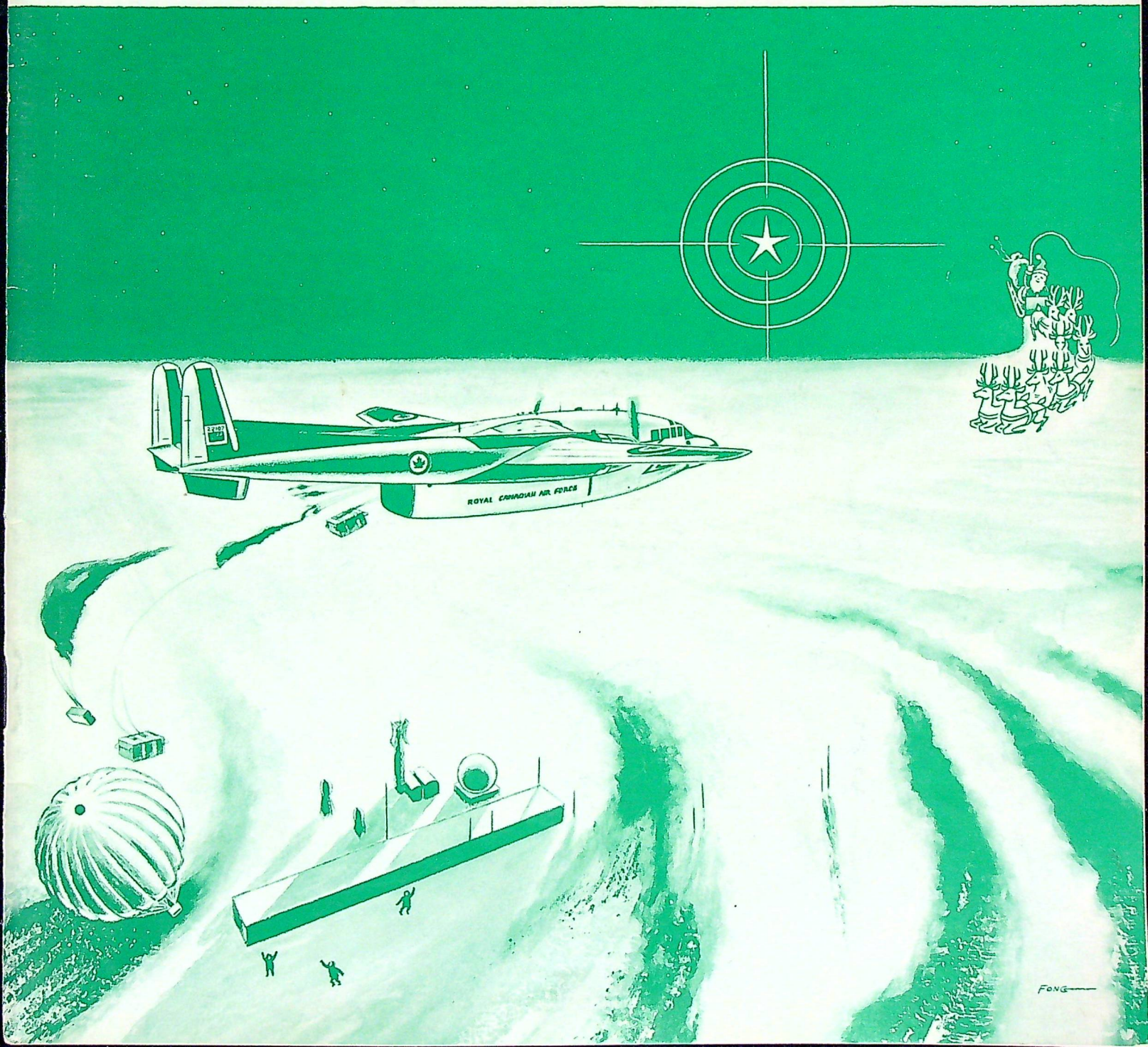


THE

Roundel

VOL. 12, No. 10

DECEMBER 1960



FONG



THE

Roundel

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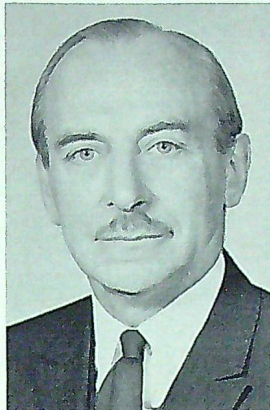


THIS MONTH'S COVER

"Midnight Rendezvous" might be an appropriate title for this northern scene created by regular ROUNDel contributor Cpl. K. W. Fong. See pages 2 and 3 for further details on this annual Christmas operation.

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.

Christmas Greetings



I AM PLEASED to have this opportunity—my first as Minister of National Defence—to extend to you, the members of the Royal Canadian Air Force, and to your families, my warmest Christmas greetings and sincere good wishes for a peaceful and happy New Year.

In the coming year I shall visit as many RCAF units as I can; and I hope that I shall be able to meet many of you personally.

It is a matter of deep regret that duty abroad or in isolated posts dictates that some of you spend this Christmas season away from your families. Let us hope and pray that in the years ahead a lasting peace based on trust and understanding will make it possible for all of our families to be together to celebrate the birth of our Saviour.

Wherever you are serving, may your Christmas be joyful, and may the New Year be filled with happiness and prosperity.

(Douglas S. Harkness)
Minister of National Defence

UNE FOIS de plus, j'ai le plaisir d'adresser mes vœux de Noël aux membres de l'Aviation royale du Canada et à leurs familles.

A cette époque de l'année, où la joie et la bienfaisance abondent, il est permis de reprendre courage et d'espérer que les efforts incessants que déploient tous les éléments de nos forces aériennes pour établir une paix durable seront couronnés de succès. Nous pouvons être certains que notre fidélité au devoir et notre foi en Dieu contribueront à réaliser davantage l'idéal chrétien de la "Paix sur la terre aux hommes de bonne volonté".

Je souhaite à chacun de vous un très joyeux Noël et une Nouvelle Année heureuse et prospère.

(Pierre Sevigny)
Ministre associé de la Défense nationale



THROUGHOUT the year, we in the RCAF work unceasingly to help maintain peace in the world. During the Christmas Season, when goodwill and Christian charity prevail, we are reminded that our efforts have indeed been rewarded and that our faith in the eventual triumph of permanent peace has a sure foundation.

I wish to express to all components of the RCAF my sincere appreciation of the contributions they have made to peace and freedom in the past year.

I hope that this will indeed be a merry Christmas for all members of the RCAF and their families and that the New Year will bring a large measure of peace and happiness to everyone.

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



LAC H. Jones and Cpl. Mary Stanislaw watch an RCAF pannier take shape under the skillful fingers of A. J. Glidden at the CNIB in Toronto.



LAC K. D. Van Nest straps a parachute pack to a pannier loaded with 200 lbs. of supplies.



Even Christmas trees have been



Christmas parties for children, like the ones conducted by RCAF Stn. Bagotville at Chicoutimi's Orphanage of the Immaculate Conception and at RCAF Stn. Great Whale River for Eskimo and Indian children, are taking place in many parts of Canada and overseas this month.



At RCAF Stn. Aylmer Cpls. L. Graham and J. Parkhill repair toys in off-duty hours for donation to Protestant Orphans' Home in London, Ont.





flown to the Arctic to help brighten yuletide for those far from home.

No. 435 and No. 436 Sqn. aircrews share the annual Christmas parcel and mail drop flights to isolated communities in the far north.

Spreading Christmas Cheer is Service-Wide Project

IN Canada and overseas this month RCAF personnel willingly take on "extra duties" to ensure Christmas is a happier time for those less fortunate than themselves.

Pictured here is a mere sampling of the various activities conducted last year, but it gives some idea of how airmen, airwomen and their civilian co-workers occupy their off-duty time in communities far and wide.

The annual Christmas supply drop to Canadian arctic outposts is, of course, a regular operational commitment. For this project the RCAF is aided by the experienced weavers of the Canadian National Institute for the Blind in Toronto, who make the willow panniers used as containers. Their fine workmanship is proven by the fact that not one of the literally hundreds of paradropped panniers has ever broken open as a result of its descent.

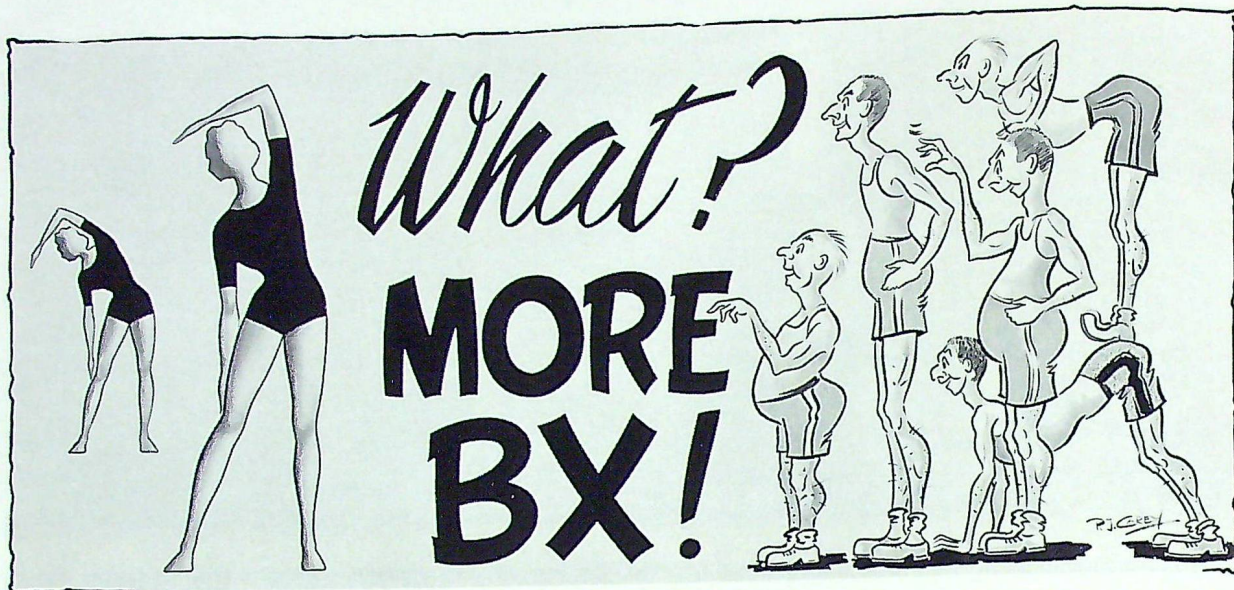
Members and dependents of No. 1

Air Division have been working for weeks on "Operation Merry Christmas" in France and Germany. Hundreds of European orphans, residents of old

people's homes and needy families receive entertainment, gifts, clothing and hampers in this annual Yuletide project.

Each December M. Jean Bolis touches up life-size nativity figures in the Creche he donated to RCAF Air Div. Hdqts. in Metz, France, six years ago.





By NORMAN J. ASHTON

Illustrations by PETER CAREY

ALL male readers may now relax; this new RCAF BX program is for the ladies. Read on, however, for what happens to the ladies does have its effect upon you, one way or another.

At the time that AFP 30/1 (the 5BX Plan) was first published* it was announced that a similar type of plan would be made available for the women. The reprieve period is now over. In November the XBX Plan for Physical Fitness for Women was released and already thousands of copies have been distributed both inside and outside the service.

Several psychiatrists have commented upon the symbolic nature of the titles of the two BX programs, and questioned their meaning. As yet they have not probed deeply enough in their analyses to uncover the deep-seated reasons for the titling. The layman fortunately has accepted the

* THE ROUNDDEL Vol. 10, No. 5. Jun-Jul 58.

Mr. Ashton wrote the book on the XBX Plan. A native of Montreal, he graduated from McGill University and took post-graduate work in science at the University of Michigan. He served in both the RCAF and Infantry in the Second World War; has since held several athletic coaching and teaching positions in Canada and the USA. He has been a physical fitness specialist in the RCAF recreation branch at AFHQ since October 1958.

prosaic explanation that BX stands for Basic Exercises; that 5 is the number of these exercises in the men's plan; and that X, the Roman numeral for 10, represents the number of them in the women's program. Actually there are a total of 12 exercises in the women's plan if one counts the supplementary exercises for posture and foot conditioning — but 12BX, or XIIBX, or Daily Dozen as titles just do not have the same ringing quality about them as XBX.

INTERNATIONAL IMPACT

Seriously, though, 5BX has had tremendous impact upon the attitudes and activities, not only of Canadians, but of several other nationalities. The country of Thailand has translated the pamphlet into Thai. The U.S. Naval Reserve has purchased 2500 copies for reservist training. Experts from Germany, Japan and Australia have forwarded favourable comments. Boy Scouts, firefighters, salesmen and air-

line pilots have tried it, liked and benefited from it.

No other published exercise program has been used on a voluntary basis to the same extent as 5BX. Why? The exercises themselves are no different from those found in a dozen programs. There is nothing unique about the principles of progression incorporated. But — there are several major differences between the RCAF 5BX Plan and all other published programs of exercises. Probably the most attractive feature is the time requirement, which is at a nearly irreducible minimum: 11 minutes a day. Attainable goals are presented for persons of all sizes and ages, telling just how much exercise is necessary to be considered fit. The easy start and slow, gentle progression — no pains, sprains or bruises — is an admirable feature. Couple these factors with a newly awakened consciousness of the need for more than a subsistence level of fitness and the success of the 5BX may be partially explained.

The principles and patterns established in the 5BX Plan have been applied to and incorporated in the XBX Plan for Women.

IS IT TWICE AS GOOD?

Does the fact that there are 10 exercises for the women mean that the program is twice as good? Not necessarily. The fitness needs of women vary somewhat from those of men. Where the 5BX emphasizes the manly virtues of strength and endurance, the XBX concentrates on the feminine (or is it masculine?) desire for form and firmness. This is not to say that women have no need of strength and endurance, but rather the method for attaining their needs is somewhat different.

The first four exercises, for example, constitute a warm-up for the more demanding exercises which follow, and promote flexibility of many of the major muscle groups. These could be combined into just two exercises but the movements would have to be complicated. By increasing the number of exercises the movements are simple, straightforward and also permit for greater range of movement.

In our research into the fitness needs of women and the XBX Plan we have received many letters from women who have tried the experimental program. All report an increase in personal efficiency, of feeling better physically. But most important of all, their improved general feeling of well-being, and their increased enjoyment of activities that previously had fatigued or bored them, were the things that impressed them the most.

IS IT WORTH THE EFFORT?

Despite the fact that every effort has been made to make the process of becoming fit as easy and painless as possible through the BX programs, there are still many who refuse to help themselves. Let's face it — "Getting fit is work". No amount of condensation or sugar coating of the exercise pill can ever remove the factor of work from it.

Is a high level of fitness worth working for? Naturally the answer is an unqualified yes.

Research could be cited endlessly to prove that the physically fit individual is far better off than the unfit. Does the fact that the fit person has a more efficient heart and blood vessel system convince you that you should

be fit? Does the fact that the fit individual tires less readily than the unfit convince you? Does muscular strength and endurance interest you? Judging from the number of persons who do not exercise in any manner it is doubtful that these facts, hammered home time and time again, influence very many people.

Medical personnel, physiologists and physical educators have, for years, been imparting vast quantities of scientific knowledge bearing on physical fitness. Despite the information and arguments presented to them, Canadians have long been categorized as physically unfit — low in muscular strength, endurance and flexibility, high in the incidence of cardio-vascular disease, and fat beyond measure. What arguments can be presented then that will convince, once and for all, the men and women of Canada that physical fitness is highly desirable and indeed essential for the fullest enjoyment of living?

Think back to the time when you were 16 years old. You know, the good old days. Gone *and* forgotten. For if they were not forgotten you would in all probability be living a far different life than you are to-day. Think of how alive you felt as you

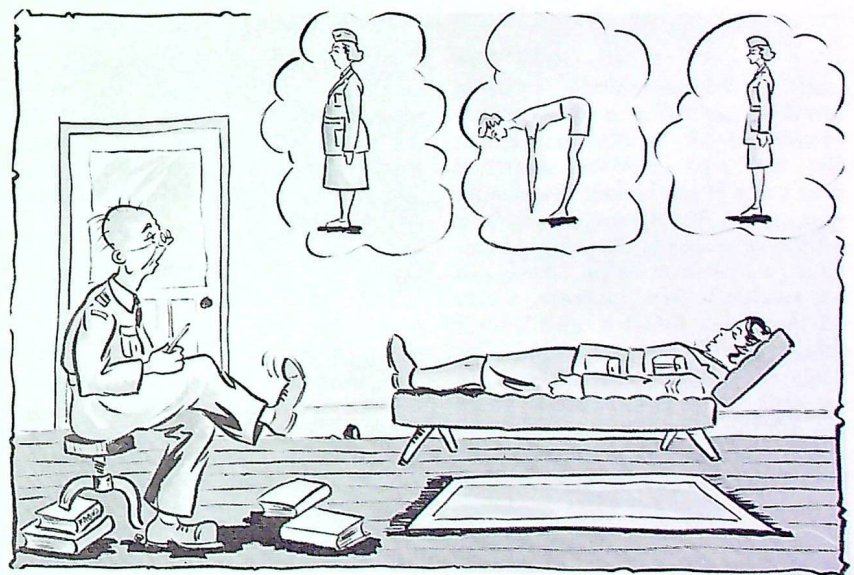
awoke in the morning; of how easy it was to be active all day and into the late evening hours; of how easily you could cope with the chores that to-day leave you tired and irritable. Especially think of the figure you had then compared to the one you have now. "But I'm getting older," you protest. Age is an excuse not a reason. Admittedly you may never quite recapture the vitality of your younger days, but with just a little effort you can push back the physical hands of time.

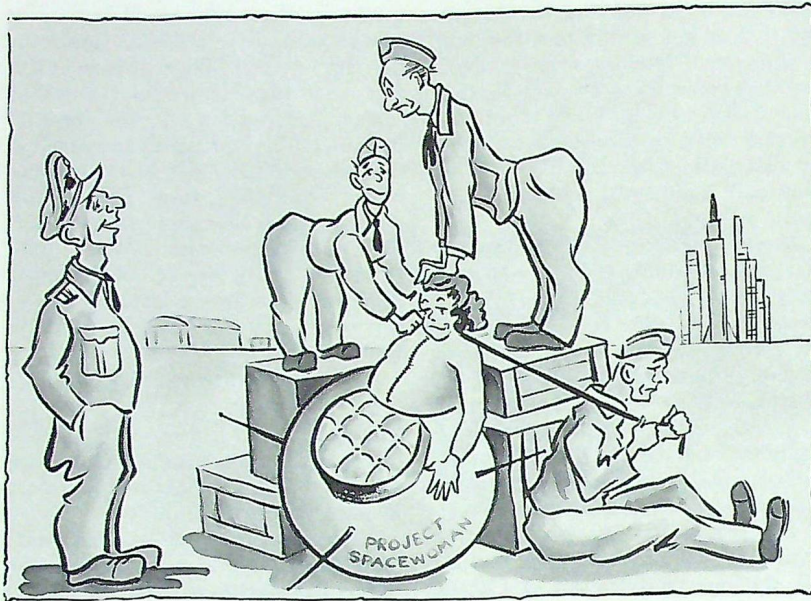
HOW ABOUT FAT?

All the world loves a fat man. If the above saying is true, we must have one of the most lovable nations on earth because Canadians in general seem to be overly fat.

Aside from the fact that you won't be able to fit into a space capsule, there are many good reasons for melting off some of the excess fat that you undoubtedly carry with you. A certain amount of fat is good and essential. Fat protects certain bony regions, it may help in regulating body temperature, it softens contours of the body and is a highly efficient method of storing fuel for future use. But once the necessary quantity has been accumulated, the extra merely

"XBX concentrates on feminine desire for form and firmness".





"Aside from the fact you wouldn't fit a space capsule . . ."

puts an increased burden on the heart and muscles.

People are indeed funny. They would rebel violently if someone suggested they strap 20 pounds of lead on their backs and tote it to work, to bed, indeed everywhere. Yet they think next to nothing of carrying an equivalent weight of extra fat.

Fat is added to the body very slowly. It may take a few weeks to gain a pound. Its method of growing is insidious, you just don't notice it at all — until that great day when the dress won't fit or the belt must be let out a notch. How many of you lady readers, on suddenly discovering yourselves "a little overweight", have had this reaction? "My goodness, where did that come from? It wasn't there when I went to bed last night". This brings into play the 'diet reflex'. For two weeks or so, tea, toast and boiled eggs are the orders for the day. Sure enough most of "it" goes away, the dress fits and all's right with the world. But, alas, this same sequence of events will take place over and over again.

A program of exercise, such as 5BX, or XBX together with sensible dietary habits can take off, and keep off, many pounds of unwanted fat. The exercise as well as assisting in the burning off of fat will produce firm muscles that bring back that youthful look.

IS THE XBX EFFECTIVE?

Happily this can be answered with emphasis — YES. While we were pleased with the results obtained by the nearly 600 women who participated in the research project, it was just a few months ago that tests on a control group of girls (a group that had not experienced the joy and benefit of XBX) proved beyond a shadow of a doubt that XBX was really effective. Work began on a chilly day in March 1959 at the Manning Depot, St. Jean, Que. Over 400 new entry women personnel were subjected to several physical fitness tests. The first few courses to go through the program were the real "guinea pigs", for it was at this time that the exercise selections had to be made. For days exercises were tried and

some were discarded, some kept. Within about five weeks 12 exercises remained. These were selected because they contributed effectively to a particular muscle group or quality (strength, flexibility), they could be modified fairly easily to provide progression, and they required no equipment.

By August the tables had been pretty well set, but we still needed information about the program in relation to girls and women under 18 and over 25 years of age. From September to January copies of the experimental program were used on a voluntary basis by several hundred individuals — school girls in Montreal, Ottawa and Saskatoon, college girls in London and Hamilton, women of all ages in a number of cities and towns across Canada.

From these persons came reactions and suggestions, many of which were incorporated in the revised program. By mid-March of 1960 the XBX charts and goals were finally ready. Now they are off the presses and have been distributed in the field. The rest is up to you.

"People would rebel if asked to strap 20 lbs. on their backs . . ."



Introducing Our New Minister

THE Honourable Douglas Scott Harkness, who last October succeeded B.C.'s lieutenant governor-elect George R. Pearkes as minister of national defence, brings to his task a military career dating back to 1928 and 15 years experience as a member of the House of Commons.

Mr. Harkness was born in Toronto 29 March 1903. Moving to Alberta, he started his military career early in life as a high school cadet. Joining the Canadian Officers' Training Corps, he was commissioned in 1928 in the 20th Field Brigade Canadian Artillery (Non Permanent Active Militia). He was promoted to the rank of lieutenant in 1930 and in 1932 transferred to the 19th Field Brigade.

While in the NPAM he took a staff course and in 1939 was mobilized in the Canadian Army (Regular). He was appointed to the 2nd Anti-Tank Regiment, RCA, and proceeded overseas in 1940. He was transferred to the 1st Anti-Tank Regiment in 1940 and in 1942 was appointed second-in-command. He participated in the invasions of Sicily, Italy and North-west Europe. From 1944 until his demobilization in 1945 Lt.-Col. Harkness commanded the 5th Anti-Tank Regiment of the 4th Armoured Division.

In 1943 Mr. Harkness, then a major, was awarded the George Medal for "courage, gallantry and devotion to duty of a higher order" while officer commanding troops on His Majesty's Vessel *Devis* which was carrying vehicles, stores and personnel from England for the Sicilian campaign.

HMV Devis was struck by a torpedo just after mid-ship. Fire broke out immediately and within a few moments the fore part of the ship was cut off. There were continuous explosions of ammunition and the order to abandon ship was given. Major Harkness proceeded with the orderly evacuation of personnel. However, a number of men were trapped on the mess deck. He immediately went to the scene, organized a rope party and



Mr. Harkness, accompanied by guard commander F/O A. Johnson, inspects guard at AMCHQ, Rockcliffe, during his first official visit to an air force establishment since becoming minister of national defence.

"succeeded in rescuing men from the flames and pulling them to the main deck."

When all but two had been evacuated, Maj. Harkness and another soldier went aft to save the hysterical men still clinging to fittings of the ship. They pried loose the clutching fingers of the pair who refused to leave, threw them bodily overboard and then slid off into the water.

The men were rescued and *HMV Devis* sank three minutes later.

First elected to the House of Commons for the constituency of Calgary East in the 1945 general election, Mr. Harkness was re-elected in 1949 and, following the redistribution of seats

in 1952, he has served for the constituency of Calgary North since 1953.

He was sworn of the Privy Council and appointed minister of northern affairs and national resources and acting minister of agriculture in the cabinet of Prime Minister John G. Diefenbaker upon the formation of his government on 21 June 1957. Appointed minister of agriculture on 7 August 1957, Mr. Harkness relinquished the portfolio of northern and national resources later the same month.

His personal Christmas message to the RCAF appears on page 1 of this issue.

A REAL SKY PILOT

Tom Elden, a former RCAF pilot and now a Canadian Pacific Airlines captain, is flying his way through college to become a "sky pilot".

Three days a week Captain Elden pilots *Convair* aircraft on the 1,000-mile round trip between Vancouver and Calgary. On three other days of the week he studies: literature, mental hygiene, philosophic thought and Christian doctrine at the University of B.C. In six years he hopes to become ordained as a United Church minister. When ordained, he will trade his \$15,000 a year salary for a \$4,000 a year stipend.

from the Vancouver Sun.

GOOSE BAY

THIS month, as has been the case for several years past, "Operation Toydrop" takes place along the Labrador coast. RCAF Station Goose Bay's Yuletide project, a co-ordinated community venture, is a timely example of how things are done at the "Goose".

The paradrop to the coastal missions at Nain, Davis Inlet and Makkovit is carried out by aircrews of station flight. Used toys donated by the children of air force families are restored and repaired by station fire hall personnel. Food and clothing are collected by both the Protestant Ladies' Guild and the Catholic Women's League. Para-rescue airmen pack each item carefully into cases provided by the supply section and attach the all-important parachutes to carry them safely on their way.

Located 820 air miles north east of Montreal at the mouth of the Hamilton River, RCAF Stn. Goose Bay daily services aircraft staging through to all corners of the world. During the process the station plays host to many important visitors. For example, while en route to the United Nations General Assembly recently the Rt. Hon. Harold MacMillan was greeted by Goose Bay's commanding officer, G/C W. H. Swetman, DSO, DFC, when the British prime minister's plane stopped for refuelling.

STAGING CENTRE

Early in the Second World War it became apparent that an airfield would be required in Labrador, as a staging point for trans-Atlantic transports and as a refuelling stop for the short-range fighters that were to be ferried to the European conflict. In June 1941 Mr. Eric Fry of the Department of Mines and Resources

selected the high, flat, sandy plateau at the head of Hamilton Inlet as an area well suited for the construction of runways. In addition the site offered a fine deep sea harbour, which could be used jointly by supply ships and flying boats.

The first supply ships arrived at Goose Bay on 12 September 1941 and by December of that year the first twin-engined aircraft had made a landing on the newly constructed runway. The runways were gravelled in the spring of 1942 and the beginning of ferry operations was heralded in July, with the arrival and departure of 70 Lockheed *Lightning* fighters, which subsequently reached England through Greenland and Iceland. Operations continued throughout wartime in ever-increasing intensity. In the

G/C W. H. Swetman, DSO, DFC, welcomes British Prime Minister Harold MacMillan to Goose Bay.



12-month period ending September 1945 the airfield handled 24,000 aircraft.

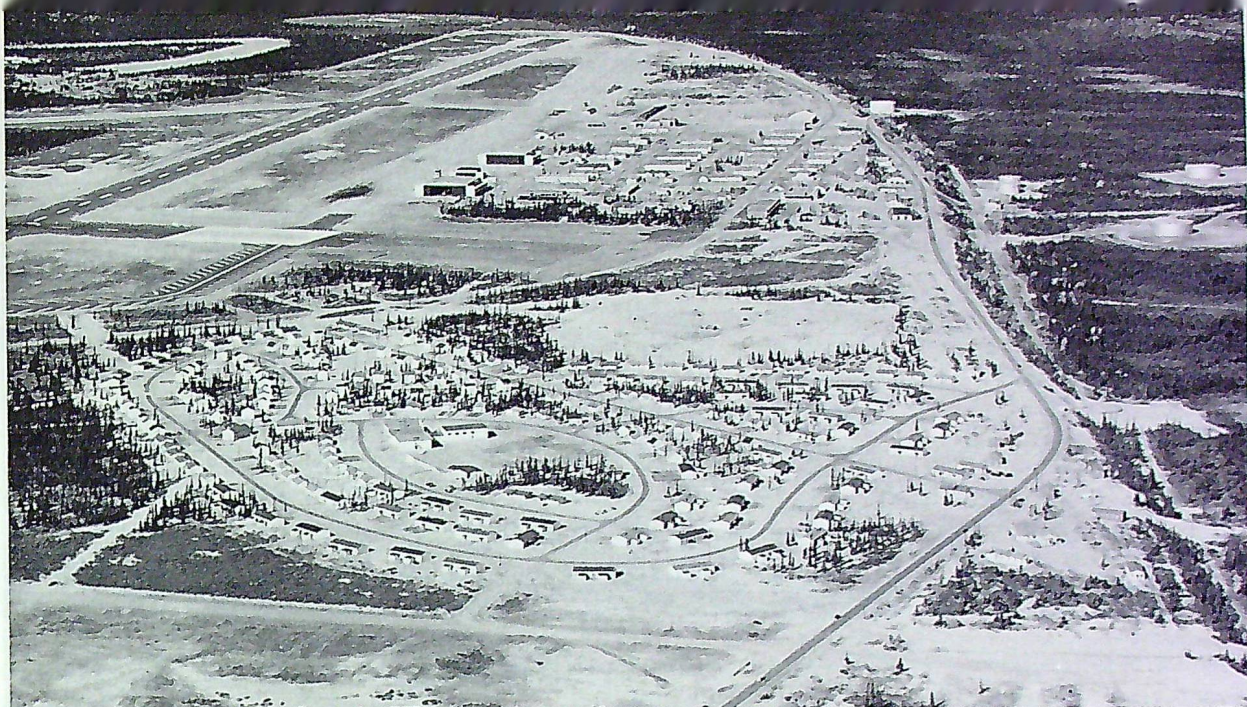
After the war the actual flying commitment of the RCAF at Goose Bay changed but little, with search and rescue continuing to be the major role. A sharp reduction in military traffic was offset by the growing number of commercial flights over the Atlantic. With the advent of NATO and Canada's contribution of fighter squadrons, Goose Bay again became a staging post during Operations Random, Jump Moat and Silver Dozen, to name only a few. About this time construction was begun on the DEW Line which brought about the use of the expression "Gateway to the Eastern Arctic": for Goose Bay was, and still is, the major jumping off point for Frobisher Bay, Thule, and other isolated units in the far north. With the exploration of Labrador as a mineral storehouse, it can be assumed that Goose Bay will play the major role as an airbase in the development of this rich, untried territory.

OPERATIONAL ROLE

The major contributor to operational traffic at Goose Bay today is the USAF, which uses the airfield primarily as a base to support Strategic Air Command operations. An all-weather fighter squadron is also stationed at Goose Bay to guard the continent's north eastern approaches.

The operational role of the RCAF is devoted to aerodrome control, aerodrome maintenance, search and rescue facilities and station defence.

In the modern Rapcon (Radar Approach Control) building is housed the very latest aircraft approach con-



RCAF Station Goose Bay, with Spruce Park in foreground.

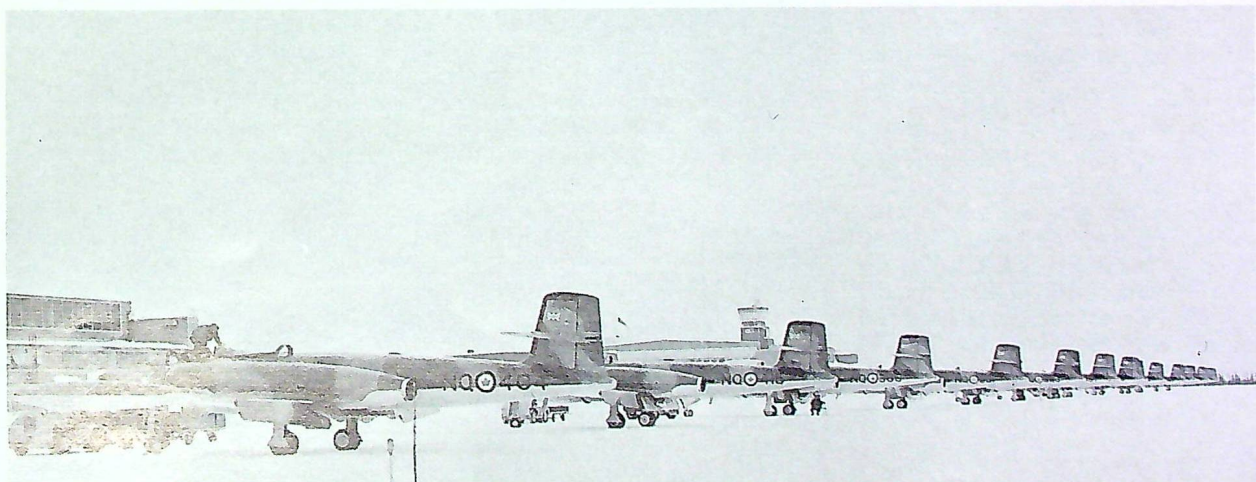
control system. RCAF personnel of Rapcon work closely with Department of Transport Area Control Centre to control all air traffic operating under Instrument Flight Rules, within a 100-mile radius of Goose Bay.

To ensure safe separation of arriving and departing aircraft, Rapcon provides positive control of each by the use of modern radar equipment, which is furnished and maintained by

the USAF. The importance of a highly efficient Rapcon operation is indicated, when one considers the wide range in speed and altitude of modern aircraft. The fact that commercial carriers and military aircraft alike are guided with safe, effectual control, has earned Goose Bay the reputation of a controlling agency of some renown.

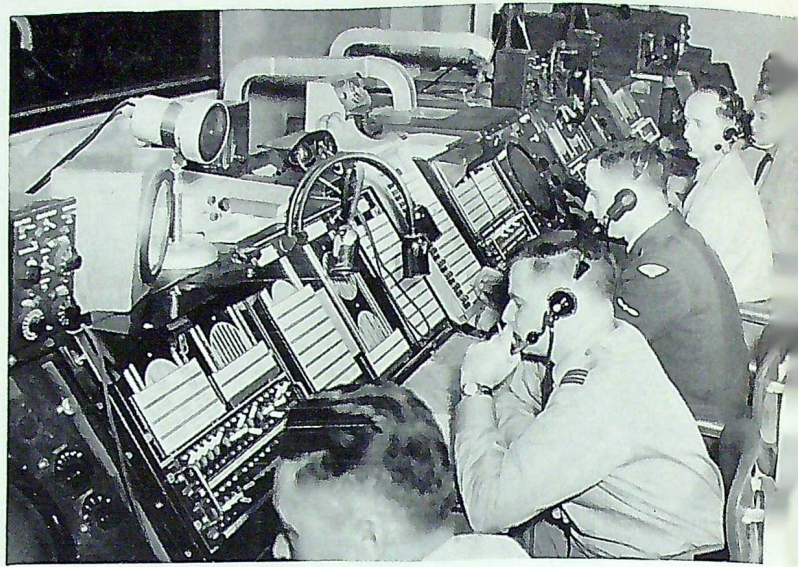
Another vital component in the safe regulation of air traffic is the control tower. This agency is responsible for the control of all take-offs and landings on the airfield proper, as well as of seaplanes using Terrington Basin. In addition the tower, through FM radio, controls the many snow removal vehicles in operation during winter months. Goose Bay receives an average of 170 inches of snow a year.

CF100s at Goose Bay during ferry operation "Jump Moat", 1958.





In the Communications Centre, Cpl. E. Chiasson and LAC J. H. Leblanc.



In the RAPCON Centre (l. to r.): F/L R. McKendry, LAC H. R. Thistle, WO2 F. Falardeau, WO2 J. Darby.

The removal of snow from ten million square feet of runways and taxiways plus 42 miles of roadway is a tremendous task delegated to the MSE section.

SEARCH AND RESCUE

Probably one of Goose Bay's most interesting operational activities is the search, rescue and mercy service carried out by station flight personnel. Ready to go at any time, the organization is equipped with a ski-wheel version of the *Dakota* and a float or ski-wheel *Otter* aircraft. Although the normal operating area is within the 102,000 square-mile area of Labrador, rescue or mercy flights have been made to such widely scattered points as Frobisher Bay, Clyde River and Pangnirtung on Baffin Island, Grise Fiord on Ellesmere Island, Sugluk and Povungnituk on the mainland. A secondary function of Station Flight is the transportation of passengers and freight throughout Eastern Canada.

Para-rescue jumpers are an important part of the rescue standby group at Goose Bay. Included in the team is a para-medical specialist, trained to carry out emergency medical aid to any site requiring this service. Three land search parties of ten men each are available for ground search

in the rugged hinterland. During the winter this group is equipped with snowmobiles to facilitate rapid transit to areas inaccessible by air. To round-out the rescue team are the two

marine crashboats, manned by able crews, capable of meeting marine emergencies throughout the Hamilton Inlet, which extends eastward 120 miles to the Atlantic Ocean.

RCAF crash boat pulls away from Terrington Basin marine dock.





S/L K. Southwood, senior medical officer, and nursing sister F/O Muriel Gough greeted six arrivals within one week at station hospital last September.



An annual event enjoyed by young and old.

The continued success of the station in its operational role is ample proof of the ability of its airmen and airwomen in what are often referred to as the supporting sections. In addition to the RCAF technical and administrative services, the station is enhanced by the fine work performed by the Royal Canadian Dental Corps and Canadian Army Service Corps. Special mention must be made of the US Army who operate stevedoring and transport facilities at the marine docks, and of the USAF who cooperate fully in projects too numerous to mention in this article. Relationship between the RCAF and USAF is harmonious in all fields of endeavour; as a result combined operations are carried out with maximum efficiency and unity.

Friendly liaison exists with many civilian organizations including the Department of Transport, Shell Oil Company, Trans-Canada, Maritime Central, Eastern Provincial and Wheeler Airlines.

EXTRA-MURAL ACTIVITIES

The morale of an isolated unit is governed mainly by its recreational and social life. Goose Bay is fortunate in having both natural and man-made

facilities close at hand. The station has a large recreation centre, an indoor swimming pool, artificial ice hockey and curling rinks as well as modern bowling alleys, theatre and hobby shop. A gigantic week-long inter-mess competition known as the "Winter Carnival" is held each February and features along with the usual winter sports, events such as snow sculpture, snowshoeing, beard growing and dog-team races.

The swimming pool is a consistent favourite and is in use an average of nine hours daily. Swimming instruction is available for young and old alike. Many members of the service and their dependents proudly boast that they learned to swim at the "Goose".

Another outstanding attraction is the baseball season, beginning with an elaborate parade complete with floats, sponsored in competition by the various messes. To climax the season a "Little World Series" is played by all-star teams representing the RCAF and USAF. Keen competition is shown in that each team has won the series once in the last two years.

A successful entrant in the 1960 Goose Bay Bonspiel was the Department of Transport rink, which went

on to win in provincial competition, thereby earning the honour of representing Newfoundland in the Dominion Briar.

Commercial radio and television is non-existent in Labrador, but the CBC operate a radio station from studios provided by the RCAF. The USAF supplies equipment and studios for a TV station operated under CBC management. Both of these agencies are devoted to community service and their contribution to the recreational life is appreciated.

The station married quarters (Spruce Park) are governed by an elected body consisting of a mayor and community council who have met with considerable success in the advancement of children's recreation. Through the council the residents have helped financially many organizations including Scouts, Guides, ladies' groups and mission funds.

This has been a capsule review of Goose Bay — now the largest settlement in Labrador. Isolated though they may be, residents probably see more important visitors pass through their station in a year than do the personnel of almost any other Canadian base. Many people claim the "Goose" as their favourite station.

"Bird Breather" Helps RCAF Combat Polio in B.C.

WHILE major forest fires were taking their toll of British Columbia's timber this year an outbreak of poliomyelitis also smouldered in the interior of B.C., reaching near-epidemic proportions in mid-summer. To help combat this conflagration the RCAF made a record number of air evacuations, using a new type of portable respirator called a "Bird Breather".

During the first five months of 1960 No. 121 Composite Unit, based at RCAF Stn. Sea Island, made five trips to fly out emergency cases, but only three patients were actually brought to Vancouver. During June, July and August, they made 13 trips and flew back 16 patients. The marked percentage increase in successful evacuations is attributed by air force medical officers to the new respiratory equipment.

In lay terms, polio may be divided into two types: paralytic and non-paralytic. Paralytic polio is either respiratory or non-respiratory, and it is in the former patients that the medical problems are most acute. The

medical facilities, in relatively small communities, normally cannot handle a patient who is unable to breathe, and hence these patients need to be transported to a larger centre both for immediate treatment and long-term care.

Sea Island has been equipped with Monaghan respirators for several years and they have been used in treating respiratory polio with limited success. This is an electrically operated respirator, which may be powered by the aircraft batteries or the home power. It consists of a large shell which fits onto the patient's chest and the air underneath is sealed by the close fit of the shell. This air space is attached to the machine which alternately blows air in and sucks air out, thereby making the patient breathe in and out respectively.

While the Monaghan has achieved very good results in the past, it does have certain disadvantages. It is only one-third as efficient as normal breathing mechanism, and even on the ground, with a polio case it is not

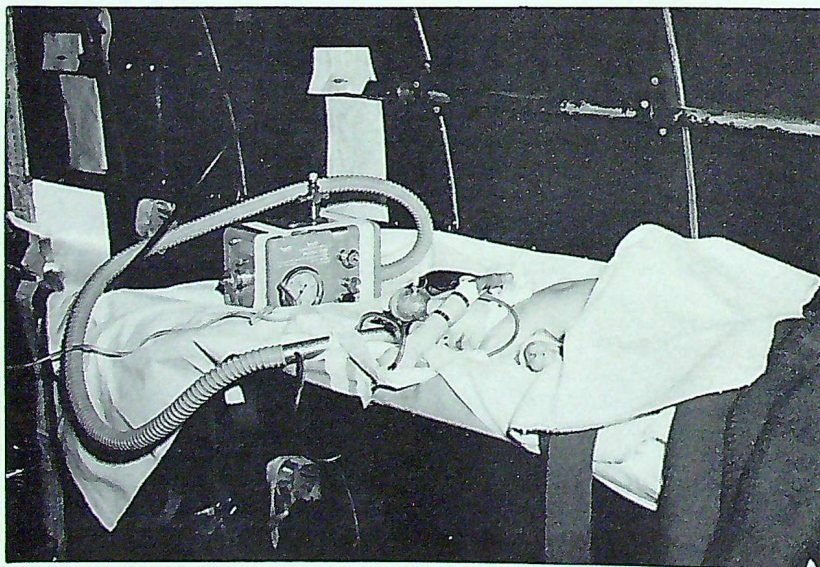
always capable of supplying enough air. Any increase in flight altitude is liable to cause a lack of oxygen to the patient. Using the Monaghan, therefore, aircraft were forced to do low altitude flights down the various canyons, which often meant the added discomfort of turbulence to the patient and the medical staff. The geography and weather in B.C. were thus important factors in planning these mercy missions, so much so that VFR^o conditions were essential. In fact, there were three occasions when No. 121 KU had to refuse to fly patients because their conditions were too serious for the capability of the Monaghan equipment.

On 16 July the RCAF was requested to fly to Vanderhoof to collect a six-weeks old baby with respiratory poliomyelitis. This baby was at that time being kept alive by artificial respiration and it was obvious that this situation had its limits. Deciding that existing equipment was inadequate for so small a baby, the Sea Island senior medical officer requested the help of a doctor at the University of B.C. who was working on a new respirator called the Bird Breather. Despite adverse flying conditions, the mercy flight was a highly successful one thanks to the presence of the UBC doctor and his equipment.

The Bird Breather is connected directly to the wind-pipe, and works by blowing up the lungs and letting them deflate automatically. It is a small apparatus and is driven by the pressure of the oxygen from the cylinder to which it is connected. It is light and requires no electrical power to operate it. In medical terms it is a positive pressure apparatus and works on a closed circuit, hence the altitude of the aircraft will not affect its efficiency.

The Schenck Co. Ltd., who distribute this equipment in Vancouver, has loaned the RCAF a Bird Breather

"Bird Breather" was first used in polio air evacuation to bring this six-weeks old baby from Vanderhoof, B.C., to Vancouver last July.



^o Visual flight rules.



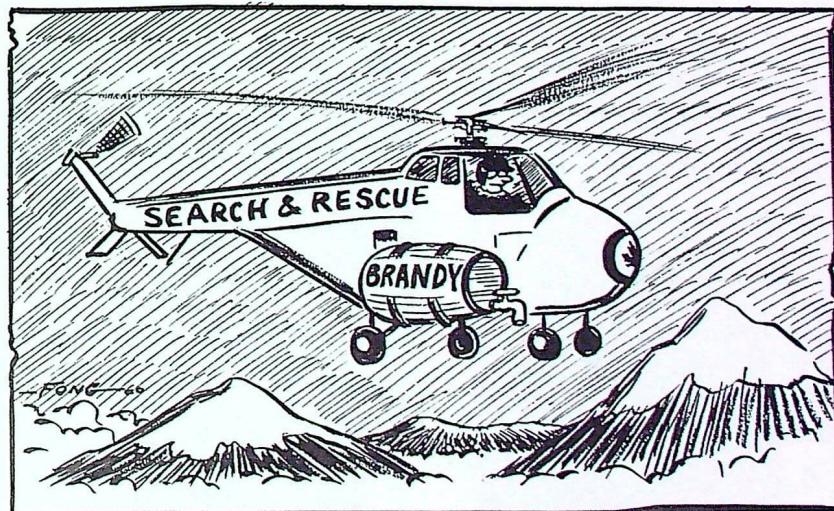
Teamwork is key to successful mercy flights. This air evacuation of a polio victim involved (l. to r.): LAC W. H. C. Cook, F/L D. B. Dragon, F/O J. L. Northey, F/O C. J. MacDonald, LAC W. Hunt, F/L R. K. L. Percival-Smith and F/L P. deMontigny.

on a trial basis since the baby was flown to Vancouver. The results using this respirator have been excellent; on each occasion that it has been used the patient's condition was serious enough that, prior to acquiring this equipment, No. 121 KU would have had to refuse the flight. On three occasions aircraft were able to fly at 12,000 feet, which meant a more comfortable and less hazardous flight. The only disadvantage with the Bird Breather has been the difficulty in training staff in its use, in that it requires constant supervision to maintain its efficiency. However, doctors feel it is an advance in the handling of patients with respiratory failure, and at present the Provincial Health Department of B.C. is negotiating the purchase of this equipment for use in the future.

Naturally, the success of these mercy missions could only have been achieved by team work, particularly between No. 121 KU aircrews, the hospital staff and the electricians. "The majority of our trips are made to

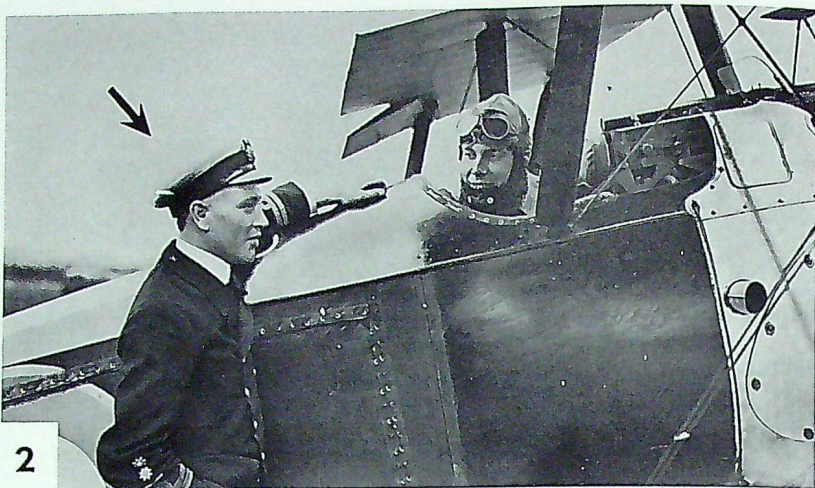
the more isolated communities of B.C., and when talking to people there we have come to realize that our flights have given an immense boost to their morale, commented F/L D. J. Waller, Sea Island's senior medical officer. "It is true to say that the RCAF has

been a large factor in making them feel more secure. The gratitude of these people is born out by the numerous letters of appreciation which have been received at this unit, and amply justify the 121 KU motto, "Salus Ab Alto." (Safety from on High.)





1



2



3



4



5



6



7



8

What's the Score?

THE question this month, quiz fans, is "Who is he?" To make it easier, we have placed the pictures of these eight Canadian airmen in chronological order. Some are now deceased, some retired from the service and some are still in the RCAF. In the photos where more than one individual is shown, identify the person marked by the arrow.

The air historian has supplied a few interesting facts with the names. Why not identify them yourself before reading the answers?

1. **Captain E. L. Janney.** On 16 September 1914 Canada's first air force was formed when Col. Sam Hughes, Minister of Militia and Defence, initialled a memorandum which stated that "Mr. E. L. Janney is appointed provisional commander of the Canadian Aviation Corps with the rank of captain, and is authorized to purchase one biplane" (ROUNDEL, Jan-Feb 59). Capt. Janney took the Canadian Aviation Corps to the United Kingdom but after several months was permitted to resign his appointment and return to Canada. He served for the latter part of the war as a naval officer. During the '20s and '30s he was in the news frequently, mostly concerning his efforts to promote aviation companies. The second-to-last item on his army file is a telegram dated 4 September 1939 offering his services to the RCAF. They were declined with regret. He is believed to have died in South America a few years ago.
2. **Major Raymond Collishaw, RAF,** was the second-highest scoring British fighter ace of the First World War with 60 victories. In this picture he is talking to Captain Art Whealey of Toronto, who is sitting in the cockpit of one of the *Sopwith Camels* of No. 203 Sqn., RAF. A/V/M Collishaw, CB, DSO, OBE, DSC, DFC, (ret.) now lives in Vancouver.
3. **Captain Vernon Castle.** Remember the motion picture "The Story of Vernon and Irene Castle", starring Fred Astaire? The Castles were a famous American brother and sister dance team. Vernon Castle joined the RFC in the First World War and became an instructor in Canada. He was killed in a training accident while on detachment in Texas.
4. **Captain N. R. Anderson, CAF.** When the School of Special Flying was formed at Camp Borden on 7 September 1920 one of the first instructors was Capt. Anderson. On the outbreak of war 19 years later he had become an RCAF air commodore and was AOC Eastern Air Command. His last appointment before retirement was deputy to AOC-in-C RCAF Overseas December 1943 to March 1945. He left the service later that year with the rank of A/V/M.
5. **Pilot Officer (Provisional) W. A. Orr** receiving the de Havilland Forced Landing Trophy from Major General A. G. L. McNaughton, Chief of the General Staff, on 23 May 1933 at Camp Borden. P/O Orr is now A/V/M Orr, CBE, Air Member for Personnel.
6. **Group Captain Robert Leckie, DSO, DSC, DFC.** A long and distinguished career in military aviation began when Robert Leckie enrolled in the Curtiss Aviation School at Toronto in 1915. Later in the year he joined the RNAS and fought with great gallantry during the First World War. Early in 1919 he assumed command of No. 1 Wing, CAF. After the disbandment of this embryonic airforce, he was active in the promotion of military aviation in Canada until 1922, when he returned to the RAF. In 1940 he came back to Canada as Director of Training, transferring to the RCAF in 1942. In 1943 he became acting Chief of the Air Staff and the following year Chief of the Air Staff with the rank of Air Marshal. He retired on 1 September 1947. At the time the accompanying photograph was taken he was Air Aide to H.M. King George V, holding that appointment under two other monarchs, King Edward VIII and King George VI.
7. **Flying Officer W. G. Dinsdale** of No. 410 Sqn., RCAF, later F/L Dinsdale, DFC. He is now the Honourable W. G. Dinsdale, Minister of Northern Affairs and National Resources in the Canadian Government.
8. **Wing Commander R. W. McNair, DSO, DFC,** wing commander flying, 126 Wing, RCAF, November 1943 – April 1944. G/C McNair is now Commanding Officer, No. 4 Fighter Wing, RCAF, Baden Soellingen, Germany. He is the highest-scoring RCAF fighter pilot of the Second World War still in the service, with a score of 16 aircraft destroyed. The painting is by R. S. Hyndman of Ottawa.

Concerning Chris

MEMORANDUM

50-00-05 (CO)

Min 3

1 Dec 60

CAdO

CAdO

Station Christmas Program

1 The festive season being almost upon us once again, all ranks must be made to feel happy, gay and carefree, without in the slightest degree relaxing the strictest standards of service discipline.

2 You will draw up a suitable program, keeping in mind the usual traditional items. The undersigned is prepared to contribute to everyone's enjoyment again this year by playing the part of Santa Claus at the all ranks' children's party. But remember on this occasion there must be a suitable vehicle: no more decorated wheelbarrows. An aerial arrival by helicopter would be most apt. Have one laid on with a spare in case of unserviceability.

3 Other suggestions, within reason, will be considered. And don't forget the Chaplain. I have found that padres tend for some reason to take an almost proprietorial interest in this festival.

SIGNED

(ST Ayshun-Marster) G/C
CO
201

50-00-05 (CAdO)

MEMORANDUM

2 Dec 60

I submit the following special
1500 hrs. Christmas afternoon:

"I'll be Seeing You" - ba.
"Wish You Were Here" - ma.
"I Wonder Who's Kissing Me"
"Christmas Day in the We

I will be most happy to arrange
the station hockey rink and suggest
dependents are preoccupied at the

COpsO

STSO

SSvO

Chp

Christmas Arrangements

1 Attached is a copy of the CO's memorandum on the a/m subject.

A preliminary division of responsibilities is as follows:

- (a) COpsO - provision of airlift for Santa Claus' visit to children's party.
- (b) CTSO - PA system program. Also, as you are personally interested in this event, the annual officers - NCOs hockey game;
- (c) SSvO - airmen's dinner and ladies' choral singing;
- (d) Chp - religious services.

2 Submit detailed proposals and additional ideas to the undersigned by 10 Dec for co-ordination and approval by the CO.

SIGNED

(DSK Bound) S/L
CAdO
324

MINUTE SHEET

Min 2

CAdO

Of course, Vancouver will be only too happy to take a couple of helicopters off Search and Rescue to help us out. This time of year, especially, they should have no trouble coming across the Rocks.

Surely, however, one of our own T-birds would be more appropriate. Santa's ejection over the drill hall should get the party started with a bang.

Failing these two alternates, I will have the fire truck standing by on Christmas afternoon at 1500 hrs. As for additional games how about giving the little buzzards a shovel each and sending them off for a Snowclearance Contest on the runways?

SIGNED

AB Tupp W/C
COpsO
272 5 Dec 60

Min 4

CAdO

Re the traditional Christmas interests of decorum, the predinner, stricter schedule. After the tactic year there were practically no off-duty and those that survived were so short

As for the carol singing, I think ambitious last year. A party of the sort of unfortunate incidents which is not really representative of an wives, I shall therefore need:

7 tenors

7 baritones

4 basses

1 accordionist

3 collectors (preferred)

We shall need to start rehearsal standard and I shall conduct these therefore, arrange for volunteers duties, night flying, etc.

Our actual singing rounds should Christmas. Then I propose to finish the parade square on Christmas afternoon this will be well attended, but just may wish to consider making this a

ias on the Station

Min 5

CAdO

I am indeed grateful that the Church has been included in the planned activities for Christmas Day. I intend to hold the following services in the chapel:

Christmas Eve	2300 hrs.	Watch Night Service
Christmas Day	0700 hrs.	Holy Communion
	1100 hrs.	Morning Prayer
	1500 hrs.	Children's Carol Service

Please try to adjust your other arrangements so as not to reduce attendance at these services.

SIGNED

UR Parson F/L

Chp (Prot)

233 8 Dec 60

50-00-05 CAdO)

50-00-05-"CAdO"

MEMORANDUM

9 Dec 60

CO

(1)

Christmas Program

1 Attached is a consolidation of proposals from sections as requested. You will note the slight conflict of events suggested, especially for Christmas afternoon, and may wish to assign priorities.

2 Please indicate in which functions you intend to participate personally.

SIGNED

(DSK Bound) S/L

CAdO

324

Min 2

CAdO

Have noted the proposed program. It is good to see everybody mucking in so enthusiastically, but a pity there seems to have been some muddled thinking and lack of co-ordination. Perhaps your briefing was not comprehensive - see what you can do to put matters right.

Unfortunately, my wife and I have just had to accept an invitation from an old friend in Montreal and will not be on the station to join in all the fun, which we shall sadly miss. Rest assured, however, that we shall be with you in spirit.

As I shall not be back before then, I take this opportunity of wishing you all a prosperous and industrious New Year.

SIGNED

ST Ayshun-Marster, G/C

CO

201 10 Dec 60

SIGNED

P Lugge-Ugglely W/C

CTSO

363 6 Dec 60

SIGNED

P Primrose F/O

SSvO

232 7 Dec 60

DECEMBER 1960

INTRUDER



Bostons on the prowl.

Part Two of No. 418 Squadron's Wartime History

By SQUADRON LEADER A. P. HEATHCOTE
Air Historical Section

DURING the autumn of 1942 No. 418 Squadron's operations were divided almost evenly between aerodrome surveillance and train-hunting. The airfield patrols were strangely quiet, it being left to the anti-train attacks to produce the fireworks and the claims. In many instances train-busting was not the primary assignment; some of 418's most productive work in this field was done when trains were being attacked as alternative targets.

A lengthy string of train-strafting successes began on 22 August. Detailed to patrol Chievres airfield, P/O White was unable to find it in heavy mist, so started looking for ground targets to strafe. Near Valenciennes he found a train. One burst of cannon exploded the engine as the *Boston* swept over it, so low that a shower of cinders fell into the cockpit. A couple of nights later Sgt. R. R. Jackson was on a train safari covering the Paris-Dieppe run. Very quickly he scored

hits on the engines of two trains, forcing both to stop. Then he spotted an extra-long freight, with one locomotive pulling at the front and another pushing at the rear. The double-header took hits in the boiler of each engine and was brought to a halt spouting steam from both ends. Light flak from Pontoise holed the *Boston's* centre section and damaged the hydraulics, but Jackson landed safely. In the Douai-Valenciennes area on the 27th P/O Lukas damaged two more

locomotives to the point of making them stop. One of them uncoupled after the first burst and, free of its encumbering rolling-stock, puffed along at a much faster clip. It was clobbered and halted by a second burst which produced a red flash and a gushing of steam.

One of several other train-busting attempts to pay off during the period was made by W/C Saunders and crew late in October. They scouted airfields in the Orleans-Chateaudun and Blois-Tours areas as planned, seeing no E/A activity but noting the positions of a dummy field west of Bricy and a genuine field under construction near LeMans. Then Saunders turned his attention to rail traffic. North of Tours he caught up with a train which he promptly proceeded to derail. His success was confirmed the following day in an enemy broadcast from Zeesen radio station. If attacks as much as forced trains to stop, they were worthwhile even if they caused no great damage, for they were at least upsetting Jerry's schedules and were quite possible delaying delivery of vital war materials.

PEACEFUL INTERLUDE

During this period there was one 18-day stretch (20 September-7 October) in which, for no known reason, the squadron flew not a single operational sortie. The peaceful interlude did, however, see several events of more than passing interest affecting unit personnel. Late in September S/L M. E. Reid was posted in to replace S/L Caldwell as A-Flight Commander. Before leaving, Caldwell, hereunto the author of 418's only unqualified kill, was awarded the DFC, earned by virtue of his skills as an intruder pilot and flight commander. The DFM was awarded at the same time to FS C. L. M. Forsyth, who had recently completed his 50th sortie as a gunner. Posted shortly after Caldwell were FS Randolph and Sgt. Haskell, who had flown with P/O Lukas the night he scored 418's first (shared) kill. Both were transferring to the USAAF and their skipper followed soon after.

September and October were the sixth and seventh consecutive months

in which losses were incurred on operational or training flights. Two crews were missing on operations in September and four members of two others perished in training accidents in October.

In the last six weeks of 1942 well over half the unit's sorties were devoted to a new and more subtle type of warfare — "nickelling", or the dissemination of war information. Targets were mostly Belgian towns and cities such as Liege, Mons, Ghent, Namur, Charleroi, Tournai, Ypres, Huy-Hannut and Menin; also "informed" were the French towns of St. Lo and Armentieres.

Although the primary purpose of these operations was the dropping of leaflets or "nickels" on specified towns, in most cases pilots were not content to disperse their literature and call it a night. Oft-times, when opportunity knocked, they elected to work in a little train-strafting. If unable to find any trains, they would occasionally carry out useful reconnaissance and collect tidbits of information for the "spies" back at base. Train-busting was, however, the more popular supplementary activity, as the targets were vulnerable and relatively easy to hit.

One of the most fruitful forays on trains was that following a leaflet expedition to Ghent by F/L Z. Van Riel, DFC. On the town's outskirts was the Meirelbeke marshalling-yard, which was jammed with dozens of locomotives. He expended every cannon and machine-gun round he had in a glorious spray-job on more than 30 engines. The gunner, Sgt. J. H. D. Higgins, also opened up with his .303's. In all, at least 15 locos were damaged. For the Belgian skipper it was the 35th sortie and the ideal way to wind up a tour of operations. For his observer, WO Francis Hogg, DFC (RNZAF), a third-tour man, it was sortie number 65.

OPPOSITION STIFFENED

The enemy was not taking lightly the belabouring of his *lokomotiven*. Proof of this came one late-November night when a *Boston* experienced opposition from an unexpected source. While attacking a train near Armentieres it

was surprised by return fire which gave it a punch in the nose. This was the first indication to 418 that Adolph was arming his trains. As later learned, westbound trains, probably carrying precious war material to points along the "Atlantic Wall" such as Dunkirk, Calais and Boulogne, were usually protected by flak wagons. There seemed to be no end of hazards in this business of intruding. With all its low flying at night over strange territory it would have been risky even without enemy action.

The war's toll continued. Two crews were lost in November and one in December, all on "nickelling" operations. In addition, a *Boston* crashed in the Blackwater River when returning from operations, its captain, S/L L. H. Wilkinson, being killed. The other crew members were only superficially hurt and for the observer, F/O Keith Reynolds, it was the second experience of walking away from an aircraft that had just been written off. The gap in B-Flight left by the loss of S/L Wilkinson was filled by an RAF officer, S/L P. R. Burton-Cyles, DSO, DFC.

1943 BEGAN QUIETLY

A new year was begun under a new commander, W/C Saunders having departed on posting in mid-December. Now in command was an English lawyer-pilot with an American educational background, Harvard-bred W/C J. H. Little, DFC.

Operations of 1943 got under way on 3 January, two *Bostons* covering airfields at Melun and Bourges-Avord. Neither crew saw a vestige of enemy activity of interest to them. Such was to be the pattern of all too many sorties throughout the first month-and-a-half of 1943. On 15 January P/O Tony Craft shot up and damaged two locos at Creil, while his gunner, Sgt. J. S. ("Kelly") Davis, raked another at Abancourt. On no other operation in January did any member of the squadron as much as press a firing button. Three times E/A were seen, but three times it was the same old story — the sightings could not be followed up quickly enough.

The first fortnight of February was devoted largely to propagandizing, 13

of 16 sorties involving leaflet-dropping. One of the 13 led to the fourth successive crew-loss sustained on nickeling operations. On the other three sorties attacks on trains were either made or contemplated and damage to two trains resulted. FS B. G. Henderson's aircraft delivered its attack despite having taken a direct flak hit amidships. S/L Burton-Cyles was about to shoot up a locomotive at Amiens when his aircraft was plastered by flak from Glisy airfield, over which he had unintentionally passed. The airspeed indicators of both of the above aircraft were rendered useless, meaning that on the return trip and during the critical approach-to-land phase each pilot had to gauge his speed by the seat of his pants.

Largely because of the ten-day fog, the squadron operated on only four more nights in the remainder of February. One of these operations led to the first air-to-air action seen in more than six months. On a lone-wolf intruder to Melun F/L Dick Bennell surprised an E/A over the field and put several cannon slugs into its fuselage before losing contact. He deservedly claimed a "damaged". Meanwhile train-strafting continued to pay off, F/L Venables extensively damaging two engines and P/O Craft one. Thus, although the score against enemy aircraft was discouragingly slow in building up, the count of enemy locomotives destroyed, disabled or damaged was assuming impressive proportions. Evidence of 418's growing reputation as a train-wrecking organization was seen in an entry made in the unit diary on 16 February 1943, which read as follows:

"During the morning F/L Venables went to Coltishaw for the purpose of passing on his knowledge of intruder operations to 12 and 13 Group pilots detailed for a mass train-busting intruder in the evening. From reports which he brought back it is evident that without his assistance many of these pilots would probably not have returned."

MOSQUITO DEBUT

The 18th of February was notable in a non-operational way as the date of a major event in the squadron's history, to wit, the arrival of 418's first *Mosquito*. The honour of being the



F/L D. Bennell

first in the squadron to fly the aircraft, a Mark III (trainer) with dual controls, fell to W/C Little, but he earned it practically over the dead bodies of his flight commanders, who very nearly got it into the air without his knowledge. Although commencement of *Mosquito*-conversion training was delayed five days by bad weather, four pilots had been checked out before the precious *Mossie* was tucked into its hangar for the night on the 26th. The unit's first operational *Mosquito*, a MK.II, was not acquired until 28 March.

As if in protest of the *Mosquito's* intrusion, the *Boston* put on a show of its own. On the night of 3 March it took Dick Bennell and crew, among others, to airfields in Holland. Bennell found Deelen open for business, all its lights aglow and several aircraft orbiting in the circuit. He joined them. At 1300 feet he rode up the slipstream of a *Dornier 217*, opening fire at 100 yards' range and pulling up at the last split-second to avoid collision. Smoke poured from the *Dornier* and in a matter of seconds it sideslipped into the deck just beyond Deelen's boundary lights. Independent kill number two for 418 had been almost too simple, no flak or searchlights having interfered.

The squadron operated on seven

more nights and then, on 14 March, moved back from bleak Bradwell to a base near the sunny Sussex coast. The new home was at Ford, about midway between Littlehampton and Arundel and in the very heart of the night fighter-intruder world.

BLACKOUT TACTICS

For five weeks after Bennell's kill not a sign of the Luftwaffe was seen. Then things began to liven up a bit. Over Melun early in April F/L Bennell came upon two E/A lit up like Christmas trees and flying close together in the circuit. He went after the nearest one but overshot it when the enemy doused his lights. When next seen, the would-be target was touching down. Bennell then shadowed the other E/A around the circuit but was balked again by blackout tactics. This enemy also landed before it could be engaged. Two minutes after its touch-down Melun's lights went out. The lights of a third E/A soon appeared, but only momentarily. So ended a patrol fraught with possibilities but yielding only disappointments. There would be many more of the same.

A possible indication of protective night patrols by the Luftwaffe around its airfields was seen the same night by Sgt. Evans, gunner for F/O F. W. Hallwood. He spotted "a dark object believed to be an aircraft" tailing the *Boston* within 100 yards' range. Hallwood put the *Boston* into the steepest possible turn and kept it there throughout 360 degrees. That shook off whatever was following him.

The following night the squadron lost "a trio constituting one of the veteran crews in point of service. Detailed to intrude over the Melun-Betigny area, S/L Hugh Venables, DFC (RAF), and his RCAF crew companions, WO D. J. McKay and P/O H. D. Baker, failed to return. Each had served with 418 since its inception and had flown on its second operation, logged more than a year before. All three perished.

It took S/L Venable's opposite number in B-Flight approximately 48 hours to avenge the loss. Assigned to watch Beauvais aerodrome, S/L Burton-Cyles arrived to find everything

in full swing; the S.E.-N.W. flarepath and the visual lorenz system were alight and several aircraft were joining the circuit. He positioned himself to intercept one as it turned onto the cross-wind leg at the field's south-east perimeter. A half-second burst blew it to pieces; its burning wreckage illuminated the entire aerodrome.

The unit's second kill in three days was made over the same airfield on the night of 14/15 April. The night watchmen this time were W/C Little and crew, who waited nearly an hour for the field to come to life and another ten minutes for a customer to show up. Possibly mindful of what had happened three nights previous, the enemy pilot flashed his lights only briefly and was lost to view. In five minutes another E/A was seen, but not soon enough to be intercepted. Within the next 20 minutes three more were sighted, but each time Little was unable to attack before the enemy disappeared into the darkness or landed. After an hour and 40 minutes of patience and perseverance, his observer, Sgt. Douglas Styles, DFM (RAF), saw enemy number six. Little lined it up in his sights just as it reached the outer cross-bar of the visual lorenz. He barely touched the firing button before seeing the E/A disintegrate in the air.

OPERATIONS ON TWO TYPES

Despite the successes achieved on *Bostons* in this early spring of 1943, obviously their days with 418 were numbered. Foreshadowing their retirement from duty with the unit was the departure on 6 May of *Boston* K-for-Katy. Having joined the squadron very early in its history, she was now the first of her kind to leave it. Her destiny as an intruder had been interwoven largely with that of her first skipper, P/O Tony Craft, and his crew of P/Os Earl Morton and "Kelly" Davis, all of whom accompanied her 29 times over enemy territory. Every inch a lady, during her tour with 418 she gave no trouble, showed no outburst of temperament. In fact, her groundcrew declared that she left the squadron with her original engines and propellers.

At 2300 hours the next day Craft

took off for his 30th and last sortie with the squadron. With him was Morton; no longer with him was Davis. The reason for the latter's absence was simply that there was no longer room for a third crew member. Craft and Morton were about to log the squadron's first *Mosquito* sortie.

It was a patrol of the Melun-Bretigny district. During the patrol itself all was quiet, and as the *Mosquito* was turned about for home it began to look as if the first trip on the new type was going to earn nothing more than the overworked adjective, "routine". Then, near Nantes, there chanced to stray into Craft's range of vision a *Ju. 88*. Craft gave chase for 12 minutes, approached close enough for positive identification, and put two bursts from 200 yards into the fuselage and port wing. The *Junkers* began to go down; it blew up before reaching the ground. That was the first and last victory for Craft and Morton, and a fitting way to wind up a tour. Coming during 418's debut on *Mosquitoes*, the victory certainly proved a good omen.

What manner of aircraft was this *Mosquito* which had dealt a lethal stroke on its first trip with the squadron? A revolutionary feature was its unique all-wooden construction and

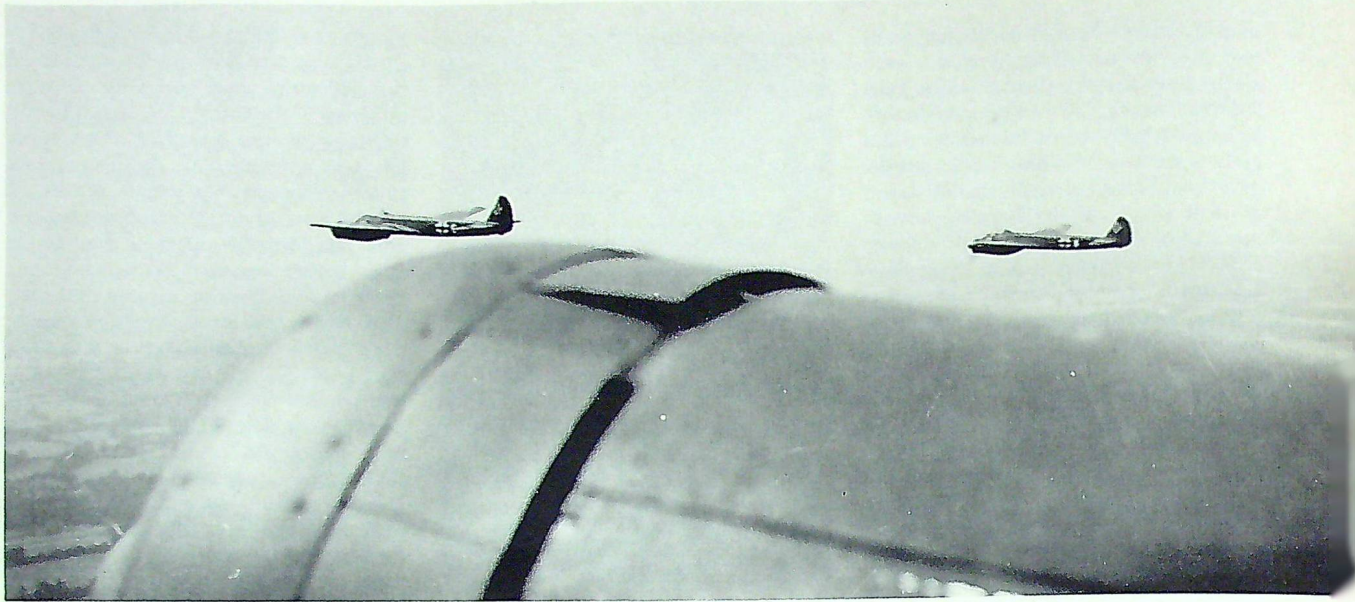
plywood skin. The Mark II flown by Craft, was the first fighter variant of the *Mosquito*, and compared favourably with the Mark VI, soon to be acquired by the squadron. The Mark VI was actually a fighter-bomber capable of carrying either a ton of bombs over short or medium ranges or a half-ton plus overload fuel tanks over longer ranges. Armament consisted of four 20-mm. cannon and four .303 mg.'s, all firing from the nose. Two Merlin engines gave it a top speed of 380 m.p.h. Its range was 1300 miles normally, and, with full overload tanks, 1770, giving it an edge of some 87 m.p.h. in speed and 300 miles in range (without extra fuel) over the *Boston*.

Notwithstanding the decline of the *Boston* as an intruder, its moments of glory with 418 were not yet over. Five nights after Craft's success F/L Massey Beveridge was manoeuvring a *Boston* within sight of Orleans airfield when he saw something guaranteed to excite the most phlegmatic of intruder pilots. "It was an amazing sight", he later remarked. "The place had all its lights on and Jerry aircraft were buzzing about like bumblebees." In short order five bursts of cannon inflicted damage on an unidentified E/A and a *Ju. 88* but also culminated in stoppages in all but one cannon. With his remaining armament he worked-over a third target, a *Stuka*, which was also damaged. The only return "fire" was experienced when the *Stuka* pilot pressed the panic button and shot off identification flares which almost scored on the *Boston*. Hostile aircraft, numbering from one to four per sighting, were seen on 11 of 33 sorties logged in the remainder of May, but only twice could attacks be delivered. Both led to claims of "damaged".

Meanwhile, in the latter half of May, ground targets were also getting their share of attention. Favourite targets were railway engines and Seine barges. At least four locomotives were damaged and forced to stop, while ten barges were damaged or left smoking. Prominent among 418's ground-strafters were two Canadians, F/O F. W. Hallwood and FS B. G. Henderson, and two RAF sergeants-

F/L M. Beveridge





The chase is on . . . JU88s pursued by

pilots, G. "Chubby" Labram and J. L. James.

In June the unit's operational *Mosquito* strength, which, at the end of May, had stood at five, rose to 18. On the other hand its *Boston* strength fell from 18 to 12 as the *Bostons* began to be ferried away. Consequently the ratio of *Mosquito* sorties to *Boston* sorties increased sharply from approximately 1:9 in May to more than 1:2 in June.

CHANGE IN COMMAND

The squadron's first casualties in more than nine weeks were sustained on 12 June, as *Mosquito* A-Able crashed during a non-operational take-off. Aboard were the squadron commander, W/C J. H. Little, DFC, and his navigator, FS Douglas H. Styles, DFM. Both were instantly killed. In his period of command lasting exactly six months W/C Little had, through his ability in the intruder field and through his kindness, thoughtfulness, and warm personality, earned the respect and affection of all those serving under him, from flight commander to humblest "erk". His loss was a particularly heavy blow and came at a time when the squadron

was just beginning to hit its stride. With the death of FS Styles the unit lost its most operationally-experienced navigator, his forays over enemy territory having exceeded the century mark.

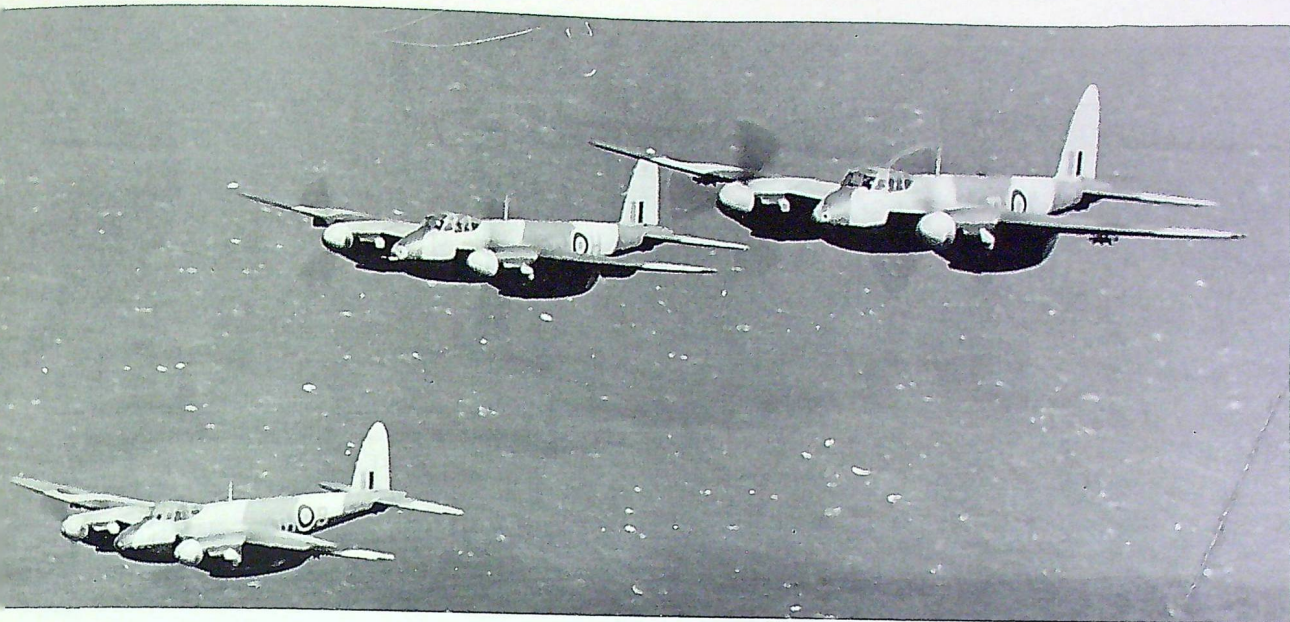
Reporting for duty on 15 June was the new C.O., W/C Paul Y. Davoud, DFC, formerly in command of 409 (Night-Fighter) Squadron.

Operations continued to be directed against airfields and railways. Shortly before midnight on 20 June a *Boston* manned by F/L Beveridge, Sgt. B. O. R. Bays and WO H. Anderson departed 'Ford' and headed for St. Dizier aerodrome, there to watch and wait for an unwary Jerry. Some 80 miles west thereof Beveridge was distracted by the twinkling lights of an airfield. He circled, circled, circled . . . His patience was rewarded when an aircraft with winking navigation lights came out of the darkness and joined the circuit. He followed it down the visual lorenz system and opened fire at a point-blank range of 100 yards. A brilliant flash came from the starboard engine of the E/A, facilitating its identification as a *Dornier 217*. When last seen, it was falling out of the sky with smoke pouring from one

engine. Beveridge claimed it as probably destroyed.

EXIT THE BOSTON

That was 418's first "probable" and its last air-to-air victory in a *Boston*. Another "probable" was scored at Bretigny on the 26th by FS C. D. Ball, two nights after a "damaged" by FS J. H. Kingsbury. But the most profitable of nearly 600 sorties flown by 418 in exactly a year-and-a-quarter of operations was reserved for S/L C. C. ("Chuck") Moran, who had taken over B-Flight a month before upon S/L Burton-Gyles' posting. In the early hours of 27 June he and his navigator, Sgt. G. V. Rogers, arrived at their assigned airfield, Avord, and found it humming with life. He had his choice of five aircraft orbiting in the circuit. His first selection was a *Heinkel IIIK*, which he sent crashing in flames. His second was a *Ju. 88*, which he blew up in mid-air. The feat of two E/A destroyed constituted in itself a solid night's work, but the *Mosquito* still had a load of bombs to get rid of and plenty of ammunition. At nearby Bourges a likely ground target, a radio mast, presented itself. Moran planted a bomb near the base



Mosquitoes of No. 418 Sqn. in the summer of 1943.

of the pylon, then sprayed the masts with cannon and machine-gun fire. (While bombing Bourges airfield the night after, F/ N. H. Spencer noted the absence of lights on the radio masts. Moran had shattered them and rendered the masts a hazard to aviation!) As a parting gesture he shot-up a train near Mantes, damaging its engine. His double kill on one sortie was the unit's first and was not to be duplicated until 10 weeks and 260 sorties later.

Whereas Bourges' radio masts, lighted or unlighted, never inflicted any confirmed damage on 418's aircraft, something at St. Trond did. While orbiting the darkened airfield at low level, "Chubby" Labram's *Mosquito* hit an unseen obstruction. The severe shock set up vibrations in the port engine, which took fire. Labram cut the engine but had difficulty controlling the aircraft. Recrossing the enemy coast the *Mossie* was bracketed by flak and hit in the port wing. Homing assistance was obtained from Manston emergency field, where Labram made a safe wheels-up landing. The *Mosquito's* matchless single-engine performance was again displayed a few nights later when an

engine of Dick Bennell's steed was inactivated by flak over the French coast; the half-powered aircraft covered the remaining 100 miles in a breeze. No respecters of rank, the enemy's flak merchants gave W/C Davoud a hostile reception over Bretigny on his first operation with the unit. A chunk of steel pierced his windscreen but he carried on and bombed a railway at St. Pierre.

One of several sorties flown on 8/9 July was the unit's last in a *Boston*. The squadron's 532nd sortie on the type, it was a "routine" patrol of the Orleans-Chateaudun region and was logged by WO A. D. Day, Sgt. E. Maude, and Sgt. A. J. Hunter. The *Boston* bowed out with a record of 5½ E/A destroyed and 6 damaged.

BUSY SUMMER

The period from 11 June to 9 July was the most intensive four weeks of operations yet experienced by 418. Over this span of time one or more of its crews operated every night except one. It was no coincidence that during this time the Second Battle of the Ruhr, featuring Bomber Command, was at its peak. The intruders

had contributed much to its successful outcome by harrying Nazi airfields at times and places calculated to give maximum benefit to the Ruhr-bound bomber crews. No. 418 Sqn. alone knocked down at least three, and quite possibly five, enemy aircraft, and damaged two others. But it would be misleading to evaluate its work only in terms of enemy aircraft destroyed. The mere presence of its *Mosquitoes* and *Bostons* over certain airfields was enough to upset the fine balance of Goering's night-fighter operations and could not but reduce the effectiveness of his over-all reaction to our bomber offensive.

In an effort to render airfields at least temporarily unserviceable and simultaneously destroy aircraft on the ground, the squadron had, since 19/20 June, been carrying out a new program of hit-and-run bombing raids on selected GAF night-fighter bases. One of its best bombing nights was that of 15/16 July, on which its *Mosquitoes* delivered high explosives to Rennes, St. Dizier and Corneilles aerodromes. Rennes and St. Dizier were both hit three times at pre-arranged intervals, each absorbing a dozen 250-pounders on the landing-



W/C.P. Y. Davoud points out a hotspot to F/O D. Alcorn and S/L C. Moran.

went to F/O F. W. Hallwood and his navigator, F/O Paul Marlatt, who, unable to pinpoint Westerland in poor visibility, went on to identify and bomb Cuxhaven. As if the flak defences in the occupied countries were not sharp enough, those in the Fatherland were even more impressive. Several aircraft were assailed by barrages of beautiful-but-deadly red and green flak; their pilots had to take spirited evasive action to stay in one piece.

In recent operations there had certainly been no dearth of E/A sightings. F/L Spencer saw five in a bunch one night in the circuit at Avord and S/L Bennell saw three at Toulouse, but neither fired a shot. Here were further items of proof that sighting an E/A preparing to land at night was one thing and attacking it was another. As often as not, when first seen the enemy was already in the final stages of the landing pattern, in which case, before it could be approached to within effective range, either its lights were no longer on or it was on the deck. Spencer was given a second chance the same night; later on at the same field he saw another four E/A circling to land. He opened fire on one from 250 yards dead astern, but hardly had he pressed the firing button than the completely unexpected happened — his gunsight fell apart.

Though unable, in July and August, to blast anything out of the air, the squadron did knock out two E/A on the ground, both by bombing. The first, destroyed at Florennes, was shared by S/L Moran, FS Ball and FS H. Hay, while the other, destroyed at Juvincourt, was claimed by F/O D. O. Norcott.

There were, however, some partial aerial successes in the period. On 9 August F/O Hallwood claimed a "probable" at Evreux. Two weeks later 418's *Mosquitoes* were covering fields at Parchim, Stendal, Greifswald and Jagel in support of a raid on Berlin. The first-named three formed a protective arc subtending the quadrant north-west of the capital from a point about 100 miles due west of Berlin's very heart. The only skipper to find Parchim open for business was Norcott, who there damaged an un-

ground and other selected areas. The bombing raids, necessitating low-level runs over the fields, added to the risks already involved, for crews often found themselves flying for several seconds through a hot-bed of cross-fire from the airfields' defences.

Ostensibly Jerry was getting the wind up with regard to our intruders; his flak was getting hotter and hotter. Crews would find ground-fire coming up not only from expected sources like flakships, coastal batteries, flak-towers and the airfields themselves, but also from marshalling-yards, freight-trains, small factories, and sometimes the most innocent-looking and unlikely places.

BOMBER SUPPORT

From the middle of July 1943, more and more of 418's operations were

being timed to coincide with heavy-bomber raids. These bomber-support operations, code-named "Flower", were to appear regularly and often on the unit's work schedule throughout the next fifteen months. Bomber attacks which it backed up in July and August included the great saturation raids on Hamburg, the Milan-Turin series, and two raids on Berlin.

Throughout August the bombing of GAF aerodromes continued prominent. Moreover, the night of 2/3 August was something of an occasion in that it saw 418's crews deliver their first attacks on airfields in the Third Reich itself. Dromes at Ardorf, Cuxhaven, Westerland and Schleswig-Jagel, all in Germany's north-west corner, were visited by *Mosquitoes* and given the high-explosive treatment. The honour of dropping the squadron's first bomb on Nazi Germany

identified enemy. Similar success was achieved at Stendal by "Chubby" Labram.

GROUND STRAFFING

Throughout the summer of 1943 the unit maintained steady pressure on Hitler's transportation system, almost every one of its pilots damaging one or more trains to the point of making them stop. At least two locomotives were utterly destroyed, the punctured boilers of some 20 others were made to spout steam like giant teakettles, and 14 more trains were damaged or set afire. In addition, numerous hits were made on railway stations, marshalling-yards, sections of track, and barges on the Seine. The leading ground-strafters were Labram, Norcott, Bennell, Beveridge, Moran, F/L Ross Rowlands, and F/O J. R. F. Johnson. S/L Moran chalked up a "first" for the squadron by scoring direct hits on a locomotive and a freight car, both with bombs. His technique was to rake the train with cannon fire until it stopped and then bomb the stationary target.

On the night of 5 September "Flowers" were sent to Juvincourt, Metz, Evreux, and the Mannheim district. Opportunities were presented in the latter area, and the opportunist was Bennell. He found Worms-Biblis airfield illuminated and about to accommodate at least a dozen aircraft circling overhead. He sprayed one with cannon fire. It blew up, went down in flames, and was still blazing on the ground twenty minutes later. Bennell turned northward to Mainz-Ober Olm and there found and attacked a *Dornier* 217. This enemy went out of control and buried itself in the deck at a steep angle, the resultant explosion shaking the little *Mossie*. That was trip number 33 for the flight commander and his navigator, F/O Frank Shield, and the last of their tour. DFCs were promulgated for both in October.

to be Continued

Family Man — A man who has replaced the currency in his wallet with snapshots.

HOSPITABLE INNKEEPER

The teacher in charge of the fourth-grade Christmas pageant had a problem with little Bobby, who played the part of the innkeeper. Bobby came from an extremely hospitable family and, since he had never seen anyone turned away from his own home, he burst into tears each time he had to deliver his speech. Finally, after explaining that there really wasn't room at the inn, the teacher thought she had made him understand.

The day of the pageant arrived. The assembly hall was packed with parents. The curtain went up on Mary and Joseph standing outside the inn. They knocked and the door was opened by a small innkeeper with a visible trembling lower lip. "I'm sorry there is no room at the inn," he quavered. Then, in a last desperate attempt at cordiality, he added, "But won't you come in and have a drink?"

Der Flugplatz.

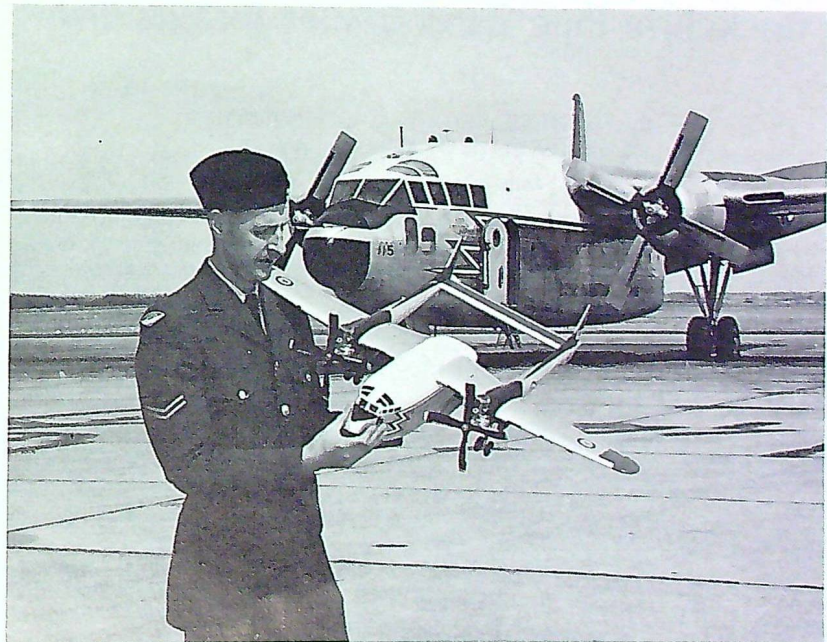
PINT-SIZED FLYING BOXCAR

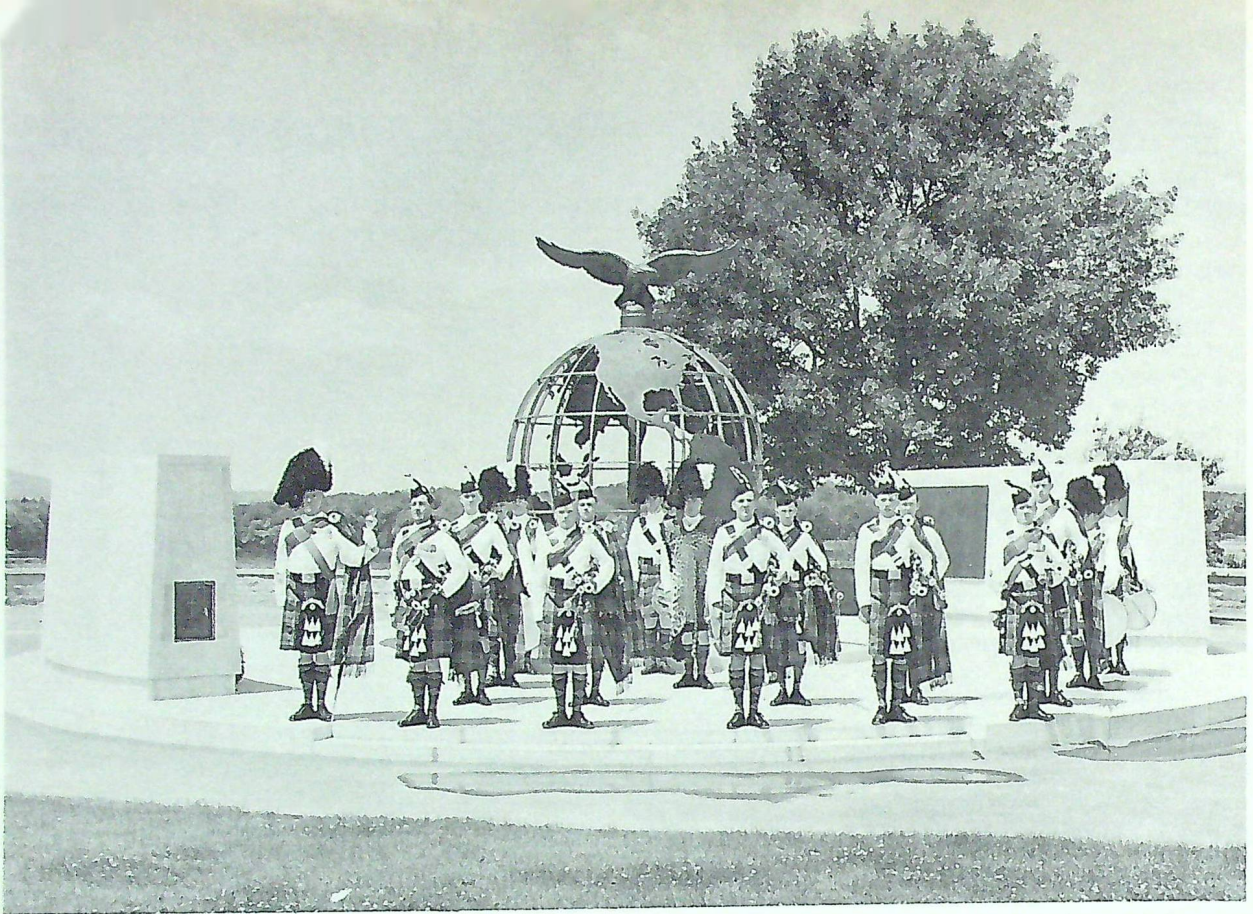
Model aircraft enthusiast Cpl. R. D. Irvine, using RCAF engineering specifications, has constructed a realistic flying model of Air Transport Command's first C-119 'Flying Boxcar'.

Aircraft 22101, the first twin-engined model Cpl. Irvine has made, was completed in 300 hours of concentrated work. The model engineer says the plane, flying under anti-clockwise U-control, has about five minutes flight duration and can land on the power of only one engine.

The model weighs 5 lbs. 2 ozs. and is constructed of balsa wood. Plane's statistics: wing span — 42½", length — 33", height of tail — 11", height of fuselage — 7", engines — 2 Hurricane .23" displacement, hardwood propellers.

Cpl. Irvine, who has constructed 15 single-engined models, is an air-frame technician currently stationed at RCAF Station Namao where during working hours he helps service full-sized C119s of No. 435 Sqn.





At the Commonwealth Air Forces Memorial in Ottawa.

Rockcliffe Pipe Band Comes Into its Own

By FLIGHT LIEUTENANT L. C. MORRISON
Staff Officer Public Relations, AMCHQ

WHEN Adam Smith, the author of "Wealth of Nations", noted in 1784 that the bagpipe was a "noisy instrument, the sounds of which were enough to rend the air" he failed to realize that pipe music has to grow on one. Many others since him have also failed in this realization. This, at any rate, appears to be the case at RCAF Station Rockcliffe where the pipe band has been in existence since 1951. Recognition as a group which is important to the morale of the station and brings honour to it has finally come, but such hasn't come easily.

Very conscious of the "per ardua" portion of the RCAF's official motto,

the pipe band at Station Rockcliffe has indeed seen adversity in its reach for the stars. The only such band in Canada composed of regular force personnel, it has now attained recognition as a top "A" Class pipe band in international competition. With a clean sweep of all available trophies at the 1960 Brookline Scottish Games at Boston, Massachusetts, they wound up a year that has seen them emerge from an obscure position as a "B" Class outfit to the top of the heap.

The 18-member band has a "hard core" of three fulltime bandmen, the remaining 15 being volunteer officers and airmen who played the pipes and

drums in their spare time. It should be noted that availability of the 15 volunteers is subject to the vagaries of the Directorate of Postings and Careers; occasional shift work; the good nature of section heads and that mysterious condition termed "the exigencies of the service". The three professionals, appropriately all Scottish born are: Pipe Major (Flight Sergeant) J. T. "Mac" Mackenzie, Assistant Pipe Major (Sergeant) Alex R. Howie and Drum Sergeant (Corporal) J. B. "Jock" Kerr.

The band is required to play at a wide variety of functions both on and off the station. In addition to the routine, but important, tasks of playing at parades, guards, funerals or sporting events, the band is often asked to participate in outstanding public activities. During 1959, it took part in the opening of the St. Lawrence Seaway, at which Her Majesty Queen Elizabeth II and President Eisenhower

officiated; the unveiling of the Commonwealth Air Forces Memorial by the Queen in Ottawa; and, earlier in the year, the 10th NATO Anniversary Ceremonies in Norfolk, Virginia, which was attended by many of the renowned leaders of the Western World.

But it is competition with other pipers and bands that brings out the best, or, if you will, the worst in a piper. The spectacle of 10 or 12 bands competing in a multitude of classes — in solos, duets, drumming contests and continuous dancing — throughout the day of a typical Highland Games gives credence to the remarks of Englishman Thomas Kirke, who said of the Scots in 1679, "Stringed instruments are too soft to penetrate the organs of their ears, that are only pleased with sounds of substance."

The 1960 competition season for the Rockcliffe Pipe Band opened at the Highland Games at Maxville, Ont., where they competed with "B" Class bands and won the March Strathspey and Reel contests. They fared less well in their first try in "A" competition with a third in the Slow March contest.

Moving fully into "A" class competition at Syracuse, N.Y., the band placed third in March Strathspey and Reel competition but did manage to

win the less difficult Slow March ville. "Black Friday" for the band came at Fergus, Ont., when they could only muster a fourth in both major competitions. By diligent research into the problem they were able to come up with the explanation that the dry air and exhaust fumes in the luggage compartment of their service bus dried out the reeds and caused the pipes to be in "not a very good humour" at the time of the contest. Some sort of backhand support for this theory lies in the fact that their lead drummer "Jock" Kerr was able to come up with a first in the solo drumming.

Labor Day weekend saw the band again in the United States, first at Schenectady, N.J., and then in Boston. At Schenectady the band gained thirds in both the March Strathspey and Reel while "Jock" Kerr again won the solo drumming and Drum Major (Corporal) Tony Going was named the best drum major at the games. Wet weather on arrival at Boston caused cancellation of a scheduled charity appearance for the band on famed Boston Common, but the sun came out in time for the Brookline Scottish Games the next day. It was to prove the most successful day of the year for the Rockcliffe airmen.

At the completion of competition

against twelve other bands, including those who had defeated them at Max-Pipe Major MacKenzie accepted on behalf of the band the Furcolo Trophy, emblematic of the "A" class pipe band championship awarded each year by Foster Furcolo, Governor of Massachusetts; Assistant Pipe Major Howie accepted the Slow-March Championship Trophy; individual members of the band were awarded first, second and third place prizes in solo piping; Mackenzie and Howie won the duet competition; Drum Sergeant Kerr took the solo drumming event and, to complete the day, Drum Major Going was asked to lead the massed band parade.

Piping in the RCAF dates back to 1937 when 110 City of Toronto Squadron formed the first RCAF Pipe Band. During the Second World War pipe bands were to be found on stations at Centralia, Ont., Sidney, N.S., and an airwomen's pipe band at Jarvis, Ont. Today there are five pipe bands in the RCAF, three in the auxiliary and two in the regular force. The auxiliary bands are at Nos. 400, 401 and 402 Squadrons in Toronto, Montreal and Winnipeg, respectively, and the only other regular force pipe band than the one at Rockcliffe is at No. 1 Wing, Marville, France.

At Schenectady, N.Y. (l.to r.): FS J. T. Mackenzie, pipe major; Miss Emily Banks, "Miss Rheingold" of N.Y.; Cpl. T. Going, drum major. Trophy was won for placing third.



At Brookline, Mass., the band made a clean sweep of all 1960 awards in "A" Class competition.

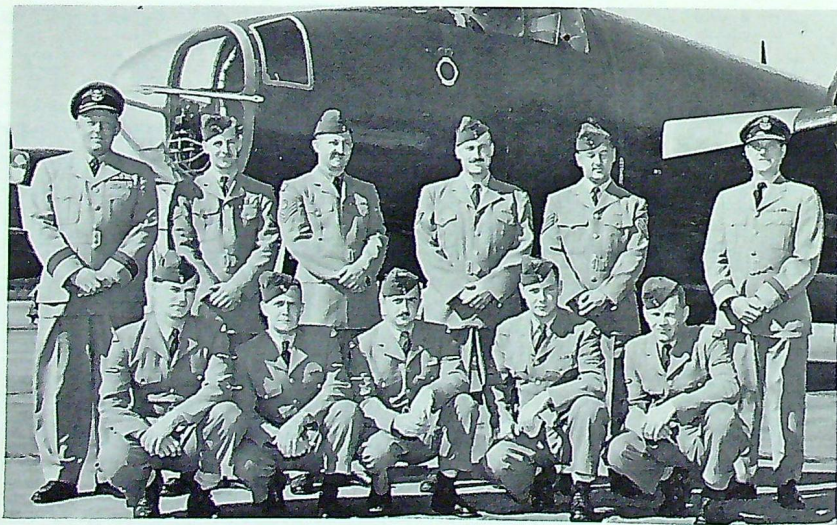


The Suggestion Box

The growing popularity of The Suggestion Award Plan is indicated by the fact that during 1960 more suggestions were adopted than in any of the previous five years the plan has been in operation.

Nine airmen of No. 407 Sqn's armament section have won almost \$500 in 17 awards from the Suggestion Award Committee. By utilizing skills and experience acquired both before and since joining the RCAF, these tradesmen have made suggestions for the improvement of service efficiency and equipment and, in addition, now have a few extra dollars for Christmas shopping.

Pictured at RCAF Stn. Comox with No. 407 Sqn's CO, W/C J. C. McCarthy, DSO, DFC, (left) and armament officer F/L W. O. Cannings (right) are the suggestion award winners: (front row, l. to r.): LACs G. G. Geiger, G. W. Scrutton (4 awards), H. L. Swartz, A. B. Severn (4), G. A. Hebron; (back row) Cpl. L. E. Hawley, FS L. M. Wentzell (2) FS J. Perusse, Sgt. R. C. Broderick (2).



The following individuals have received awards from the Suggestion Award Committee, Department of National Defence, for suggestions which have been officially adopted by the RCAF. Photographs of winners of \$100 or over appear below. Proper procedure for submitting suggestions is detailed in AFAO 99.00/01.



LAC R. E. Canfield of 1 (F) Wing Marville suggested a modification to accelerometer lift for MG2 FCS. Implementation EO 05-25F-6A/209 and EO 05-25E-6A/390. Other award winners:

S/L H. G. Morson
WO2 S. J. Shaw
FS R. P. Mayoh
Sgt. H. N. Baker



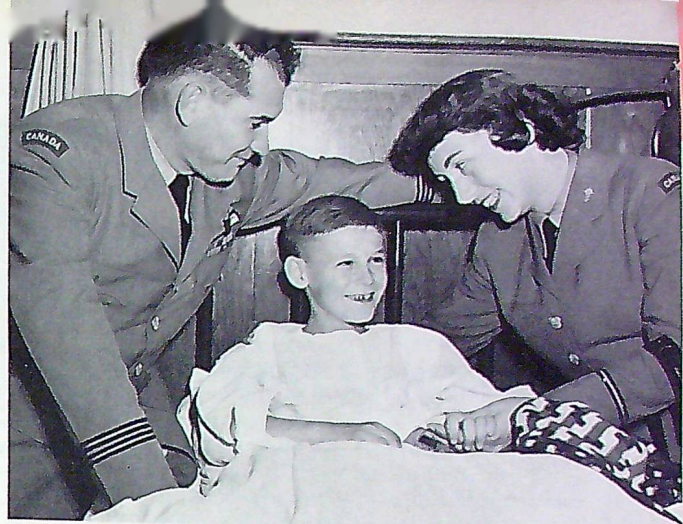
Mr. R. Baker of 1132 Technical Services Detachment, Montreal, suggested a method of reclaiming contaminated Dow Corning (MG-600) Fluorolube.

Sgt. R. G. Timlick
Sgt. W. D. Harris
Sgt. A. E. Gervais
Sgt. J. A. McTavish

Sgt. G. J. McDowell
Sgt. A. N. Croteau
Sgt. J. G. Hawryluk
Cpl. L. E. Hay
Cpl. J. F. Rutledge
Cpl. R. J. Mathieu
Cpl. J. A. Gauthier
Cpl. F. M. Colucci
Cpl. R. N. Peters
Cpl. R. G. Biggin
Cpl. W. A. Cheney
LAC A. C. Wells
LAC J. E. M. Bisson
LAC C. L. Slemm
LAC J. R. A. Ladouceur
LAC R. D. Hedges
LAC J. R. C. Pare
LAC R. J. Kelly
LAC F. C. Mundy
Miss D. E. Clark
Mr. Ross A. Spencer
Mr. R. Roche
Mr. Ivan Turner
Mr. R. Giroux



LAW Donna Weniland and Sgt. Olga Dorlas make Boer War vet happy at Shaughnessy Hospital.



F/L J. E. Swordy and F/O Audrey Lougheed cheer up Bobbie Etter in St. Joseph's Hospital, Comox.

Vancouver Wing Believes in Christmas Cheer all Year

"MAKING People Happy" is the motto of 19 Wing RCAF (Aux.) not just at Christmas time, but all year through. This month wing members make their annual bedside visits to 800 veterans in Shaughnessy Hospital, distributing gifts donated by Vancouver wholesalers, while the 30-piece wing band gives a concert in the hospital auditorium.

Besides staging a Christmas party for their own children, 19 Wing members send toys to underprivileged children and last year visited patients

in St. Joseph's Hospital at Comox on Vancouver Island. The visits to hospitals and old folks' homes is a year-round project, and these part-time airmen and airwomen have discovered that making people happy is a two-way proposition.

At one time practising only behind closed doors, the auxiliary band now gives concerts in Vancouver's public parks, in penitentiaries, mental asylums and wherever they think their music will make people happy. Bandmaster Ossie McComb and his boys are always heavily booked.

Keeping reservists' wives happy is also part of 19 Wing's program. Dances, boat cruises and other social events, culminating each year with the Battle of Britain Ball, are all designed with the ladies' pleasure in mind. One recent event which made all members very happy was the acquisition (from an RCAF mess on Vancouver Island) of a large totem pole. Present plans call for mounting it in a 200-lb concrete block to ensure its permanence at RCAF Stn. Vancouver.

Bandmaster (now F/O) Ossie McComb and his 19 Wing (Aux.) band.





RCAF ASSOCIATION

PRESIDENT'S CHRISTMAS MESSAGE

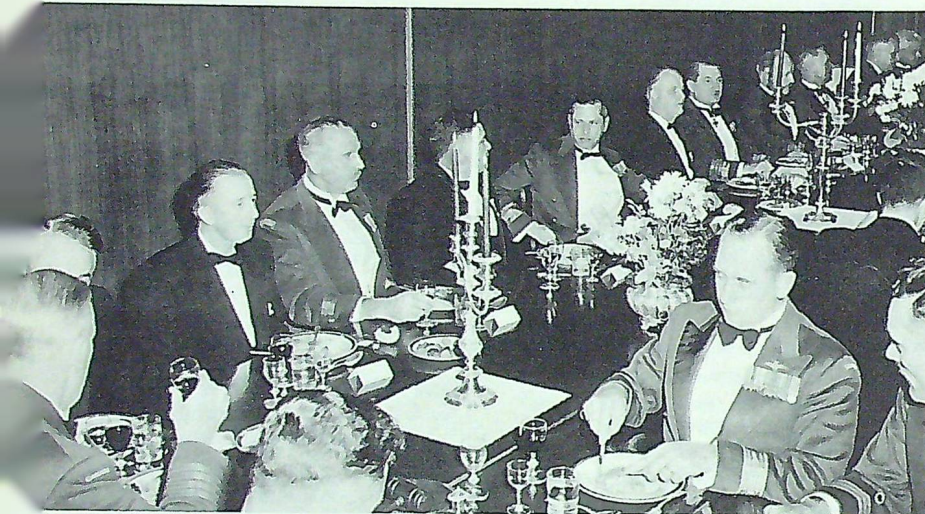
THE year drawing to a close has been one of satisfactory progress for the Association and I wish to thank all members for their support which has made this possible.

But we are not content to rest on past accomplishments. We have planned well for the future so I would ask all members to approach the task that lies ahead with courage and determination.

In appreciation of the assistance received from the chief of the air staff and all RCAF unit commanders we extend our sincere thanks.

To all members of the Association and to their families I send my best wishes for a Merry Christmas and Happy New Year.

(L. N. Baldock)
National President.



During their recent meeting in Ottawa, National Executive Council members were guests at an AFHQ officers' mess dinner.

NATIONAL EXECUTIVE COUNCIL MEETING

THE members of the National Executive Council held their annual meeting in Ottawa October 28-29. Highlights of the business sessions were:

- Confirmation that the National Convention would be held in Winnipeg May 18-20, 1961, in the Marlborough Hotel.
- A decision to seek approval for the issuance of commemorative stamp marking the 25th anniversary of the Battle of Britain.
- To continue to seek a suitable

national project for the Association.

- A strong public relations program envisaged for the Association. A committee was empowered to consider engaging a firm of public consultants to handle the Association's PR program. This committee was given power to act.
- Approved dress for members of the Association was confirmed as follows: wedge cap, blazer (either double or single breast-

ed), grey flannel trousers, black socks and shoes, white shirt and Association fore-in-hand plaid tie; for more formal functions the Association bow tie will be worn. In the case of female members grey flannel skirts were approved with the bow tie in place of the long tie.

- A committee was appointed to study the structure of the governing body of the Association, the National Executive Council, and to bring forward their recommendations to the next meeting of council.
- The site of the 1962 Convention was not determined. Wings of the Association are invited to bid for this.
- In accordance with the recommendation of a special committee, it was decided to seek paid advertising for Wings at Home.

MINISTERIAL REMARKS

The Honourable Douglas S. Harkness, GM, minister of national defence, said how appreciative he was of the value of our organization. "The biggest single element of a military unit of any kind", he said, "is morale. An organization of your kind can do a great deal in keeping the traditions

and pride in the service alive. We are appreciative of the work you do in the benevolent line. One of the things that you can do, and do do, is help people not only in your own organization but in the population generally to have a better appreciation of the technological changes which are taking place through rapid development".

"Somebody said that if a thing works it is obsolete at the present time. This is one of the difficulties which we face, particularly as far as the air force is concerned. I have a very keen appreciation of the good work that you can do and hope you will be able to continue to carry on in the way you have been doing."

ADDRESS BY THE CAS

In welcoming the National Executive of the RCAF Association to Air Force Headquarters, Air Marshal Hugh Campbell paid tribute to the excellent work that is being done by the Association in community work, in sponsoring Air Cadet Squadrons, in maintaining the traditions of the RCAF, and in keeping the public informed of what the RCAF is doing to help maintain peace in the world.

The RCAF, he said, is making a valuable contribution to the forces of peace in four areas:

- in the North American region through its contributions to the air defense of Canada and the US under the aegis of NORAD;
- in the Atlantic and Pacific Oceans through its contribution to maritime operations;
- in Europe through its contributions to the defense of Western Europe; and
- in various parts of the world through its contributions to United Nations' Forces and Truce Teams.

The CAS gave a report on the status of programs designed to improve the effectiveness of the RCAF. His report indicated that favourable progress was being made and that, when the programs have been completed, the RCAF will be the best equipped, qualitatively, that it has ever been in peacetime. He added,



Defence Minister D. S. Horkness meets RCAFA President L. N. Baldock.

however, that science and technology are still racing ahead and that the RCAF cannot afford to stand still. New weapons and new equipment make it necessary to plan ahead and to determine what can be done to meet the requirements of the future.

In discussing the task of the RCAF, the CAS showed that in the past several years the efforts of the RCAF have been spread more evenly across all the operational commands and that there has been increasing emphasis on maritime air operations and on transport operations on behalf of the United Nations. This should not be taken as an indication that the tasks of the RCAF in the air defence of Canada and North America are any less important, but that maritime tasks and transport duties in support of UN operations are assuming greater proportions.

In conclusion, he reminded the National Executive that the RCAF is working round the clock to preserve peace. He said that there is no room for complacency, and we must remain vigilant while our statesmen continue their efforts to remove the causes of war.

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THE PRESIDENT SPEAKS

At the annual council meeting RCAFA President L. N. Baldock gave a resume of the Association's past achievements, present accomplishments and future plans. He mentioned, for instance, that the Association sponsors over 50 air cadet squadrons comprised of some 5,000 cadets which represents 15% of this youth movement in Canada.

Mr. Baldock reiterated the main purpose of the Association, which is to see that an adequate and efficient air force is maintained in Canada for the defence of the country. One way in which this can be achieved, he said, was to have the Air Force Association counteract the inevitable criticism of air force policies and actions by acting as an outlet for the expression of facts.

1960-61 MEMBERSHIP DRIVE

The National Executive Council approved the plans for the 1960-61 membership campaign as presented by Mr. Norman LeBlanc, the membership chairman. The campaign will run from November 21, 1960 to January 31, 1961 and will emphasize renewals of present members rather than stressing the securing of new members. Quotas were set at 95% for renewals, 20% for new members. Prizes will be awarded as follows:

Group Prize — each group may select one member from its wing membership to attend the National Convention as a guest. Eligibility of wings — it is required that they have obtained 95% of their renewals and 20% new or 85% renewals with 35% new members.

Individual prizes for securing new membership will be:

- three to eight members — pen, ruler, letter-opener, suitably engraved.
- nine to 19 members — one Association crest.
- 20 or more members — coloured plaque of new badge.

A free trip will be provided to the member-at-large or members-at-large most instrumental in forming a new Wing of the Association.

AIRCRAFT

New Era in Air Transport (CC-106, CC-109).....	Jan.-Feb.
Saga of the Stars (North Star)	Jan-Feb.
New Transport for ATC (C 130B)	May
Ghost Hunters (Argus)	June
Otter Goes STOL	Jul-Aug.
Cosmopolitan Enters Service	Oct.

AIR FORCES OF THE COMMONWEALTH

Royal Australian Air Force	Jan-Feb.
Royal New Zealand Air Force	Apr.
The Indian Air Force	June

COMPETITIONS

Steinhardt Trophy Winners	Mar.
ADC Flexes Its Muscles	Jul-Aug.
Calling All Camera Fans	Oct.
Armed Forces Driving Competition	Oct.
Three in a Row (Guynemer Trophy)	Nov.

CURRENT OPERATIONS

Somewhere East of Suez (UNEF)	Mar.
South Atlantic Lookout	Apr.
Airlift Aid to Agidir	Apr.
Air Transport in the Arctic	May
Golden Hawks — 1960 Edition	June
Air Force Architecture	June
The Fightin' Sixty-First	Jul-Aug.
Canadian Aid for Chile	Jul-Aug.
The Maple Leaf and the Maltese Cross	Sept.
Auxiliary Prepares for Survival	Sept.
Operation Flame Thwarter	Sept.
Operation Black Top	Nov.
Moselle Control	Nov.
Bird Breather Helps Combat Polio	Dec.

HISTORY

From Digby to Downsview (No. 411 Sqn.) Two Parts	Jan-Feb., Mar.
Midnight is Still Noon for Nighthawks (No. 409 Sqn.) Two Parts	Jul-Aug, Sept.
First I.T.S. Course, BCATP	Jul-Aug.
First Pilot Course BCATP	Sept.
First Observer Course, BCATP	Oct.
Origin of RCAF Tartan	Oct.
Intruder (No. 418 Sqn.) First Two of Five Parts	Nov., Dec.
No. Six Group Revisited	Oct.

HUMOUR

Care and Feeding of Flight Instructors	June
Parable of Joe	Jul-Aug.
A Medal for Horatius?	Oct.
Concerning Christmas on the Station	Dec.

PEOPLE

"A Day With" Series Crew Chief	Jan-Feb.
Station Medical Officer	Mar.

Dietitian	June
Padres	Jul-Aug.
Air Force Police	Oct.
Transport Technician	Nov.
Three-Tour Man	Jan-Feb.
Airwomen Are Everywhere	Mar.
Have Aeroplane, Will Travel	Mar.
Clubs in the Air	Apr.
A Tribute to GobC Volunteers	June
Casey Baldwin — First Canadian to Fly	Jul-Aug.
Seeing Europe the Hard Way	Nov.
Rockcliffe Pipe Band	Dec.
Our New Minister	Dec.

SPACE SCIENCE

Hazards Associated with Atomic Energy	Apr.
Brickbats to Missiles	Apr.
Top Side Sounder	Jul-Aug.
The Copper Man	Jul-Aug.
Future Uses of Space Vehicles	Oct.

SPECIAL ISSUES

Arctic Canada, Including:	May
The DEW Line Development	
Mid-Canada Line Today	
To the Top of the World by Airship	
Pioneers of the North	
Battle of Britain, including:	Sept.
Among the Few	
Personal Recollections of a Pilot	
Raids, Rules and Regrets	

SPORTS

The Roaring Game	Apr.
Little NHL Playoffs	Apr.
Curling on the DEW Line	May
Service Bowling Champs	June
Airmen Win Rifle Shooting Honours	Oct.
What? More BX!	Dec.

STATIONS OF THE RCAF

Camp Borden	Jan-Feb.
Portage la Prairie	Mar.
A Tale of Two Cities	Apr.
Summerside	June
Foymount	Jul-Aug.
Bagotville	Oct.
Namao	Nov.
Goose Bay	Dec.

TRAINING

Twin-Engined Simulator	Jan-Feb.
Working Their Way Through College	June
Do-it-Yourself Education	Jul-Aug.
Junior Staff School Opens	Sept.
Recording Royal Roads	Sept.
Parkinson's Law for Paper Work	Oct.

Farewell to Mr. Pearkes



FORMER defence minister the Hon. G. R. Pearkes, VC, departed Ottawa for his new post as lieutenant governor of B.C. to the skirl of the pipes. Accompanying Mr. Pearkes to his waiting aircraft were (l. to r.): G/C C. H. Mussells, DSO, OBE, DFC, RCAF Stn. Uplands CO; Mrs. Pearkes and the Hon. H. C. Green, minister of external affairs. Mr. Pearkes reflected that the most important achievement of his three years in office was the implementation of the NORAD agreement between Canada and the USA.

Roger Duhamel

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