAF units in the British Air Forces of Occupation. There at Utersen the squadron was disbanded on 21 March 1946 and the adjutant, F/L J. R. Hughes, closed the Operations Record Book with the comment: " . . . So No. 411 goes down into history, with a record of which we feel justly proud."

POSTSCRIPT

BY F/L R. J. CHILDERSHOE

On 1 October 1950, just over four years from the date it was disbanded overseas, No. 411 was reformed at Toronto as a Fighter Squadron (Reserve) under the command of W C R. I. A. Smith, DFC and Bar. Operating from Downsview Airport, the Grizzly Bears became airborne again on 4 February 1951, using *Harvards* borrowed from No. 400 Squadron (Reserve). At its first summer camp, held at Deseronto in July of that year, the squadron began



No. 411 (Aux.) Sqn. received its first T-33 in the autumn of 1954.

converting to *Vampire* jets in anticipation of being allocated to the newly formed Air Defence Command in August.

After summer camp the pilots settled down to a training schedule emulating the activities of the war-time Grizzlies. Week-ends usually found them either engaged in tactical exercises or noisily practicing air-to-air and air-to-ground firing at the Trenton gunnery range. At St. Hubert, in July 1952, they put in many valuable hours on fighter scrambles, interceptions, and G-racking dog fights during Operation "Signpost", the first United States-Canadian joint air defence exercise. A memorable event in June of that year was the squadron's adoption by the County of York, resulting in the official designation of No. 411 County of York Fighter Squadron (Auxiliary) —the only county squadron in the RCAF.

In September 1952 W/C Smith became 14 Wing COpsO. W/C R. Rohmer was then CO until March 1953 when he was succeeded by W/C C. Darrow who held the number one position for the next year and a half. "Chuck" Darrow guided the squadron through two

successful summer training sessions —in 1953 at North Bay on Operation "Tailwind," and in 1954 at Bagotville on "Check Point". At North Bay the squadron distinguished itself on the ground as well as in the air by winning the Marani Trophy for all-round athletic prowess.

S/L M. F. (Mac) Cliff succeeded W/C Darrow on the latter's becoming COpsO in September 1954. Cliff's regime was notable for the arrival of the squadron's first T33s and also for its rescue operations during the aftermath of hurricane "Hazel". After seeing the completion of the T33 conversion programme at St. Hubert in the summer of 1955, S/L Cliff was SOS on his moving to California. He was succeeded by the colorful and energetic S/L (later W/C) J. W. P. Draper under whose guidance the squadron was chosen as one of the four auxiliary units to be equipped with F-86 *Sabre* Vs. The pilots began training on the swept-wing fighters in the summer of 1956 at 1 (F) OTU, RCAF Station Chatham; the unit *Sabres* arrived in the fall. At that time about a third of the squadron's pilots were ex-RCAF (Regular) jet jockeys. This

cadre of experience, plus an exceptional Support Unit headed by S/L D. K. Burke, enabled 411 to operate on standards set by No. 1 Air Division. At the 1957 summer camp, their most successful to date, four of the unit's pilots spent the entire two weeks at Chatham flying Regular Force hours with Gunnery Flight — an indication of the squadron's operational efficiency. Another outstanding achievement was realized in September when No. 411 became the first Auxiliary unit to be 100% instrument rated.

In October 1958, in common with other Auxiliary squadrons, 411 was assigned to a new transport and search-and-rescue function. Accordingly it became part of Air Transport Command, the term "Fighter" was dropped from its name, and it reluctantly turned in its *Sabres* for *Expeditors*. The abrupt change in role, from being "swept back and supersonic" to assuming more sedate transport duties, was not easily accomplished. Yet it has been made. In its first year with ATC, 411 Squadron, now under the able leadership of W/C F. J. Mills, maintained its pre-eminence as one of the top Auxiliary squadrons in the RCAF.

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/L A. K. Swainson of the JAG Branch made a suggestion concerning the administration of official receipts in the Claims Section of the JAG Branch.



Sgt. F. J. Brasnett of 4 Fighter Wing suggested the use of "D" rings with drogue tows. (EO 30-105-1 amended.)

F/O N. T. Funge of 412 Transport Squadron made a suggestion concerning vertical pinpoint photography.



Sgt. T. G. Owen of 4 Fighter Wing made a suggestion concerning a "Jiffy Harmonization Board" for CF100, Mk IV aircraft gun-sights.

FS A. Jones of Station Cold Lake suggested a truck hand lift for use in all Ground Controlled Approach Units.



Sgt. W. R. Peigl of Station Portage la Prairie suggested a method of harmonization and Firing-In of guns of CF100 Mk IV aircraft.

Sgt. H. Acton of Station Cold Lake suggested a wire winding tool for use in attaching targets in the Del Mar Target Tow system.



Cpl. M. Babij of Station Portage la Prairie suggested an ammonia fume dispenser for locating chlorine gas leaks. (Amendment scaled on CAP 687, Part 7.)

Cpl. C. E. Breum of Station Camp Borden made a suggestion concerning a modification to the Inter Cylinder deflector plate on Pratt Whitney R985-AN-14B engines. (Field Modification Leaflet 10A-10AA-6A/4.)



Cpl. J. R. Pollock of Station Cold Lake made a suggestion concerning the parking brake and hand throttle handles on 42/971 energizers. (Published in the June issue of the UCR digest.)

Cpl R. E. Elder of AMCHQ suggested a revision to form R321, Weekly Unit Disciplinary Return.



Cpl. J. R. Rajala of CEPE Carde Detachment suggested changing the method of closing CF100 canopies, resulting in a reduction in wear of canopy actuator. (Revision EO 05-25E-2.)

Cpl. J. F. Folkard of Station Downsview suggested a modification to ensure proper use of brakes in D8 vehicles.



Cpl. G. C. Umlah of Station Winnipeg made a suggestion concerning "Reporting In Forms".

Cpl. R. G. Dunn of Station Summerside suggested a test stand for Radar Antenna AS-407/APS-20E.



Cpl. M. E. Harris and **LAC J. D. B. Blanchard** of Station Foymount suggested a direct reading poster for forms E402A and E402B.

Cpl. L. W. Murphy of Station Winnipeg suggested a waveguide clamp. (Details promulgated as EO 05-5E-6A/257.)



ROYAL CANADIAN AIR CADETS

Annual League Meeting Emphasizes Organization and Training for 1960

By ARTHUR MACDONALD, Air Cadet League Assistant General Manager

ALWAYS a highlight of the air cadet year, the annual meeting of the Air Cadet League held on February 10th and 11th at the Seigniory Club, P.Q., was an unqualified success.

On hand for the business sessions were some 100 League delegates and key RCAF officers from all parts of Canada. Also in attendance were representatives from the United States and Great Britain as well as observers from other organizations interested in aviation and youth work. From overseas came A/M Sir Hugh Constantine and G/C W. R. Williams to speak for the Air Training Corps, while the large U.S. delegation was headed by Brig. Gen. S. D. McElroy, national commander of the U.S. Civil Air Patrol, and Col. D. H. Byrd, chairman of C.A.P.'s national executive board.

The purpose of the annual League convention is to review past activities of the organization, elect officers and make plans for the year which lies ahead. Having a bearing on all of the discussions this year was the knowledge that air cadet enrolments across Canada have reached the maximum figure of 25,500 presently authorized by the government. The emphasis, therefore, was not on expansion but on ways and means of improving the organization and raising the standard of air cadet training in all parts of the country.

In an election held at the close of the first day's business, John F. Ayre of St. John's, Newfoundland, was chosen to succeed H. P. Illsley of Montreal as president of the League. The new president has been active with the League since Newfoundland entered Confederation in 1949; he has held numerous executive posts at local, provincial and national level and is a popular and respected figure throughout the movement. Vice-presidents for 1960 are Ivan B. Quinn, Vancouver; A. R. Smith, M.P., Calgary; and

Robert Inch, QC, Hamilton. C. Douglas Taylor continues as honorary president; D. A. Ross is honorary treasurer and M. Banker Bates is honorary secretary. Other executive members include J. G. LeDroit, J. T. Eaton, E. Vopni, A. R. Cousins, W. Collie and A. C. Tufts. Air Marshals R. Leckie and W. A. Curtis and Captain R. Scott Misener will continue to serve on the executive in an honorary capacity.

On the afternoon of February 10th, smaller meetings were held on a "panel" basis, with the executive committee, ACLOs and provincial chairmen comprising the main groups. The provincial chairmen's panel came to grips with many of the specific problems involved in the operations of a provincial committee and later made several useful recommendations to the meeting as a whole.

Held in the main dining room of the Seigniory Club, the 19th annual dinner of the League was an impressive affair. Guest speaker for the occasion was the Hon. Pierre Sevigny, associate minister of national defence, who described the Air Cadet League as a "major help" in the development of aviation which has made great contributions to Canada. Of the RCAF the minister declared: "I should say that there can be no slackening of effort for the air force in the immediate future".

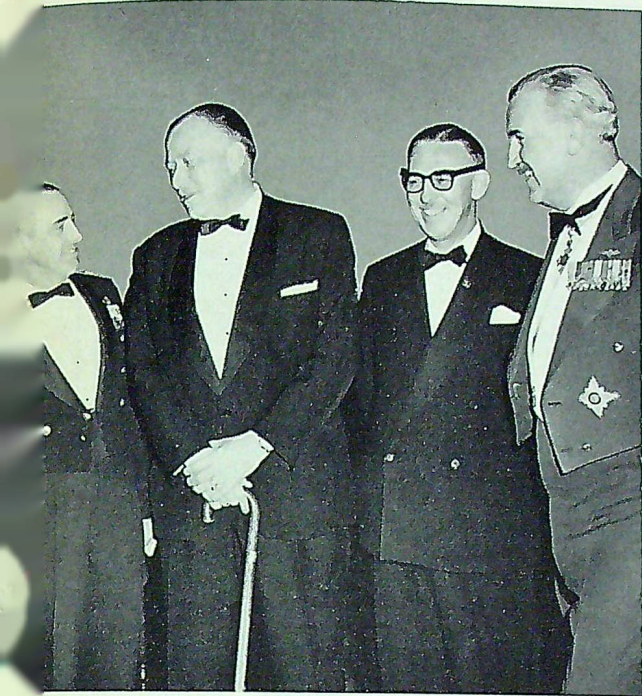
Another feature of the dinner was the naming of the League's "director of the year" by A/M Hugh Campbell, chief of the air staff, who presented an illuminated scroll to A. Courtney Tufts, Halifax, in recognition of 15 years of service with the Air Cadet League in various capacities. Mr. Tufts was lauded particularly for his work as league chairman for Nova Scotia during which the province achieved the highest per capita enrolment of air cadets in Canada.

The president took the opportunity during the dinner of presenting a capsule-style report on League achievements for the past year. Among the points he made were the following:

- (a) The number of active air cadet squadrons in Canada now totals 332—more than in the peak wartime year of 1944;
- (b) The activities of Canada's air cadets are directed by more than 2400 officers and instructors, supported by over 5,000 voluntary committee members;
- (c) During 1959, League committees at local, provincial and national levels raised and expended in excess of \$325,000 in support of the movement;
- (d) Since 1946, over 4200 cadets have taken flying training—a figure which represents one out of every six private pilots trained in Canada since the end of the year;
- (e) No. 103 Squadron, North Vancouver, B.C., received the RCAF Association Trophy as the most proficient air cadet squadron in Canada for 1959;
- (f) Last year the air cadet movement provided the RCAF with 15.4% of its total enlistments; over the past five years, 23.3% of RCAF candidates, to enter the Canadian Services Colleges have been former air cadets;
- (g) Since the League was formed in 1941, more than 130,000 young Canadians have shared the benefits of air cadet training.

The final business session, dealing mainly with the program for the coming year, was held on the morning of February 11th. The meeting learned that supporting literature for the new training syllabus will soon be available for distribution to squadrons, and examined advance copies of some of the textbooks being produced by Training Command Headquarters for use by the cadets.

Approval was given for continuation of special training courses and reward activities including summer camps, scholarship flying training, senior leaders and drill instructors courses, and exchange visits—all on substantially the same basis as last year.



Shown chatting prior to the annual dinner (l. to r.): Brigadier General Stephen D. McElroy, USAF; Hon. Pierre Seigny, Associate Minister of National Defence; League President-elect John F. Ayre; and Air Marshal Sir Hugh Constantine, RAF.



Named League "Director of the Year" for 1959 was A. Courtney Tufts of Halifax who received an illuminated scroll from Air Marshal Hugh Campbell, Chief of the Air Staff.

Alberta delegates who played host at a reception which preceded the meeting included (l. to r.): G. Strothers; W. E. Ross, E. Bredin; Lou Rabone; A. R. Smith, MP; and G. A. D. Will.

Included in the B. C. delegation were: League past presidents A. W. Carter and D. R. MacLaren, seated. Standing (l. to r.): F/L W. Harrow, V. R. Clerihue and Air Commodore A. D. Ross.





RCAF ASSOCIATION

10th ANNUAL NATIONAL CONVENTION

ROYAL YORK HOTEL, TORONTO

MAY 19 - 20 - 21, 1960

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

NOTICE TO WING MEMBERS

May we remind all Wing members that their annual dues are payable by 1st April. So, in order to ensure continued receipt of "The Roundel", please pay your 1960 dues as soon as possible.

THE three-day Convention will highlight interesting and provocative business sessions as well as a full program of social activities. We have had tentative acceptance from two persons of international prominence to attend and address the Convention. Announcement of their names is being delayed until their schedules are firm and a definite commitment is received.

Accommodation for the Convention has been reserved in the Royal York Hotel, Toronto. Watch this space for further details next month.

RENFREW'S COMMUNITY PROJECT SETS FINE EXAMPLE

A NATIONAL project in which all Association Wings might take part has been a frequent topic of discussion for some time. Meanwhile, some wings are looking close to home for constructive

tasks and are finding projects of real value within their communities.

A fine example of this type of public service is the participation by 433 Wing of Renfrew, Ontario, in the organization of adult polio clinics for residents of the town and of neighbouring communities.

Last November 433 Wing members discussed the sponsorship and administration of a free immunization program in the Renfrew area. The decision of the meeting was that the wing should go ahead with this public health service, and a committee was appointed to make necessary arrangements.

At their first meeting with the Renfrew Public Health Officer it was learned that two other organizations, the Oddfellows and Rebe-kahs, had volunteered to work on the project and the program from then on became a co-operative one.

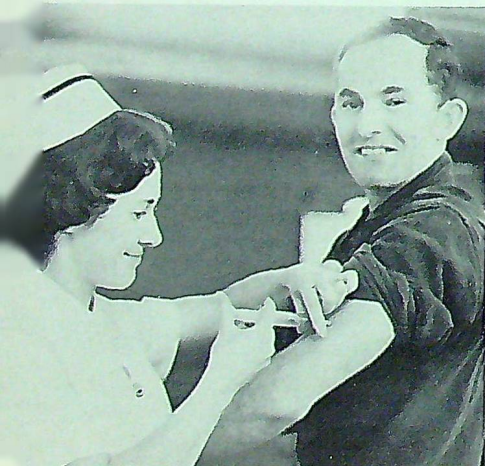
The wing's first responsibility was to publicize the clinic. Announcements were sent to all radio and television stations in a 65-mile

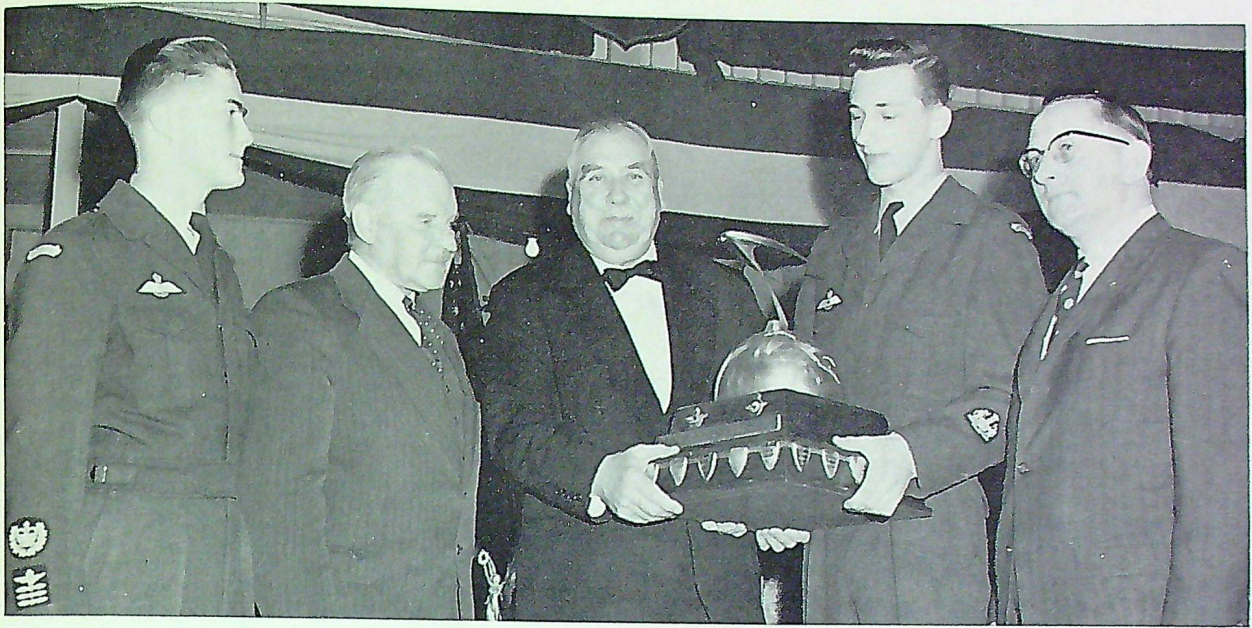
radius; mimeographed letters explaining the service and its benefits were sent to each family in the town of Renfrew and in ten neighbouring communities; advertisements were placed in the daily and weekly newspapers; notices were sent to all women's institutes, churches and factories; posters provided by the Rehabilitation Foundations for Polio and the Orthopaedically Disabled were distributed to merchants, libraries, post offices and places of public assembly.

The clinic was set up in the wing quarters in the center of Renfrew. The women's auxiliary received instruction from the public health nurse and were able to provide valuable assistance to the doctors and nurses who volunteered to help out and who showed a fine spirit of co-operation throughout the whole program.

The first clinic was held on December 15th. Although the crowd was much greater than anticipated, there was no congestion, confusion or waiting as people filed through for their "shots". At the end of the evening 1,900 persons had been vaccinated. The second clinic on January 12 gave a total of 2,240 vaccinations; second shots for the majority and first shots for those who had not attended the earlier clinic. A third clinic was then arranged for February 9th and a final one is

Nurse Mrs. K. Roberge administers polio shot to James Fergie, at Renfrew clinic.





RCAFA Trophy for best air cadet squadron in Canada was won in 1959 by No. 103 North Vancouver Sqn. At the presentation ceremony (l. to r.): WO2 S. J. Nicol; G/C E. A. McNab (ret.); Hon. F. M. Ross, lieut. gov. of B.C.; WO1 W. G. Gubbe; S. H. Wooten, president of No. 802 Vancouver Wing, RCAFA.

scheduled for June when the series of three injections will be completed.

Reports on the program refer to it as one of the best organized and operated affairs ever to be held in the district and one editorial commented: "If the sponsors had any misgivings about the value of this community service project, the response by so many adults gave them the answer." As for the members of 433 Wing and their women's auxiliary, they are happy to have taken an important role in a valuable program for the health of the people in their town and its neighbourhood. In return they have received more compliments for their work on this project than for any previous venture.

RCAFA TROPHY STAYS ON WEST COAST

The RCAF Association Trophy, awarded annually to the Air Cadet Squadron assessed as the most proficient in Canada, has been won by No. 103 Squadron, North Van-

couver, commanded by S/L D. A. Inman. The Hon. Frank M. Ross, CMG, MC, LL.D, lieutenant governor of British Columbia, made the presentation. G/C E. A. McNab, OBE, DFC, CD, represented the Association at the ceremony.

The award is based on an assessment of all squadrons in Canada made by visiting officers of the RCAF and the Air Cadet League. All factors of squadron operation are taken into account, including training of the cadets and activities of the local sponsoring committee.

Chairman for the presentation ceremony was Mr. E. E. Evernden, president of the North Vancouver Kiwanis Club, sponsors of 103 Sqn. Distinguished guests included A/C A. D. Ross, GC, CBE, CD; Hon. R. G. Bonner, QC, attorney general of B.C.; Hon. L. R. Peterson, minister of education for B.C.; and the mayor of North Vancouver, Wm. Angus.

The trophy was won last year by another west coast cadet squadron, 89 Sqn. of Victoria.

802 WING—VANCOUVER

The first issue of "Wing Tips" the official publication for 802 has just been received, a fine effort and we will look forward with interest to further issues.

G/C G. P. Dunlop, RCAF Station Moose Jaw C.O., presents Malone Trophy to F/L V. J. Tarr, No. 107 Saskatoon Air Cadet Sqn. C.O. Trophy is awarded annually to top Saskatchewan squadron for drill and discipline.



Letters to the Editor

THE MAIL GETS THROUGH!

Dear Sir:

The wheels of fortune grind inexorably on—and I can prove it!

On 18 December last I received, through the process of extraordinary diligence and devotion to duty of the C.R. staff at Air Ministry, a letter dated 13 July 1935. It was addressed to the RCAF liaison officer here, signed by W/C N. R. Anderson, recommending one John Hassall Giles, Citizen, Britannia Mines, B.C. for a short service commission in the Royal Air Force. The letter was accompanied by an apologetic pro forma note to the effect that it had been received at C.R. in a damaged and opened condition.

Inasmuch as the subject of the correspondence is now Air Commodore J. H. Giles, DSO, DFC, presently on the staff of AAFCE, I consider the recommendation had somehow had its effect, despite its late arrival. The letter has been forwarded to A/C Giles as a souvenir with our best wishes.

S/L J. C. Lovelace,
Canadian Liaison Officer,
ACAC (Int.), Air Ministry,
London, England.

CROSS-COUNTRY HOEDOWN

Dear Sir:

Square dancing is becoming an increasingly popular recreational activity in the RCAF. Perusal of station newspapers shows that many square dance clubs are in operation — all stressing the social and physical fitness benefits derived from this form of dancing.

I have agreed to act as co-ordinator for the formation of a service-wide Square Dance Association, and hereby invite inquiries, comments, suggestions and particulars of each club now in existence. By correspondence, square dance programs could be exchanged and new clubs aided by providing them with tried and tested recipes.

Interested parties please drop a line to the undersigned, stating name of club, location, leaders' names and addresses. An executive will be formed by correspondence and a semi-annual RCAF Square Dance Newsletter will be edited containing information on all clubs.

Sgt. D. J. Grayer,
RCAF Stn. Centralia, Ont.

Men are not creatures of circumstances; circumstances are the creatures of men. Disraeli.

TWILLICK ABDUCTED

Dear Sir:

As you will recall, the Twillick bird, also known as Totanus Melanolencus or Greater Yellow-legs, has appeared in the *ROUNDEL* on two occasions. However,

F/L D. Peters gets the "bird" from F/L G. S. Waugh.



for the benefit of those who may not have heard of the creature, the Twillick bird is the mascot of No. 2416 (Aux.) AC & W Squadron, Ottawa.

The Twillick, for all its good points, has one weakness — it likes to wander. A few years ago this bird departed for greener pastures, aided and abetted somewhat by members of No. 418 (Aux.) Sqn. in Edmonton. Recaptured in due course by its rightful owners, the Twillick was returned to its cage in Ottawa where it languished and longed for freedom.

Recently several members of No. 438 (Aux.) Sqn. Montreal, were so moved by the plight of the poor unfortunate creature that they arranged to have it liberated and transferred to more agreeable surroundings. As it turned out, however, the Twillick became homesick. Strange though it may seem, Greater Yellow-legs developed an aversion to big-city life and wanted to return to its own nest. Therefore, when a 2416 delegation journeyed to Montreal, the Twillick, complete with a suitably engraved tablet commemorating the bird's visit to Canada's cosmopolitan city, was handed over to them.

This letter is written, sir, in the knowledge that you would be interested in the latest activity of this most remarkable creature, the Twillick bird.

F/L G. S. Waugh,
No. 438 Sqn. (Aux.) RCAF,
Montreal, P.Q.

RCAF STAFF COLLEGE JOURNAL ESSAY CONTEST FOR 1960

An award of \$250.00 will be made to the member or former member of the Canadian Armed Forces or Civil Service who writes the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military matters. This includes strategy, operations, training, logistics, personnel administration, technical, research, production, or any other field.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents per word upon publication. Moreover, all entries will be considered for publication and those selected will be paid for at the same basic rate.

Entries shall not contain classified information. Manuscripts must be double-spaced, and submitted in duplicate to The Editor, RCAF STAFF COLLEGE JOURNAL, Armour Heights, Toronto 12, Ontario, by 1 June 1960.

The Board of Directors of the JOURNAL will appoint the judges, whose decision will be final. Arrangements for the presentation of the award will be made known when the winner is announced. If no essay meets the standard of excellence set by the judges, the right to make no award will be reserved by them.

Ascension Island Missile Re-entry Project



Senior DRB technician William Laforge and chief pilot F/L O. M. Sweetman are presently based on Ascension Island engaged in the joint U.S.-Canadian ballistic missile re-entry project "Operation Lookout". Two CF-100s, fitted with DRB-designed equipment, are being used for the infra-red detection of re-entering missiles fired from Cape Canaveral.

The RCAF contingent has been specially selected from the Central Experimental and Proving Establishment and the DRB members from the Canadian Armament Research and Development Establishment. The project is scheduled to take 11 months and personnel will return to Canada from the tiny barren island at the half-way point for a few weeks.

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