

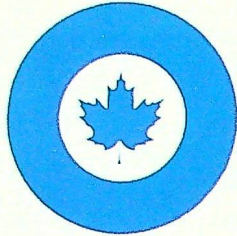
THE

Roundel

VOL. 13, NO. 3

APRIL 1961





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THIS MONTH'S COVER

Spring lambs and pretty girls remind us that this April marks a double anniversary: the 20th birthday of the wartime WDs and the 10th year of airwomen in the RCAF Regular and Auxiliary.

On The Break



OUR CONGRATULATIONS to all those airmen fortunate enough to see their names on the promotion list at the first of this month. To those who were disappointed we say better luck next time and, in the meantime, have a look at the article on page 2. "Airmen's Promotion Policy" gives an insight into the working of those important but mysterious bodies, the promotion boards. It just may help you in your endeavours to move up another rung on the ladder of success.

THE NUMBER of places and the variety of tasks assigned to air force personnel seem to be ever increasing. The RCAF's role with UNEF in the Middle East has been well told; our contribution in the troubled Congo is probably less well documented. But, one of the most unusual tasks engaged in by the RCAF fliers has received almost no publicity — namely, that of serving as courtesy crews on board Russian aircraft. In the article "Red Wings Over Canada" we give belated recognition to a handful of our fellow airmen who are not only carrying out their flying role with the customary high standards but also are doing their bit towards international understanding.

THE CONCLUDING chapter of the five-part wartime history of No. 418 Squadron begins on page 19. Next slated for ROUNDELIZATION is No. 436 (Elephant) Squadron, a transport unit which made its debut in the Burma theatre in 1944. Many of the squadrons whose histories have appeared in these pages no longer exist, except in the nostalgic memories of their former personnel. Not so with No. 436 which is still very much alive as can be seen by the following paragraph.

This month the semi-annual re-supply of the Joint Arctic Weather Stations is being conducted by the RCAF to keep people operational, healthy and happy as they go about their business of gathering weather

information beyond Canada's barren lands. To replenish the arctic supermarkets two ATC squadrons, Nos. 435 and 436, are combining their efforts to fly in approximately four million pounds of freight. For No. 435 Sqn. arctic re-supply is an old story but this year it will have a new twist. The squadron will be using its newly-acquired *Hercules* aircraft on the operation.

On page 9 F/L Vic Eldridge describes a typical scheduled flight carried out by No. 436 Sqn. weekly to the north and return. "No Sweat in the Arctic" is the title of this contribution but, to those of us who lead somewhat more mundane existences, a "routine" northern flight, such as the one described, reads like an adventure story.

OUR STATION visit this month is to Trenton, one of the oldest and today still one of the busiest stations in the RCAF. This place is so steeped in history and tradition we have parted from our usual custom of running a station article complete in one issue. In this first part of the Trenton story (page 12), S/L Russ Bowdery traces its origin and development over the past 30 years; next month he describes RCAF Station Trenton's current roles and activities.

ALL ROADS lead to Winnipeg for delegates to the 11th annual national convention of the RCAF Association. An impressive list of guest speakers has been arranged, as can be seen on pages 30 and 31, and the Winnipeg committee assures us this will be the best convention yet. We hope to see you there next month.

AT Paton S/L

Editor

AIRMEN'S PROMOTION POLICY

PROMOTION, and the policies which govern it, would probably top any popularity list of subjects discussed by airmen. Why are so many ambitious, capable airmen not promoted for years after they are qualified? What are the factors that determine why one airman is promoted ahead of others with more seniority? This article will provide answers to these questions.

PROMOTION QUOTAS

The maximum allowable strength of the RCAF is 51,000 personnel as authorized by privy council order. The maximum number of personnel permitted at each rank level is set by ministerial authority under this ceiling. Within these ceilings Air Force Headquarters (AFHQ) sets the detailed establishment by rank, trade, and unit based on actual requirements. The differences between the establishment and the strength in each rank provide the promotion quotas for the trade.

If the Service were at full strength by rank in a trade following the 1 April 1961 promotions and there were no changes in establishment or strength throughout the year, then there would be no promotions in that trade on 1 April 1962. However, each year there are a number of people who are released because they have reached their compulsory release age, others do not re-engage, and still others are commissioned from the ranks. These reductions in strength are called attrition, which constitutes the main source of the 1500 to 2000 vacancies for promotion each year.

Promotion quotas are also affected by changes in the establishment. As new aircraft and equipment are introduced and new commitments are undertaken, new trades appear, others are increased in establishment, and some are reduced in number or may even disappear.

Each year the promotion quotas by trade and by rank are determined at AFHQ. If there is a large quota in a certain trade, then that trade has been favoured with an establishment increase, or it has had a high

rate of attrition, or both. In a trade with a very small or no quota, the opposite would be true.

AFHQ is the authority for promotion to flight sergeant and warrant rank. The full quota for these ranks is issued to each command. The 5 home commands, No. 1 Air Division and AFHQ administrative unit, each nominate airmen for promotion up to the limit of the total quota. AFHQ then has seven times the number of highly suitable airmen required to choose from which to select for promotions.

Command Headquarters (CHQ) is the authority for promotion to sergeant and corporal. Quotas for these ranks are distributed to commands in proportion to the number of eligible airmen in each trade in each command. If, however, the promotion quota in any one trade is insufficient to distribute equitably throughout the commands, the total quota is issued as a "restricted" quota to each command and the same nomination procedure as for FS and warrant rank is followed.

MERIT

Promotion to FS, WO2 and WO1 ranks is based on merit. Those who are selected for promotion are those adjudged to have the highest degree of merit. For assessment purposes, merit includes loyalty, intelligence, ability, job performance, conduct and experience. The Central Promotion Board, which is made up of the staff officer posting and careers, from each command, No. 1 Air Division and AFHQ and chaired by the director of airmen's postings and careers, reviews the unit and command recommendations, along with the airman's confidential file, and those promoted are those who are considered to be the most highly qualified.

SELECTION PROCEDURE

The selection procedure for promotion begins at unit level where the airman's supervisor originates a promotion assessment in which he indicates whether, in

his opinion, the airman is worthy of promotion. A Unit Promotion Board is then convened to review these assessments and its recommendations are forwarded to the CHQ. These recommendations are made on the basis of the airman's performance in his present job.

At CHQ another promotion board is convened which considers the assessments from all stations and units within the command and determines the order of merit for each person recommended for each rank vacancy in each trade. Final selections for promotion in the ranks of Sgt. and Cpl. are made by this board which also recommends to AFHQ promotions in FS and WO ranks and for the restricted quota. These selections and recommendations are based on reports received throughout the airman's career and particularly on his performance during the past three years.

Command Promotion Boards, in considering airmen for promotion to Cpl. and Sgt. ranks, rate each individual as "Very Satisfactory", "Satisfactory", or "Not Yet Satisfactory". The airmen are then listed by trade in order of seniority. For promotion to Sgt. 60% of those selected for promotion are selected from the "Very Satisfactory" category; 40% from the "Satisfactory" category. For promotion to Cpl. the ratio is 50% for each category. For promotion to Cpl. and Sgt. rank, merit and seniority are both considered in the selection procedures. Thus, outstanding airmen are promoted out of turn in relation to seniority but at the same time routine advancement is possible of conscientious airmen who are satisfactory for promotion in all respects. The last step in the promotion procedure is the convening of a Central Promotion Board at AFHQ. This board makes the final selections for promotion to FS and WO ranks and also to Cpl. and Sgt. ranks in those trades with restricted quotas.

SUMMARY

Each year there are some 1500 to 2000 airmen who



"He said in his letter he got promoted to AC1 . . . or commodore or something."

are selected for promotion in competition with other airmen of the same rank in their own trades. These are the airmen who have proven throughout their careers that they have the ability and desire to assume greater responsibilities. Therefore, while there are reasonable opportunities available for promotion in every trade and while any airman may aspire to promotion, it is something that must be earned. In this regard, it is obvious that the conscientious airman who is constantly striving to improve his value to the service and who succeeds in doing so is the one who will earn the more rapid advancement.



RED WINGS OVER CANADA

By FLIGHT LIEUTENANT T. G. COUGHLIN

IF a visitor to the Ottawa area should hear several aircrew members conversing in Russian he shouldn't be too surprised. The personnel concerned are merely practising their linguistic ability to meet a steadily-increasing need: that of serving as courtesy crews on Russian aircraft either over-flying or landing on Canadian territory.

In the past five years approximately a dozen RCAF officers have made some 60 flights on board a variety of USSR aircraft as Soviet diplomats and government officials shuttled back and forth between Moscow and various North American destinations. Since Russia is not a member nation of the International Civil Aviation Organization (ICAO), special bilateral arrangements must be made with member nations for landings and over-flights. The RCAF personnel selected to fly on these aircraft must have certain qualifications: current transport operational experience, trans-Atlantic time and, if possible, fluency in conversational Russian. In the latter qualification one squadron has four Russian-speaking aircrew. Flight Lieutenants H. Madsen, B. Klingbeil, T. Selfe, DFM, and H. Morgan have, collectively, flown more than 30 trips and several hundred hours on the *TU-104*, *TU-114*, *IL-18* or *AN-10*.

Flight Lieutenant Klingbeil made his first trip on a Russian aircraft in September 1960 on what came to be almost a "milk-run" for the selected RCAF personnel. These trips for the Canadians begin at Keflavik,

Iceland, where Russian jets land to re-fuel. From there the aircraft cross or land on Canadian territory, via a re-fuelling stop at Gander, en route to destinations in the USA. The reverse flight is also a well-travelled route by Canadian aircrew as they fly from Washington or New York over eastern Canada, via Gander, to Keflavik where the RCAF officers deplane.

MOSCOW DIRECT

Occasionally, however, the Russians decide to use their huge *TU-114* turbo-prop aircraft which can fly the Atlantic non-stop. On these occasions, the Canadian courtesy crew members begin their west-

bound and terminate their east-bound flight in Moscow. Such was the case last October when F/L Klingbeil boarded one of these 200-ton Goliaths at Knukovo airport for an 11-hour direct flight to New York. The *TU-114* is the largest aircraft in existence. It has a wing span of 177 feet and an all-up weight of 400,000 pounds which includes a fuel capacity of 176,000 pounds. The aircraft carries 220 passengers and has, in addition, a 48-seat dining room section. Only the Russians had a ramp high enough to reach the door of this mammoth aircraft until the Americans built a ramp especially for the arrival of Premier Khrushchov at Idlewild.

RCAF personnel employed as courtesy crews have the task of handling all radio communications, monitoring Russian flight procedures to ensure their conformance with ICAO air traffic control regulations, and translating Russian into English and vice versa whenever the need arises.

The first trip into Russia for F/L Klingbeil was a hectic one. Flying as a passenger on Aeroflot, the Russian commercial airline, he and another RCAF officer plus six American fliers, found that they were being diverted to Leningrad because of bad weather at Moscow. On arrival at Leningrad they were lavishly entertained by the Aeroflot organization, then given a room for the night at the airport hotel. Less than an hour later they were roused from bed to board an *IL-14* for a trip to Moscow where the weather was reported clearing. Arriving at the Rus-



F/L B. Klingbeil in Warsaw.



The world's largest transport aircraft, the TU-114, can carry 220 passengers.

sian capital at 5 a.m. they went to a hotel again but after two hours sleep they were awakened, taken to the airport, and boarded the New York-bound aircraft. Understandably weary by this time, F/L Klingbeil and the rest of the courtesy crew were pleasantly surprised to see a comfortable sleeping compartment on the aircraft.

BUSY BOYS

Resembling a section of a Pullman sleeper, the *TU-114* has four compartments containing upper and lower berths. The luxury of sleeping away the miles was short-lived, however, as four hours later the *TU-114* was nearing Keflavik's approach control area. After passing a position report to Keflavik, F/L Klingbeil turned over the radio equipment to a Russian crew member who contacted a Russian ship for a weather report. Since the purpose of the trip was to bring Mr. Khrushchov and his party back to Russia from the UN, the Russians had pre-positioned a number of fishing boats to provide navigation assistance and weather reports to the aircraft. When the Russian radio operator finished his task F/L Klingbeil resumed control of the communications equipment and, presently, contacted one

of the ocean vessels which is sponsored by 18 ICAO member nations for the benefit of trans-Atlantic aircraft. A radar fix was obtained from Gander, their control area was crossed; then, over Yarmouth N.S., F/L Klingbeil relinquished his duties to his USAF counterpart as the flight approached American territory. Following a three-day stopover at New

York the *TU-114* lifted off a runway and headed eastbound. After 10 hours of turbo-propping along at 31,000 feet the aircraft landed at Moscow, mission accomplished.

Other trips, however, have not been so routine. On occasions F/L Klingbeil has engaged in rapid fire translation as ground controlled approaches (GCAs) were carried out.

TU-104 aircraft are Aeroflot's main equipment on domestic and international runs. The TU-104B has a maximum cruising speed of 633 mph.





The AN-10 was built to operate from short airfields. It carries 84 passengers and cruises at approximately 370 mph.

COURTESY CREW VETERAN

Another radio officer who is also a graduate of the Canadian Tri-Service Language School is F/L H. Madsen. He has made 14 trips, logged approximately 120 hours and has flown in the *TU-104*, *TU-114*, *IL-18* and *AN-10* as a member of various courtesy crews. F/L Madsen was first assigned to an *IL-18* carrying Russia's Deputy Premier A. Mikoyan; then, after completing a number of trips on the *TU-104* between Keflavik and Washington in aircraft carrying mail or diplomatic couriers, he was assigned to the *TU-114* which returned Premier Khrushchov to Russia from the UN. His experience in the *AN-10* was provided when one of these aircraft was used to deliver a variety of shrubs to former President Eisenhower — a gift from the Russian premier. It was also an *AN-10* which gave him his fastest trip. Although it is not a jet aircraft, the *AN-10* flew from Washington to Gander, with the aid of a convenient jet stream, in two-and-one-half hours for an average ground speed of 620 mph — a highly respectable speed for a turbo-prop aircraft.

From his experience with USSR aeroplanes F/L Madsen feels that

the Russian aircrews are quite justified in their great confidence in their aircraft. Unserviceabilities were almost non-existent on the trips that he flew, those that did occur were of a minor nature and were quickly rectified on the ground by their flight engineers. Apart from one *TU-104* landing in New York with only 10 minutes fuel on board, all trips were completed without incident. On that occasion the critical fuel situation was caused by a long holding period over Idlewild airport.

Unlike his two colleagues F/L T. Selfe, DFM, is a pilot but similar to them he is a graduate of the Tri-Service Language School and has flown on a variety of Russian aeroplanes both within the Soviet Union and between places in the western world. Last September F/L Selfe flew to Keflavik for his first rendezvous with a Russian aircraft. On 19 September a *TU-104* landed at the Icelandic airport for re-fuelling and for F/L Selfe. Two days later he was departing New York on a *TU-104* bound for Moscow. A few days later he was contrailing his way westward towards New York in a *TU-114*. After a day-and-a-half he was once more Moscow bound. By the end of September he was back in Iceland

with a *TU-104* on his way from Moscow to New York. In New York following a quick turnaround, he boarded the Russian jet again and flew back to Iceland. In a two-week period F/L Selfe had flown between Moscow and New York four times and had logged over 60 hours.

SIGHTSEEING IN MOSCOW

F/L Selfe found the two-week sojourn an interesting and rewarding, albeit somewhat hectic, experience. In Moscow he and the other members of the courtesy crew were taken around the capital city in a bus supplied by Aeroflot. Their guides for the sight-seeing expedition were two of the Russian fliers. They took in the usual sights such as the Kremlin's tomb, St. Basil's on Red Square and the enormous GUM department store. F/L Selfe also had the pleasure of attending a performance at the Bolshoi theatre. He found the Russian people in general and the Russian aircrew in particular very friendly. When he ran into a fellow fisherman or hunter they would discuss enthusiastically the relative merits of the sports in northern Canada and Siberia. One item the Russians found it impossible to comprehend was why 1961 automobiles were advertised in 1960. F/L Selfe's explanation that the situation was the result of competition between car manufacturers made no sense to the Russians at all.

Flight Lieutenant H. Morgan, although not a graduate of the Tri-Service Language School, is fluent in Russian because of the UK School of Languages. His experience on Russian aircraft dates from a year ago this month, when he boarded an *IL-18* at Keflavik for a trip to Washington. Like his colleagues, F/L Morgan has been responsible for receiving and confirming clearances, obtaining weather information, passing position reports and carrying out normal in-flight pro-

cedures. These duties, however, require a special degree of skill when carried out from Russian aircraft. For instance, when a ground station requested his aircraft's altitude, speed and fuel on board, F/L Morgan would have to transpose meters into feet for altitude, inches of mercury into millimetres for altimeter setting, kilometres into knots for airspeed and litres into gallons for fuel on board. Conversely, when the ground stations passed clearances, such information as altitude and altimeter setting would have to be reconverted into meters and millimetres before it had any significance to the Russian crew. The ability to translate from one component to another in a hurry is particularly desirable during a GCA run. A rapid, although rough, altitude conversion was achieved by dividing the given number of feet by three for an equivalent number of meters. Using this method the RCAF courtesy crews were able to keep the Russian captains on the glide path.

GOOD CO-OPERATION

The Canadian crews read back

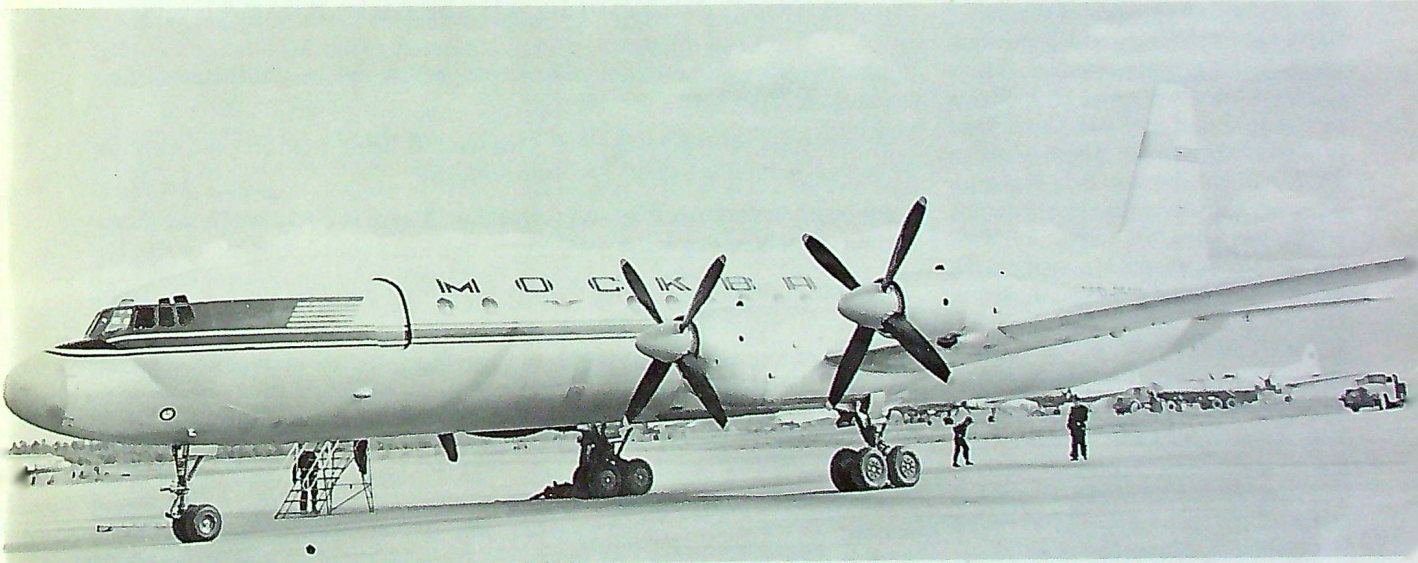


F/L J. L. Braiden and F/L H. Madsen pose with the Russian crew which brought Mr. Mikoyan to the USA in November 1959.

clearances, in the normal manner — then, as quickly as possible, translate the instructions into Russian for the Russian crew. This system works successfully only because of the complete co-operation of the Russians in accepting the clearances without

question. One feature the Canadians noticed was that the Russians carried out different flight procedures and letdowns in Russia than they did in ICAO countries. The dissimilarity in approach procedures was because of the comparatively light traffic

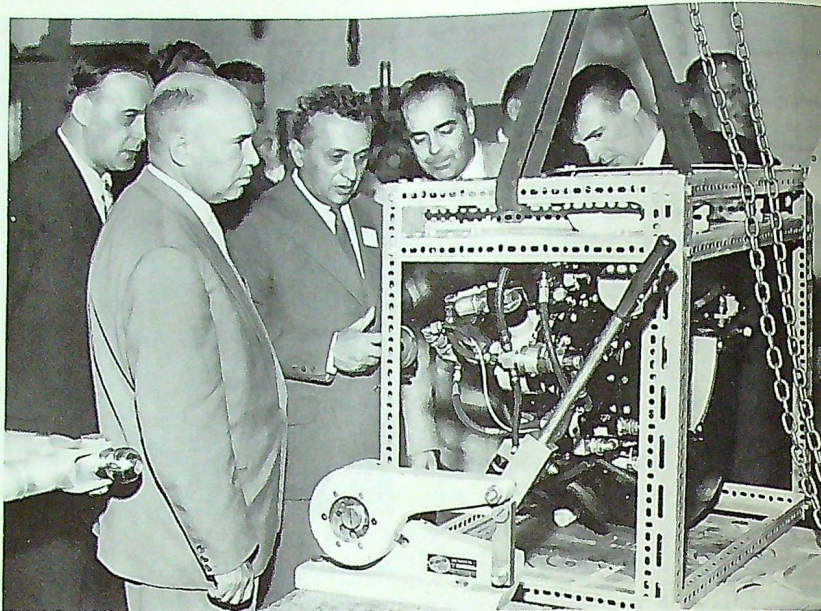
The IL-18 can carry 100 passengers at a cruising speed of approximately 400 mph.



around Russian airports. In ICAO countries, however, their procedures are dictated by the high density traffic particularly around the New York and Washington areas. Many Russian pilots who had flown on Aeroflot routes to western countries were familiar with our equipment and techniques.

As a result of these trips special training concerning aviation matters has been added to the Tri-Service Language School. The commanding officer of the school, S/L W. Kereluik, is also a veteran of many trips on Russian aircraft. S/L Kereluik, however, acts as an interpreter rather than an aircrew member. Because of his mastery of both the Russian and Ukrainian languages he is on occasions selected as the Canadian government's official interpreter when important Russian visitors come to Canada.

Such was the case in June 1958 when a *TU-104*, the first Russian aircraft ever to enter Canada, flew from Moscow to Vancouver to participate in British Columbia's centennial celebrations. Later in the same year S/L Kereluik was the only Canadian interpreter for the official visit to Canada of eight Russian aircraft manufacturers, including Mr. Mikoyan, designer of the famed *MIG* fighter aircraft and brother of the Soviet's Deputy Premier. When a *TU-104* made a number of flights at the International Air Show, held in conjunction with the Canadian National Exhibition, S/L Kereluik was on the aircraft. He was the translator when the mayor of Russia's capital city paid a visit to the mayor of Canada's capital. From Ottawa S/L Kereluik travelled with Nikoli I. Bobrovnikov, executive committee chairman of the Moscow City Soviet, and his delegation. He also accompanied the Russian delegation on a 10-day tour of eastern Canada. In addition to a normal interpreting role, S/L Kereluik is also called upon to translate after-



S/L W. Kereluik (fourth from left) and a group of Russian scientists examine a piece of aeronautical equipment at the Canadair plant in Montreal.

dinner speeches and to handle Russian press interviews.

All RCAF personnel who have had the opportunity to engage in translating duties agree it has been

an enjoyable and fascinating experience. In a very practical way, they are making their contribution to understanding between Canadian and Russian peoples. ☉

FRINGE BENEFITS OF SPACE RESEARCH

Listed below are some of the uses to which the by-products of space technology have been put:

A derivative of the rocket fuel hydrazine is being used in the treatment of certain mental disorders and tuberculosis.

Pyroceram, developed for radar tracking domes, is now used in the manufacture of pots and pans.

Infra-red satellite scanning devices have been adapted for use in ovens, roasters, switches and lamps.

Sensitive electronic equipment has been adapted to measure body temperature and blood flow.

A high-speed electronic computer is now an integral part of North American industry.

Thermoelectric devices are already in commercial use for heating and cooling.

AERONAUTICS

THE ROUNDEL



"NO SWEAT" IN THE ARCTIC

By FLIGHT LIEUTENANT V. W. ELDRIDGE

The route from Thule to Canada's Ellesmere Island has some of the most beautiful scenery in the world. This river of ice flows into Kane Basin.

BURNING sands and equatorial heat for No. 426 (Transport) Squadron have meant extra arctic operations for its contemporaries in Canada. Since the Congo commitment began early last summer, northern domestic scheduled runs have been shared by Nos. 435 and 436 Sqns., based at Namao and Downsview, respectively.

Each Monday a C119 of No. 436 departs from Trenton on Service Flight 5/6, commonly known as "Iceburg". Stopping at Winnipeg, Churchill, Resolute Bay, Thule and Alert, this S/F alone accounts for 200 extra flying hours a month for the "Elephant Squadron."

Come with us on a typical "Iceburg" round trip. Our crew consists of F/L E. Cooke, F/L J. Camire, F/O J. Ridyard, F/O R. Lomheim, FS R. Nott, Cpl. W. Prokuda, LAC G. Williams and myself.

We flew from our Downsview base to Trenton Sunday afternoon so that

the freight could be loaded for the first leg of our journey to Winnipeg Monday morning. More freight and passengers were taken on at Winnipeg, a stop was made overnight at Churchill, then away the C119 roared with a capacity load heading north of the Arctic Circle.

About half way between Churchill and Resolute we noticed a slight difference in the frequency reception of ground stations at Churchill, Resolute Bay, Goose Bay and Trenton. Experience has shown that when wishing to pass traffic to several stations operating on the same frequency, but some distance apart, to improve reception it is necessary to backtune to the ground station you wish to work.

Now began a series of weird atmospheric changes. Approximately every ten minutes when the frequency was tested the signal strength varied from one to four. It was necessary to change frequency several

times within a few minutes to pass traffic. First Churchill would be loud and clear, when Churchill faded Resolute Bay could be heard, then Goose Bay kindly offered to pass traffic. On a later message a switch to DOT at Frobisher was necessary. A few minutes later Frobisher faded and we contacted Thule, Greenland, with good results. Still on the same USAF frequency, Guam could be heard talking to Honolulu about strength five. In fact, in the arctic island area, traffic can be passed a lot easier between east and west than between much closer points on the north and south circuit.

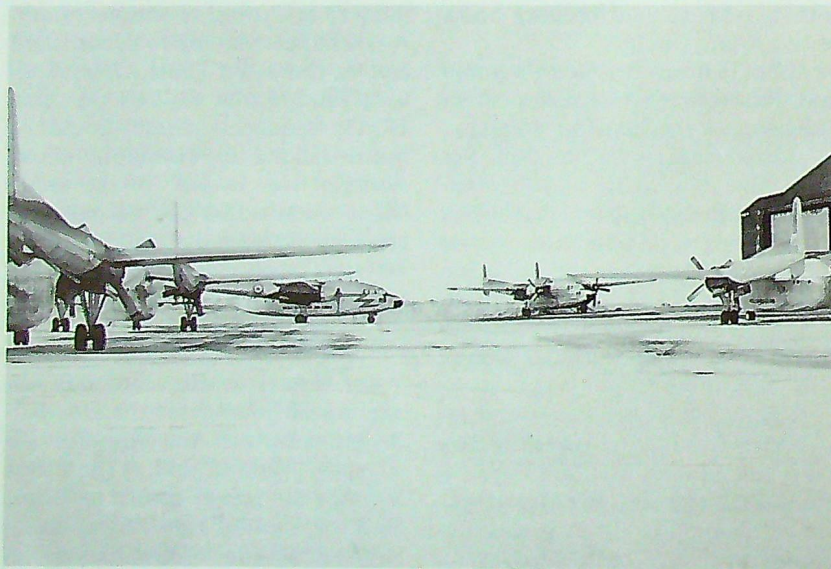
CROWDED RESOLUTE

On arrival at Resolute Bay six and a half hours later the OC, S/L B. Millikan, met the aircraft with a happy grin and said, "There is a message for you to return to Churchill for another load!" The Resolute Bay station looked like an in-

ternational airport. There were oil drilling rigs, bearded engineers, scientists from the Defence Research Board and females! As soon as the *Boxcar* unloaded, about 50 eager passengers surrounded the aircraft. However, with the priority freight to be airlifted, only 28 could be carried south.

After refuelling the crew piled into an open truck and, with their parkas tight over their ears, drove to the RCAF mess hall. It was the meal hour and the combined mess was jammed to capacity. The dress was very casual. Most of the men were bearded civilians attired in bush clothes and looking every inch the prospectors, oil drillers or base metal experts that they were. There was the distinguished looking stock broker from Bay Street, Toronto. The English oil millionaire and one of Canada's top base metal experts were casually mentioning rich finds or glowing prospects for Canada's arctic islands. Nearby airmen gasped as they heard conversations about deals involving hundreds of thousands of dollars. A girl strolled down the corridor of "never never land"

No. 436 Squadron aircraft wait at Thule, Greenland, for fog to clear from Alert on Ellesmere Island.



Even the boss helps out during operations. Here W/C J. McCutcheon, DFC, former Commanding Officer No. 436 Squadron "rolls out the barrel" with F/L J. Tims.

— the officers quarters. One of the staff advised that she was Molly Beale, a civilian pilot. The quarters had been turned into sort of a hotel, as there was just no other accommodation available for the civilian visitors.

As the crew returned to their aircraft, a helicopter slipped in for a landing alongside the C119. It was carrying a young woman from the DOT ship *CD Howe*, anchored in the ice-filled bay. In fact three girls were brought ashore from the ship, all members of the Department of Northern Affairs. Yes, Resolute Bay had certainly changed for the better.

As the C119 roared off the runway and across the bay, a total of four ships could be seen riding at anchor. They were waiting for the ice to shift so that supplies could be landed.

COMMUNICATIONS PROBLEMS

There seem to be two extremes in communications in the Arctic, very good and blanko. During the good period the radio officer can maintain contact with half a dozen stations on as many frequencies. During the blackout period you are hard pressed to even pass position reports and this is done by the "buddy system" between aircraft. However, when there are no buddies in the air at the time, the radio officer

is being pounded on the back every five minutes by an impatient pilot wanting the weather reports of destination and alternate stations, or a frustrated navigator demanding the met winds from zero to 20,000 feet!

The crew arrived back at Churchill and, after a crew rest, were airborne for Resolute Bay with another load. About three hours flying time from Resolute a message was received stating that the weather at our destination had dropped below limits. The weather for Thule, Greenland, was 300 feet and one mile visibility in fog. A decision was made to divert to a landing strip near a DEW Line radar station. The weather was closing in and other aircraft were heading for those aerodromes still open. The radar network was busy vectoring in anxious crews to the closest aerodrome. Our captain, F/L E. Cooke, located the gravel strip through the gathering murk and expertly landed the C119 without a bounce, despite the rough runway surface.

As usual, accommodation was a big problem but the CO managed to locate enough beds for crew and passengers. It was necessary to use the rooms of those personnel away on leave. This was certainly a lot better than using sleeping bags on the aircraft. The food at the radar station was the very best. The main meal consisted of steak and for dessert there were a dozen different types of pastries to choose from.

The crew were confronted with the usual built-in problem of flight planning a trip further north from a DEW Line station, including the inevitable delay in obtaining weather reports. There were a number of crews waiting in the radio shack. After waiting an hour the radio officer went out to the C119, started the auxiliary power unit and contacted Resolute Bay and Thule, direct. With this weather information now available the balance of the flight to Resolute was completed.

It had been planned to continue the airlift to Thule, but the weather soured and this leg of the trip had to be delayed.

GREENLAND VISIT

Our plan was to depart Resolute for Thule at 6 a.m., but the wind howled at 60 mph most of the day. In addition, the Thule airbase was fogged in — a common occurrence during the summer months. It was necessary to wait at Resolute Bay three days before the wind abated. As soon as the wind dropped, the crew were rushed to the aircraft. It would mean missing a meal but that was the usual life when flying in the far north. You slept when tired and, as the mess hall was open round the clock, one could eat when hungry. With the 24 hours of daylight the work shifts went on accordingly.

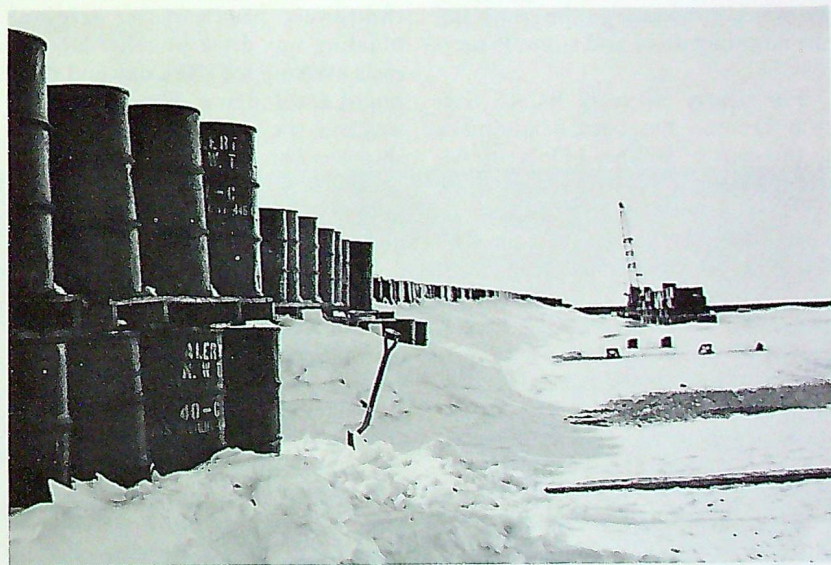
We landed at Thule with the aid of Ground Controlled Approach, coming in under a 300 ft. ceiling. It was the first trip to Thule for F/O Ridyard and he exclaimed, "Man, if I had known that the runway was

located between those hills I would have been kind of worried." The veteran arctic flyers of the group laughed but secretly agreed.

The cloud lifted above limits and the *Boxcar* again headed for Resolute Bay. Radio reception this time was excellent. Reports from the Joint Canadian/American stations could be heard. Even the ice stations, located out in the Arctic Ocean, were reporting at their scheduled times. One ice station gave an electrifying report of a polar bear attacking their camp a few minutes before. The bear was finally killed 20 feet from the tent.

As the C119 landed at Resolute Bay eager, happy passengers gathered around the aircraft. As soon as it was refuelled, we made a direct flight to Churchill. After obtaining a 12-hour crew rest, the flight to Winnipeg, Trenton and Toronto was completed. This meant another 18-hour work day subsisting on box lunches, but the return to summer was well worth it. Another routine operation was completed. ©

A portion of the fuel oil airlifted by No. 436 Squadron to Alert weather station.

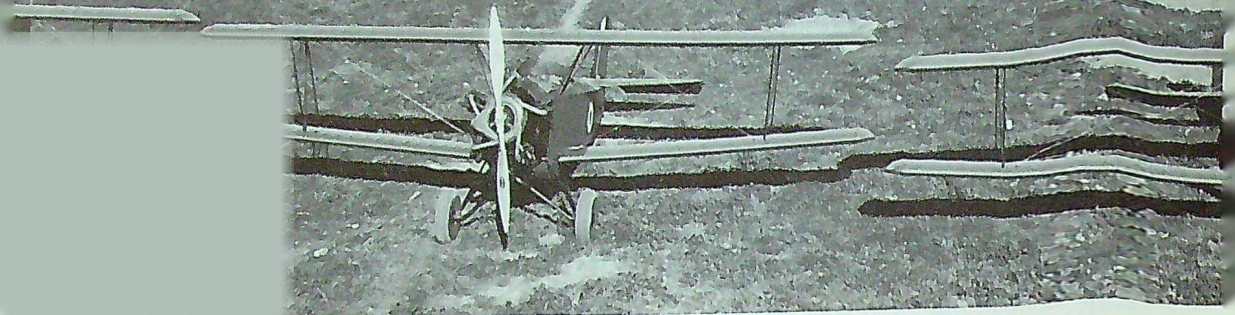


STATIONS OF THE RCAF:

TRENTON

FIRST OF TWO PARTS

By SQUADRÓN LEADER R. M. L. BOWDER
Air Transport Command S O P R



Several Fleet Finch aircraft stand on what is now an elaborate concrete apron.

A STRANGER, driving from Montreal to Toronto along Number 2 Highway, might be surprised to suddenly find himself in the midst of a large, sprawling military establishment. Situated between Belleville and Trenton on the shores of the Bay of Quinte, RCAF Station Trenton is neatly bisected by this highway. North of it is the operations side of the field, encompassing hangars, tarmacs and runways; to the south lies the administrative and support services.

For nearly 30 years RCAF Station Trenton has been a landmark in this part of southern Ontario. Although not the oldest station in the RCAF, its growth and importance have paced the growth of Canada's flying service. Conceived in the minds of the military in 1928, born by an order in Council in 1929, RCAF Station Trenton received its baptismal certificate in the form of a cornerstone in 1934. Lord Bessborough, then Canada's Governor-General, laid trowel to mortar and cemented place a stone on which the motto "Per Ardua ad Rem" was cut in during granite. Literally trans-

lated, the romantic Latin turns into descriptive "Through Adversity the Goal".

Either by design or accident the motto was indicative of the atmosphere in which early construction was begun. Following the shattering economic slump of 1929, the uncertainties of the '30s resulted in reductions of government spending and the military was the first to feel the pinch. Much of the original building was done by relief labour; men working for 20c a day and their board and lodging. Though the pay was low the standard of workmanship was not, as anyone who has had occasion to work on these solidly-built stone, steel and concrete buildings will testify.

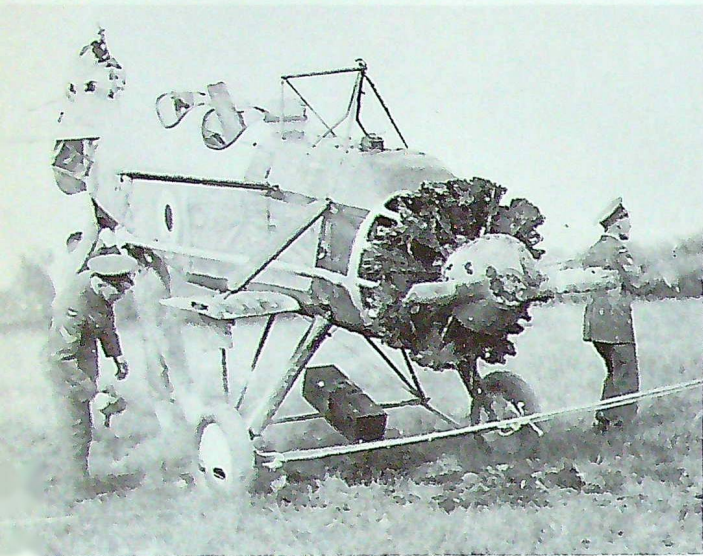
Station Trenton's location was selected with a great deal of care from a total of 25 sites put forward for consideration. This one was picked "due to its natural advantages as a landplane and seaplane station, moderate climate, and its proximity to the industrial and populous centres of Canada . . ." The considerations listed in the 1928 decision were all important. The new station was to

inherit the landplane training and technical instruction then given at Camp Borden and the flying boat and seaplane training located at Rockcliffe and Jericho Beach. Construction of the new station began in 1930 on 948 acres, including Morton's (now called Baker's) Island. By September 1931 sufficient progress had been made to begin the transfer of training activities from Camp Borden.

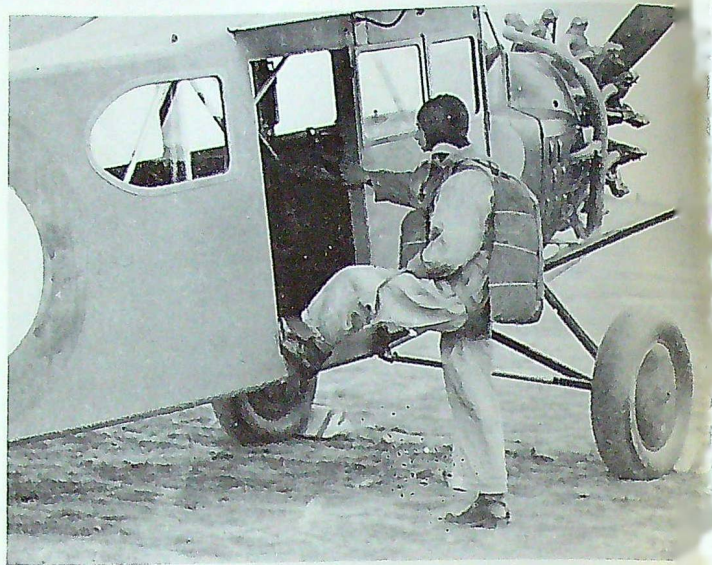
FIRST UNITS

The first units to move to the new "training base" were fighter and army co-operation flights. On 31 August 1931, RCAF Station Trenton, under the command of F/L J. T. O'Brien-Saint, came into being. About two months later S/L H. W. Hewson assumed command and F/L O'Brien-Saint became the station adjutant.

Now came the lean years and work on the station was suspended; further transfer of activities to Trenton was delayed for some time. Prior to the relief project, two landplane hangars, two barrack blocks, the water tower, pump house and



A crashed RCAF trainer is salvaged and returned to workshops at Station Trenton.



A parachutist, identity unknown, prepares to take a parachute jump from a Fairchild monoplane at Station Trenton in 1936.

Armament School, moved down from Camp Borden.

OPERATIONAL UNITS

In addition to housing many ground and air training units Trenton for varying periods of time was home base for a number of operational units. Formed there in 1935 were No. 2 Army Co-operation Squadron and No. 3 Bomber Squadron, expansions of the operational flights which had originally moved there from Camp Borden in 1931. In 1937 the two squadrons moved to Ottawa to make room for training units being formed or moving into Trenton. No. 1 Fighter Squadron, formed from a flight of No. 3 Bomber Squadron, remained at Trenton until 1938 when it moved west to Calgary. Late in 1938 No. 2 Army Co-op Squadron returned to take over the personnel and equipment and to carry on the work of the School of Army Co-operation. The fourth operational squadron to form at Station Trenton was No. 6 Torpedo Bomber Squadron which began

to take shape in 1935 and remained at Trenton until it moved west, to Jericho Beach in Vancouver.

The aircraft complement at Station Trenton immediately preceding the war was a varied one indeed: four *Avro Atlases*, three *Fairchild* landplanes, two *Fairchild 71* seaplanes, one *Super 71*, two *Fairchild 51s*, twenty-two *Fleets*, seven *Tiger Moths*, three *Norseman*, two *Shark* seaplanes, two *Vancouver* flying boats, three *Vedette* flying boats and six *Wapiti* fighter aircraft.

Station Trenton's main claim to fame both during this period and until 1959 for that matter was in training rather than operational work. Following the formation of the British Commonwealth Air Training Plan in 1939 the demand for trained flying instructors dictated the formation of a Flying Instructors School. At Trenton it was the job of FIS to instill into these graduates the skill and the desire to pass on to others their newly-acquired knowledge. In those days this was no mean chore; each and every pilot's

first desire was to get overseas and help win the war in the air.

In April 1940 the FIS became known as the Central Flying School, to conform to RAF practice. By October 1941 a further re-organization within CFS took place. Previously flying instructors were trained exclusively at Trenton. Under the new organization CFS was divided into three flying instructors schools and four visiting flights. No. 1 FIS and the visiting flights, whose job it was to examine and recategorize the instructors at flying schools across Canada, were located at Trenton. This new set-up enabled each FIS to concentrate on training on one type of aircraft.

In the meantime, No. 6 Repair Depot, which in 1940 had a staff of about 16 men and operated out of the sports hangar, began to feel the pressure of expansion as the training plan ballooned. As a result, in late 1940 No. 6 RD became a separate station located at its present position at the northwest corner of the flying field.

RESELECTION CENTRE

While the north side of Trenton air station busied itself with the task of turning out flying instructors, a new unit known as the Composite Training School or "KTS" began to make its presence felt on the administrative side of the aerodrome. Throughout the air force, at air training schools everywhere, aircrew under training would flinch perceptibly at the mention of the term "KTS". Part of the KTS was the Reselection Centre. Here "washed-out" aircrew were sent to be screened and given a second chance at another aircrew trade or remustered to a ground job.

The Reselection Centre during the war years housed the most downcast, downhearted and downright rebellious group in the service. "The Nazis will get you if you don't wash out" was a popular saying among aircrew trainees. They added wryly, "If you did wash out, Trenton got you." However, through the diligence and interest of the staff of

the Reselection Centre, the greater proportion of grounded aircrews were salvaged to fly again or to serve in some non-aircrew trade. In existence for over two years (from March 1941 to August 1943) the Centre returned about two per cent of the ceased training aircrew to pilot courses and around 50 per cent to training as navigators, observers, wireless operator air gunners or straight air gunners. Thirty per cent were remustered to ground trades and the remainder were mustered out of the service.

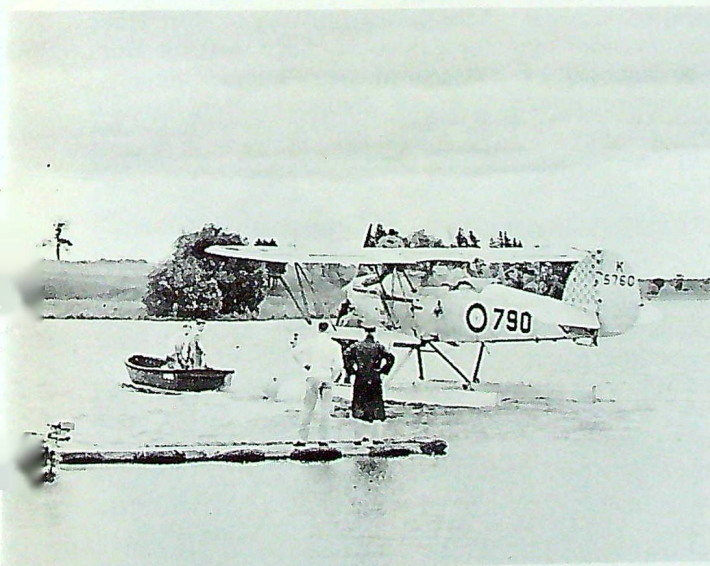
The original purpose of the KTS was the amalgamation of several ground courses, then operating at Manning Depots and elsewhere, into one school that could supply the BCATP's voracious need for skilled tradesmen. From the arrival of the first small group of officers and airmen in the early part of March, there was steady progress as the new unit, composite in name, became composite in nature. Service policemen, fire-fighters, disciplinarians, motor boat crewmen and physical

training instructors rubbed shoulders with clerks and equipment assistants. The demand for administration officers at air schools across the country brought about the creation of the School of Administration. This school provided officers and senior NCOs with general training in drill and administration.

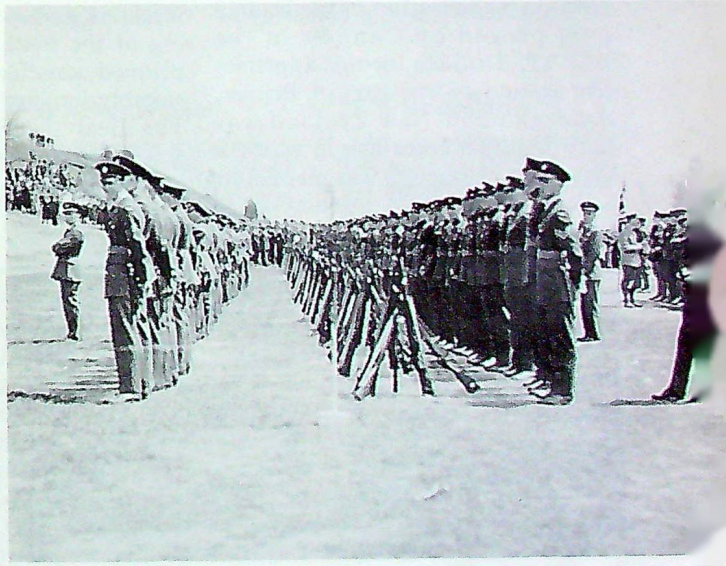
The Reselection Centre at Trenton pointed up the international nature of the Joint Air Training Plan; it was a common thing to see Australians in khaki and broad brimmed hats on parade beside young fellows from the RAF, New Zealanders, Poles, Czechoslovakians and Belgians along with Americans in RCAF uniforms with USA shoulder badges.

In September 1942 a sudden change was dictated in the department of RCAF Station Trenton personnel. Drill sergeants tempered their strong language and legend has it that one of these hard bitten NCOs was overheard addressing a group of his charges as "dears". On 10 September 1942 nearly 200 air-

A visiting RN seaplane and crew spends a day or so at Station Trenton in 1936 when a Royal Navy Carrier visited Montreal.



Trenton Air Station personnel, in 1939, prior to departing on a route march. Note high necked tunics on men in the ranks (markers have the open necked tunics).



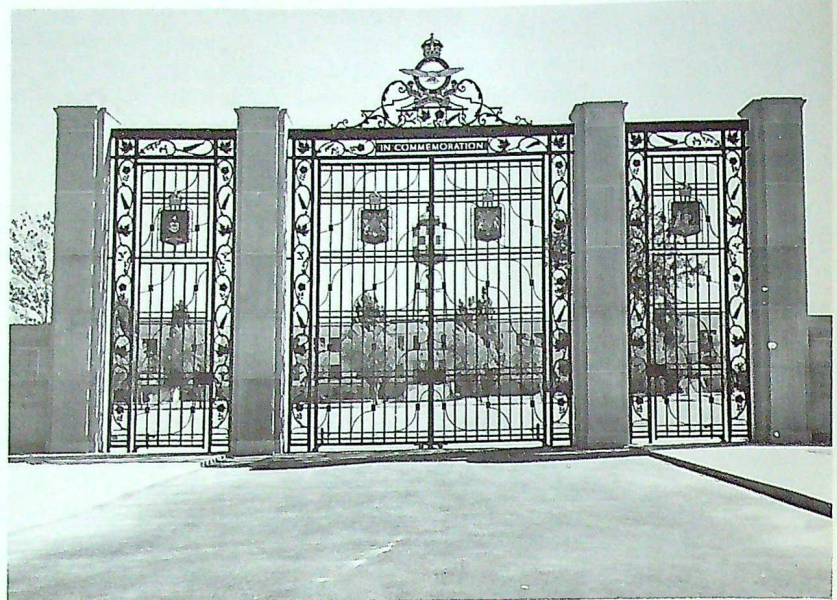
women streamed out of a number of buses at the station gate and marched self-consciously past the amazed but admiring males who had assembled to watch the arrival of the first "WDs".

The war years brought many changes to Station Trenton. Training activities increased and because of cramped quarters some units moved to more suitable accommodation at other RCAF stations, but always Station Trenton was closely and vitally associated with the British Commonwealth Air Training Plan. The Memorial Gates which were presented to Canada by other Commonwealth countries in appreciation of her part in the BCATP were erected at Station Trenton by chance rather than design.

OAK TREE PLANTED

On the morning of 11 April 1945, a little miss of two summers, Virginia Bell-Irving, granddaughter of the then commanding officer, placed a handful of earth on the roots of a young English oak tree to officially commemorate the planting of a total of 130 such trees on the station. These trees line both sides of the highway and were given by Great Britain as a living memorial to record the appreciation of the leading part played by Canada in the BCATP. The idea for this appreciative gesture on the part of Britain, Australia and New Zealand was born during a ceremony in which a Canadian maple tree was planted in Lincoln's Inn Fields, London, England.

It was suggested at that time that perhaps the other participating Commonwealth countries could reciprocate by providing a memorial avenue of mixed Australian, British and New Zealand trees at Camp Borden. It was soon discovered, however, that no native Australian or New Zealand tree could survive a Canadian winter so the proposal was reframed as an avenue of English



Memorial Gates at Trenton

oaks "with pavilions of native timbers" from the other Dominions. At that stage the Department of Agriculture at Ottawa advised that Camp Borden was too exposed and suggested Trenton as an alternative. Mr. Reginald Davey, the British representative who supervised the planting of the trees, recommended the planned pavilions be replaced by suitably designed wrought iron gates. The trees themselves are fine examples of the best of English oaks and are from the Marquis Camden's Dayham Abbey Estate near Tunbridge Wells.

Thus, the beautiful Memorial Gates, which were presented to Canada by the other Commonwealth countries, were also erected at Trenton. They were dedicated at an impressive ceremony in September 1949. Later the gates were to be the centrepiece during the royal visit in October 1951 when Her Majesty Queen Elizabeth (then Princess Elizabeth) was presented with a set of

sterling silver keys to the gates.

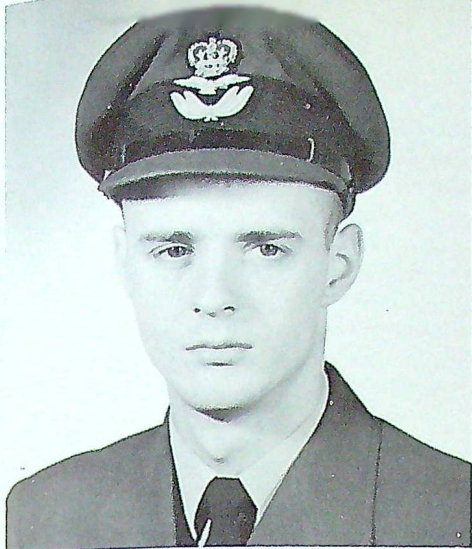
Trenton has been honoured by other Royal visits — in 1941 the Duke of Kent toured the station and in 1959 Queen Elizabeth and Prince Philip paid a second, though more fleeting, visit when they deplaned here prior to driving to Port Hope for a three-day holiday at the Hon. Vincent Massey's summer home.

RCAF Station Trenton has had an active and eventful past. Her future should be just as active and every bit as eventful.

(to be concluded)

Use of the phrase "unauthorized dependents" is being frowned upon at the Pentagon. The preferable term to describe family members who are abroad without orders is "Tourist Families."

US Army Navy Air Force Journal.



F/O C. C. Batcock, AFC

RCAF AIRMEN RECEIVE HONOURS



F/O C. M. Alexander, AFC

Two RCAF officers have become the 20th and 21st recipients, since the Second World War, of the Air Force Cross for the courageous part they played in two widely separated incidents during 1960.

Flying Officer C. M. Alexander, a navigator with No. 433 (All-Weather) Squadron and F/O C. C. Batcock, a pilot with No. 422 Squadron were the recipients of the awards.

Four other RCAF personnel received Letters of Commendation from Air Marshal Hugh Campbell. Three of them: F/L R. P. Paterson DFC, F/O P. G. Zinkan and FS

K. MacMillan, assisted F/O Batcock in the incident which won him the AFC. The fourth commendation recipient was F/O A. W. Wilford.

The award of the AFC to F/O Alexander was the result of his action which saved the life of his pilot and the aircraft in which they were flying. The incident occurred during an air defence exercise on 24 May 1960. On that occasion, F/O Alexander was navigating a CF-100 when his pilot suffered extreme anoxia. Flying Officer Alexander instructed the pilot to descend. The descent was highly erratic and at one point the

speed was 650 knots. The descent was initiated at 43,000 feet and at 7,000 feet the CF-100 was still in a dive. Flying Officer Alexander elected to stay with the aircraft. The pilot did not respond to instructions from GCA so F/O Alexander guided the pilot to a safe landing. In the words of the citation, "F/O Alexander's coolness and devotion to duty managed to avert what would have been a fatal accident."

Flying Officer Batcock was awarded the AFC for successfully completing a forced landing at his base in Germany after experiencing a to-

F/L R. P. Paterson, DFC



F/O P. G. Zinkan



F/O A. W. Wilford



FS K. MacMillan



tal engine failure. This action saved a costly aircraft and the lives of those who might have been endangered by a falling aircraft. Flying Officer Batcock was taking part in a practice air fighting mission in a *Sabre* when his aircraft suffered a flameout 50 miles from his station. The sky was completely undercast beneath him with cloud extending from an uneven base of 1,000 feet to 5,000 feet and solid to 30,000 feet. Beneath the cloud visibility was limited by rain and fog. In spite of these conditions which presented a serious risk to his life, F/O Batcock stayed with his aircraft and safely landed it. To quote from the citation governing the award, "his devotion to duty, skill and courage have served as an inspiration and splendid example to fellow aircrew."

At an altitude of 26,000 feet the pilot of the disabled aircraft contacted F/L Paterson and remained under his control and direction for the remainder of the descent. The Letter of Commendation sent to F/L

Paterson states that by displaying outstanding professional skill as an approach controller in placing a distressed aircraft in a perfect position to complete a successful forced landing his actions assisted in preventing what could have been a major and, possibly, fatal accident.

Flying Officer Zinkan's Letter of Commendation was earned by his assistance to his comrade during the emergency. On being advised of F/O Batcock's engine failure, F/O Zinkan joined the disabled aircraft and flew in a chase position. Throughout the descent which followed, he provided sound advice to the pilot of the disabled aircraft, monitored his heading, altitude and speed, handled most of the numerous radio transmissions and continuously checked the aircraft for evidence of fire. Flying Officer Zinkan's presence provided moral support as well as assistance to his comrade in effecting a successful forced landing on Soellingen airfield.

Flight Sergeant MacMillan re-

ceived his Letter of Commendation for displaying outstanding professional skill and teamwork in monitoring the position of the *Sabre* and accurately relaying this position to the approach controller. Flight Sergeant MacMillan, the ground controlled approach controller, co-ordinated his efforts with F/L Paterson to guide the aircraft down through approximately 25,000 feet of cloud to a successful forced landing.

Flying Officer Wilford won his Letter of Commendation as a result of a flying incident. On 30 May 1960 at No. 3 Wing, F/O Wilford was flying a *Sabre* when he experienced engine failure of a serious nature that could not be rectified. In spite of the fact that he was 60 miles from his home station and above an overcast, he decided to stay with the aircraft. The citation concerning the incident reads in part, "the aircraft was safely landed without damage only as the result of F/O Wilford's skill and courage".

THE ENGINEERS DICTIONARY

POSSIBLY the latest publication to be created within the RCAF is a quarterly entitled CONSTRUCTION ENGINEERING NEWS. This magazine does much to dispel the myth that engineers are little more than walking digital computers whose main interests are reading EOs.

Engineers, it can be seen by the publication, are not only human but have a sense of humour. In the first three issues of the magazine a glossary of engineering terms and definitions were printed. Selections from that glossary are printed below.

WORM DRIVEN — Henpecked husband behind the wheel
 ACTIVE CONDUCTOR — A spry ticket-taker
 AILERON — Ronald's not feeling very well
 ANCHORAGE — To inspire; eg, "Anchorage him to do better".
 ARMATURE — Kitchener-Waterloo Dutchmen (supposedly)
 GOOSENECK — The reason for most goslings
 COLD CUT — Result of too many Cold Slugs
 CROSS GRAIN — Puffed Wheat after being "shot from guns"
 CROW BAR — A tavern that's for the birds
 CADMIUM — Oxford-educated Indian talk for "I'm a rotter"
 CANT HOOK — Always straight off the tee
 CAPE CHISEL — Neck of land near Las Vegas
 INFLUENT — Lots of drag
 WING NUT — Bird watcher
 DEGRAS — The lawn

DE LUXE — Not Palmolive
 ARRESTER — Policeman
 EXTRADOS — A raise in pay
 FRIABLE — Bacon and eggs
 CHARLES' LAW — Charlie's wife
 CLAPPER BOX — Canned applause
 COLD SLUG — Rye on the rocks
 LOCKNUT — Stir Crazy
 DISMANTLE — Stengel's boy
 VARNISH — Disappear
 VENT — The opposite of "Came"
 GYPSUM — To cheat a little bit
 POLYGON — The parrot escaped
 TELEPHONY — Wrong number
 ASSAY — I declare
 BACKFIRE — Sunburn



Pilots and navigators of No. 418 Squadron prepare a headache for the Hun.

INTRUDER

By SQUADRON LEADER A. P. HEATHCOTE

Air Historical Section

Conclusion of No. 418 Wartime History From V-Bombs to Victory

At 6.40 p.m. on 8 September 1944 the V2 introduced itself to London. This horror differed from V1 by virtue of its immunity to interception. It was a rocket that travelled at ultra-sonic speed; once it was successfully launched, no power on earth could stop it. The only active defence against it was to destroy the launching sites, and the first step in this direction was to learn exactly where these were. V2 reconnaissance patrols were flown by Air Defence of Great Britain even before 8 September, No. 418 Squadron being assigned to such work on the first night of that month.

Thirteen individual patrols were flown without a sighting. Finally S/L D. N. ("Doug") Annan and navigator F/O A. M. MacIntosh saw a launching and pinpointed the site. Annan described the sighting as follows:

"At 2135 hours (12 September) we saw what appeared to be "Big Ben" . . . * It ascended vertically, only a large blob of light similar to a flare being visible . . . At 8000-9000 feet it went on a course of 270 degrees true, climbing steeply until it disappeared. When first seen, it was about two miles away . . . Viewing it from behind, we saw a grey smoke-trail extending down to the ground."

* Code-name for V2

The squadron flew a total of 36 "Big Ben" sorties, all in September. Its crews saw only four launchings, but each time the launching site was pinpointed.

In September, besides chasing V1 and scouting V2, the Edmontons flew well over 100 intruder sorties. For the first three weeks their successful kills were confined to road and rail transport; S/L Bannock, for example, having an especially fruitful sortie with six trucks and two railway coaches destroyed.

A lull of 23 days without an E/A*

* enemy aircraft

destroyed ended over Bad Aibling (Munich) on the 21st, as Ross Gray and Noel Gibbons clobbered an aircraft attempting to land there. They presently destroyed one on the ground and damaged two others, while their partners, F/L P. R. Brook and F/O A. D. McLaren, destroyed one and damaged one. All this took place in just three minutes. Brook's aircraft, damaged by its victim's debris, was landed at newly captured St. Dizier airfield, which, over a span of a year-and-a-quarter (until as recently as three weeks before), had been kept under regular surveillance by No. 418. Three air-to-ground victims were claimed at Helmhagen and Tutow on the 22nd by Forsyth-Esam and one by F/O J. S. Hill-FS W. Roach. The Baltic airfield of Parrow was the scene of a double kill on the 27th by Bannock-Bruce, who subsequently were themselves attacked from the air. They dodged the enemy, but, shortly after, their port engine took fire and had to be shut off. It took them nearly four hours to cover the 600 miles to base. So did Bannock become co-holder of the squadron endurance record (he tied Lou Luma's old mark of 6 hours and 22 minutes) and a wearer of the DFC. A "Flower" that night saw F/Ls F. A. Johnson and Noel Gibbons down a *Ju. 88* over Hailfingen. It was the squadron's 100th air-to-air victim.

On 30 September the unit made its first operational take-off from an airfield in continental Europe. Gray-Gibbons and Brook-McLaren left at noon from St. Dizier to visit Erding (near Munich) and Eferding (Austria) airfields. At Erding their cannon fire chewed to pieces two parked fighters and damaged five more. At Eferding Gray blasted one fighter out of the air and his fire was eating up the tail and rear fuselage of another when his cannon ammunition ran out. He had to content himself with emptying his machine-

guns on a bomber parked at Horshing.

A simultaneous day-ranger over the other extreme of 418's operational theatre — Denmark — resulted in the loss of F/L R. H. Thomas and F/O G. J. Allin (both RAF). They were avenged by their partners, Miller and Hooper, who sent an *Me. 109* crashing to earth near Aalborg by shooting off its starboard wing. Still another day-ranger saw the team of Forsyth-Esam boldly blast a *Focke-Wulf 190* head-on and send it down in flames near Eggebek (Schleswig-Holstein).

As of 10 October the squadron was under new management. Wing Commander Barker, departing on posting, was succeeded by newly promoted W/C Russell Bannock, DFC.

THE SCORE BUILDS UP

Though free to concentrate on the Luftwaffe in October, the squadron, strangely enough, failed to catch a single enemy in the air. It did, however, author an impressive score on the ground to the tune of 18 E/A destroyed and 16 damaged, this in four daylight sorties. Responsible for most of these successes were day-rangers Gray-Gibbons and F/O R. D. Thomas-F/L R. W. MacDonald, combined to chalk up nine destroyed and nine damaged on 418's first intrusion over Czechoslovakia, on 12 October. Operating from Jesi, Italy, they first dropped in on Ceske Budojovice and wrote off three *Ju. 34s* while damaging another. Proceeding to Nemecky Brod, they found it packed with *Stukas*, six of which they destroyed while damaging eight. For Gray, who accounted for six of each category, the Czechoslovakian trip was a glorious wind-up to a tour and boosted his bag to 10 E/A. He was to be gonged early in the New Year.

A day-ranger on the 15th by F/Os

S. P. Seid and D. N. McIntosh alone was the most fruitful single sortie ever flown by the Edmontons. From Le Culot, Belgium, they intruded to Stargard and Kolberg airfields in north-east Germany and strafed to their hearts' content. Their tally: five *Ju. 88s*, one *Me. 110* and one *Stuka* destroyed, plus two *Ju. 88s*, two *Me. 109s* and an unidentified aircraft damaged. Not a round of enemy fire even grazed the *Mosquito*, but a flock of birds contested its use of their airway and considerably damaged its rudder and tailplane. For their sterling efforts on this operation and many another, Seid and McIntosh were gonged simultaneously. Seid's citation mentioned this American's long hours of careful planning and studying of tactical situations, which were all too obvious in his outstanding record. In cold figures that record was: nine E/A, four VIs and three locomotives destroyed, 20 vehicles destroyed or irreparably damaged, and seven E/A, six locomotives and three escort ships damaged. Small wonder his C.O. called him "an operational pilot whose eagerness to attack the enemy has known no bounds".

For nearly 11 months the Edmontons had been venturing forth by day as well as by night. On their day-intrusions particularly, eminent success had been realized and losses were surprisingly low (only 2.8 per cent, involving five fatal casualties).

On 17 and 22 October, however, three stunning losses were incurred on successive day-rangers, and in each case Fate was no respecter of operational experience. Four veteran aircrew were eventually presumed dead — F/L Stan Cotterill, DFC, and S/L Ken Boomer, DFC, with their navigators, F/O Colin Finlayson, DFC and Bar, and F/L Noel Gibbons, DFC and Bar. Cotterill had downed four E/A and VIs, besides damaging two locomotives and 15 vehicles. Finlayson had assisted

in more kills — 18½ — than any other navigator of 418.* S/L Boomer, though a fighter pilot of long standing, had only recently joined the squadron.** But on his last sortie (22 October) he did knock out one E/A and damage a second on the ground at Holzkirchen. Both attacks were witnessed by F/L F. A. Johnson and his navigator, WO E. W. Pace, whose aircraft partnered Boomer's on the operation. Gibbons, a second-tour navigator who had guided three different pilots to destroy 15½ E/A and damage 15 more, was also the squadron's navigation leader.

Both members of the third missing crew survived and evaded. F/L S. N. May and F/O J. D. Ritch took off on the 17th from a base in Italy to range over the Vienna area. While strafing Piestany airfield (Czechoslovakia) their aircraft was so badly damaged by flak that they had to crash-land only two kilometres from the field. They lay low for two days and then contacted Russian officers from a Partisan group. Handed from one band of Partisans to another over the next four months, they were smuggled into the Russian lines on 19 March. Two days later they were received in Lucenec by a Russian major "in charge of repatriation" . . . Presently May became ill and entered a Hungarian hospital, but Ritch embarked for the U.K. via Odessa on 16 April.

FLOWERS AND NIGHT-RANGERS

Although practically all its anti-Luftwaffe successes were being counted by day, most of 418's operations in the fall of 1944 were "Flow-

* Although tour-expired and on non-flying duties, Finlayson had volunteered to replace another navigator who was ill.

** As OC 111 Squadron in September 1943, S/L Boomer had destroyed a Japanese *Zero* over Kiska in the RCAF's first and only air combat in the North American theatre.

ers" and night-rangers, with which at every opportunity were combined attacks on suitable ground targets. The squadron's *Mosquitoes*, occasionally taking off from advanced air bases on the continent, prowled over the Reich from Dummer See in the west to Breslau in the east, from Peenemunde in the north to Munich in the south.

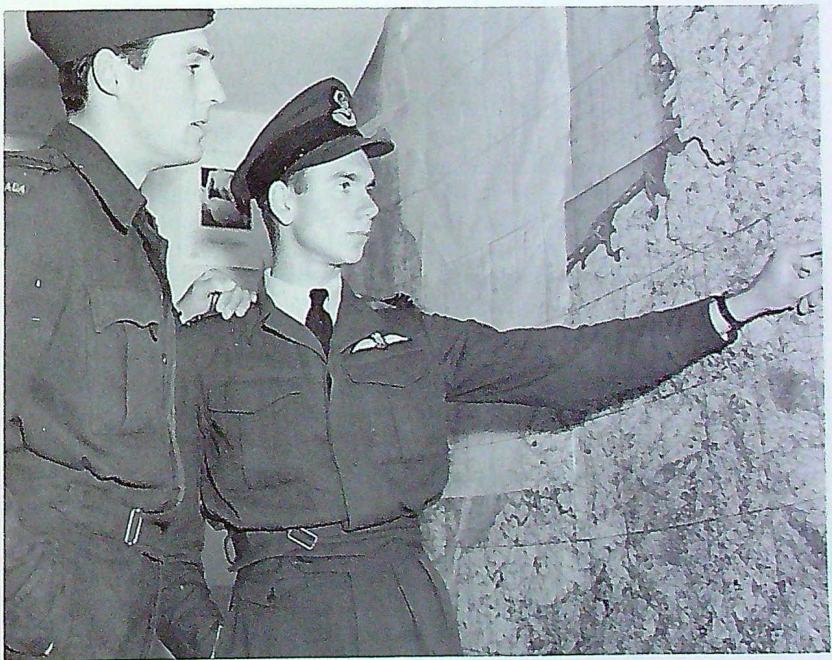
It was during "Flowers" to two Hessian airfields on 1 November that the squadron both suffered its last loss on intruder operations and inflicted its last fatal blow on a manned E/A. P/O J. S. Hill and FS C. W. Roach were briefed to cover Giessen aerodrome but were never seen again after take-off. They were eventually presumed lost in action. Despatched almost simultaneously to Hanau, Miller and Hooper intercepted a *Ju. 88G* at nearby Udenheim and blasted it to eternity.

Shortly before midnight on 18 November S/L C. S. Leggat and F/O R. R. Bruce returned from a night-

ranger over south-east Germany and west Austria. So was written "finis" to the brightly glowing "Intruder" chapter of 418's history. That day word had come that a move to Hartford Bridge was imminent, such to coincide with a transfer of the unit to No. 136 Wing of No. 2 Group, Second Tactical Air Force, and another phase of operations. In future its work would be close support of the ground forces, virtually all by night.

The move to Hartford Bridge took place on 21 November. The following day brought a change of command as W/C Bannock handed over to W/C J. C. ("Jack") Wickett upon being posted to No. 406 Squadron. With Bannock's departure the unit lost not only a proven leader but also its number one sharpshooter. In fact, with 11 E/As and 18½ VIs to his credit, Bannock was the RCAF's leading destroyer of aerial weapons. He was soon to add a bar to his DFC.

F/Ls Noel Gibbons and F. A. Johnson — the century mark



NEW ROLE

Having been pronounced "non-operational" on 20 November, the squadron was free to concentrate on settling into its working and living quarters at Hartford Bridge and on training for its new operational role. In the latter connection, exercises in dive-bombing, low-level bombing, air-to-ground firing and cross-country navigation were under way by the 24th and continued uninterrupted for a month.

Came Christmas 1944. But there was no Yuletide spirit in the heart of the enemy, who was showing anything but goodwill toward men of the Allied ground forces in the Ardennes area. It was on this morning 24 hours or so after Rundstedt's troops had reached their point of maximum penetration in "The Bulge" that the Edmontons were again pronounced operational.

There followed, in the words of 418's diarist, "a huge flap". All squadron personnel on leave or pass had to be recalled at once, many being interrupted at Christmas dinner. The weather, which had favoured Rundstedt all along, remained poor and delayed the tactical debut for nearly a week. Finally, on 30 December, a high pressure area materialised off south-west England and skies began to clear.

Before the end of 1944 "The Bulge" had become a salient from which the enemy was making a strategic withdrawal. With the improving weather an intensive aerial counter-attack was put up to impede his eastward movements. Such was the situation when 418 flew its first tactical sorties, on New Year's Eve. Now the unit's duties were to disrupt Jerry's communications, bomb his troop concentrations and area headquarters (the latter were usually well hidden), and generally raise merry old hell behind his lines, thereby smoothing the way for our foot-sloggers. Albeit no longer officially "intruder," the new assignment



The men who kept them flying and the men who flew them combined to give the squadron an unbeatable team.

would in some aspects resemble the air-to-ground part of the old. It would still be intruding in a loose sense, but in support of a ground force instead of a strategic air force. The main targets were now the Wehrmacht and its supply lines rather than the Luftwaffe and its airfields.

RETURN TO ACTION

The return to action entailed mainly bombing and strafing roads and military towns in the Ardennes and Eifel regions. On eight nights in January 1945 these areas were revisited, as the Edmontons patrolled behind the battle front and along the "bomb line", smashing road and rail transport, barracks, beacons, and everything showing a light. From the number of attacks made on lights it appeared that the enemy's black-out was being loosely enforced. He would pay for his carelessness with heavy losses of vehicles and drivers.

The squadron had its losses too. In one nine-day period in January four crews were lost, two on operations and two on a communications flight over Wales in an *Oxford* aircraft.

By mid-January "The Bulge" had been straightened out and another was developing in an easterly direction. Operating ahead of the British Second Army, Wickett's crews regularly worried the Wehrmacht (whenever the weather permitted) until, by the 22nd, they were attacking objectives east of the Rhine, among these being the supply communications centres of Munster, Wessel, and Dorsten.

Favourable weather at low level, the *sine qua non* of effective close support operations, deserted the unit on 20 days of January. (For a total of two-weeks it was grounded by freezing rain, sleet, blizzards or fog.) On several occasions, when operating in the worst weather imaginable, it had to use as a bombing guide the navigational aid, "Gee".* The device was employed to good effect during operations from 29 January to 6 February, when enemy strongpoints impeding the advance of the U.S. Ninth Army on Cologne were bombed.

* More than once in this bad-weather period 418 was the only Allied squadron in action over north-west Europe.



No. 418 Squadron was equipped with one of the finest aircraft built during the war — the Mosquito.

Notwithstanding that for eight of the next 15 days Hartford Bridge was virtually “socked in”, 81 more night sorties were flown in the fortnight. On these forays the *Mosquitoes* slashed at towns largely in the Zwolle-Munster-Osnabruck and northern Ruhr areas, towns through which the Germans might try to bring up reinforcements to combat the Canadian’s offensive between the Maas and the Rhine.

On 22 February the stage was set for Operation Clarion, a large-scale air-to-ground strike aimed at annihilating in 24 hours all means of ground transport still available to the enemy. Nearly 9000 aircraft, operating from England, France, Holland, Belgium and Italy, ranged over a quarter million square miles of the Greater Reich, attacking every transportation artery, medium and facility imaginable. It was 418’s only tactical operation by day and it proved the costliest in its history. Missing were W/C Wickett, with his navigator, F/O W. Jessop (RAF), F/L H. E. Miller with FS W. Hooper (both RAF), F/L M. Hope with F/O L. A. Thorpe (RAF), and F/L

C. Hackett with F/O W. S. E. Brittain (RAF). Of the Canadians, Wickett was captured, Hope was presumed dead, and Hackett was listed as safe. The only information available on the RAF personnel concerned was, Jessop (captured) and Brittain (safe).

The squadron commander’s aircraft, crippled and on fire, had been crash-landed south of Oldenburg, and its crew were immediately apprehended. They spent the night on a barge and were interrogated and shouted at by a naval petty officer and a policeman. In the next six days they were moved to an airfield near Lingen, thence to Rheine, thence to Oberusel. For the latter journey they were given a loaf of bread and a sausage, which had to last four days. At Frankfurt they had to be sheltered in the basement of the railway depot when menaced by a group of townspeople. Upon arrival at the Oberusel camp, Wickett was given a week’s solitary confinement.

On his second day of confinement he was interrogated three times. His interrogator lost no time, greeting him with the words, “Hello Credo

17.* When are you going to Coxyde?”** He also said, “I expect S/L Annan will take over your squadron, as he is the senior flight commander”. He knew No. 2 Group’s losses, wing by wing. He knew when No. 136 Wing had been formed and that it had just received a new Wing Commander Operations.

The day after his release from “the hole” W/C Wickett was moved to Dulag Luft, from which, on 27 March, all POWs were evacuated to begin a forced march. This lasted more than three days, during which the only nourishment consumed was a little soup and a few bites of concentrated food from a Red Cross parcel. On the 30th the party was overtaken and liberated by an advance unit of Americans.

The only ill-treatment of prisoners seen by the wing commander throughout his captive period had come from Gestapo bully-boys, who kicked and threw bricks at P.O.W.s marching through village streets.

INFORMATION WAS CORRECT

Wickett’s interrogator had been well informed. S/L Annan did take over, on 23 February, and was promoted a week later. Moreover, from 10 to 15 March a cross-Channel shuffle of men, aircraft and material took place as 418 vacated Blackbushe for Coxyde.

In the fortnight between its acquisition of a new commander and a new base the squadron despatched 120 sorties on 12 operations (mostly in the Munster-Osnabruck sector) and lost two crews, both members of one being eventually safe. On one of these operations 418’s bombs fell on the edge of the Hochwald Forest, which was alive with Wehrmacht then under heavy attack by the Second Canadian Division.

* The squadron call-sign and W/C Wickett’s number.

** An airfield in Belgium.

Jerry waited three days to welcome the new tenants of Coxyde. A reception committee at Dunkirk, barely 11 miles away, laid down a small-scale artillery barrage accurate enough to damage a few aircraft. This did not prevent the Edmontons from operating virtually full blast on 10 of the next 11 nights. From their continental home they now struck at the heart of Germany (e.g. Stendal, Magdeburg) for the first time since their intruder days. With their more advanced situation, and availability of alternate landing-fields close to the scene of operations, their fuel problems were minimized and their striking power considerably increased.

In the last week of March the squadron assisted the Second Army in Operation Plunder (the crossing of the Rhine) and in the final push into north-west Germany. During one of these operations it suffered its last fatal casualties of the war. *Mosquito* C-Charlie failed to return, and later known to have been killed in action near Rooegeveen, Holland, were its crew of F/L George Graham and his RAF navigator, F/O R. T. Styles. This pair had only recently scored against an unusual victim, a small German coaster, which, despite vicious flak, they had attacked from 50 feet and left listing and in flames.

But for a plucky performance by its pilot, another aircraft might well have failed to return in this period. While attacking a target in the Osnabruck area, F/O Alister Nicol was wounded by flak in the chest and right arm, and his navigator, F/O T. H. Wicken, was even more seriously wounded. Resolutely controlling the aircraft even while rendering all possible aid to the navigator, Nicol reached friendly territory and masterfully landed the damaged *Mosquito* despite his useless arm and weakness resulting from loss of blood. This earned him a DFC.

In April the all-out drive on the

ground was accompanied by a similar drive in the air so intensive that, for 418, as with many other Tactical squadrons, the last full calendar month of hostilities was the busiest of all. From the first operation of the month, on 1 April, to the last, on the 26th, the unit flew 273 sorties and operated on all but two nights. On their last 18 working-nights in April they ranged over the Bremen-Hanover area and Berlin's western approaches.

The crescendo of operations in April brought a rising toll of enemy road and rail transport and considerably fattened the individual scores of several pilots. Heading 418's ground strafers was W/C Annan, whose final score of ground targets destroyed or damaged was 50 or more MET* and eight trains. Also prominent were F/L J. McKitrick, F/O W. N. MacLeod, S/L F. A. Montgomery, F/L W. Drake, and F/O Nicol, with respective total scores of 30, 26, 25, 20, 15 and 12 MET destroyed or damaged. Nicol also destroyed at least 12 freight cars and one locomotive.

On 25 April the squadron undertook yet another move to an airfield in another country — Volkel, Holland. Awaiting the squadron there were accommodations which, to most 418 personnel, constituted a novelty — tents. In the next 4½ months all the little hardships attendant upon life under canvas were to become only too familiar to the Edmontons.

A few hours after they bivouacked at Volkel the weather went sour. From 26 April through 6 May it hardly stopped raining. Operations were nevertheless carried out on the night of 2 May, when enemy lines of communication were patrolled, and the following night, when a single reconnaissance sortie was flown.

These were 418's last operations in time of war.

VICTORY

The hysteria of victory made the Edmontons forget for a while even their damp tents. Then, within two weeks after the hubbub had subsided, 20 of them were given a full reprieve from the mud and rats of Volkel by being posted. One of these was tour-expired W/C Annan, whose DFC was to be gazetted about three months later. His successor was W/C Howie Cleveland, DFC, who had been briefly interned in Sweden following an operation with 418 almost exactly a year before.

For most of the 21 crews that remained, there were some compensations. On 10 June, for example, they flew in a 1,400-'plane flypast at Frankfurt for the benefit of Marshal Georgei Zhukov. Three weeks later they took part in an air show at Copenhagen, over the same airfield (Katsrup) where they had performed once or twice when it was under German management. Thereafter, while the wheels of demobilisation slowly turned, the discomforts of Volkel had to be endured for about another ten weeks.

On 7 September 1945, after a wartime life of three years, nine months and 23 days, the City of Edmonton Squadron officially ceased to exist.

To assess in capsule form the contribution to victory of a fighting unit, figures are often better than words. In the case of No. 418 Squadron the statistics speak volumes for themselves. In the 37 months from their first operation to their last, 418's crews flew 3492 sorties, all but a score or so in search of the enemy. These sorties kept them airborne for a total of 11,248 hours, a figure practically duplicated on training and communications flights.

During all but four months of their active life the Edmontons sought chiefly to destroy the Luft-

* Mechanized enemy transport.

waffe wherever they could find it. Their success in this is seen in their long victory-list — 178 E/A destroyed (73 on the ground), nine “probables” and 103 damaged. All 105 air-to-air kills were registered by visual contact alone, the unit never having had Airborne Interception equipment. In downing these aircraft they must have taken at least as many enemy lives; on the other hand, in destroying 83 VIs they quite possibly saved even more Allied lives.* Out of these scoring statistics arises one incontrovertible fact: even though 418’s “kill” record remained static throughout the war’s last six months, in matter of total winged weapons destroyed, manned and unmanned, it was equalled by no other day or night-fighter unit in the RCAF.

No less impressive was the squadron’s bag of ground targets other than aircraft. Its bombs and guns destroyed approximately 200 motor vehicles and damaged nearly twice that number. Likewise destroyed were 16 locomotives, while 23 were probably destroyed and 36 more were damaged. Some 52 railway freight cars and passenger coaches were destroyed, seriously damaged or derailed, and strikes were scored on at least 50 other trains. Completing the anti-transport list, three barges and trawlers were sunk and about 20 appreciably damaged. Of the static targets attacked, one bridge was known destroyed, 10 factories were damaged, and hundreds of hits were made on searchlights, defensive positions, rail facilities and sundry other objectives.

A comparison of the squadron’s kills of conventional E/A and its own operational aircraft losses (59) reveals a 3:1 ratio in its favour. Its aircrew casualties totaled 143, of which 94 were killed or presumed dead, 14 were captured, eight evaded

or were safe, and 27 (all non-RCAF) must be listed here under “fate unknown”, no information on them being available.

In the lists of honours and awards 418 was well represented, winning 62 decorations for valour on operations. These consisted of three DSOs, nine Bars to the DFC, 43 DFCs, five DFMs, one American DFC, and one U.S. Air Medal. Also bestowed on unit personnel were several King’s Commendations and numerous mentions in dispatches.

Of such a squadron the late Air Chief Marshal L. S. Breadner, CB, DSC, once wrote:

“The record blazed across the skies of Europe by the gallant members of 418, the City of Edmonton Squadron, is outstanding in the annals of air warfare. No group of young Canadians . . . displayed more courage, more of the ‘press on’ spirit, than did these men . . .

“There was no finer spirit in the RCAF than that which impelled the members of 418 to herculean efforts . . . They were night intruders, a name that had the call to adventure in its very sound. Theirs was a job that called for cool courage, astonishing risks, and individual fortitude excelled by no other branch of the service . . .”

Probably the supreme tribute ever accorded the squadron by anyone outside the RCAF came from the C.O. of Station Ford, W/C G. C. Maxwell, MC, DFC, AFC (RAF), who professed, as he watched its crews head for their aircraft and another operation, “There go the finest pilots and navigators in the world.”

PEACETIME POSTSCRIPT

On 15 April 1946 the squadron was re-activated at Edmonton as one of the first units in the RCAF’s post-war Auxiliary component. Originally a fighter-bomber squadron equipped with *Mitchells* and *Harvards*, it underwent three designation



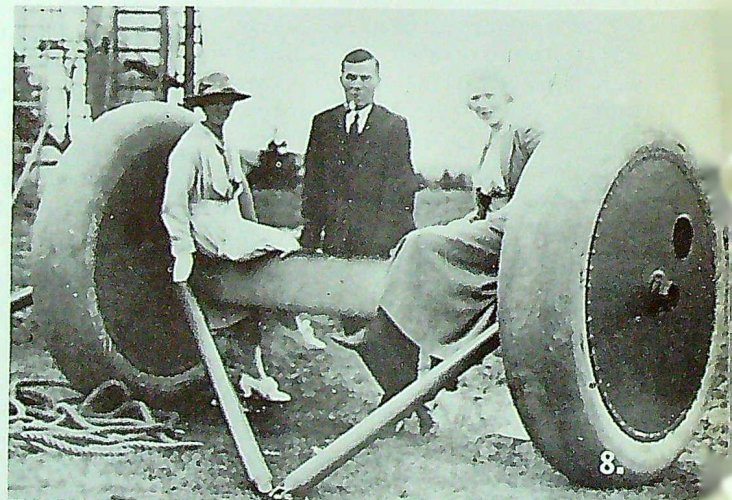
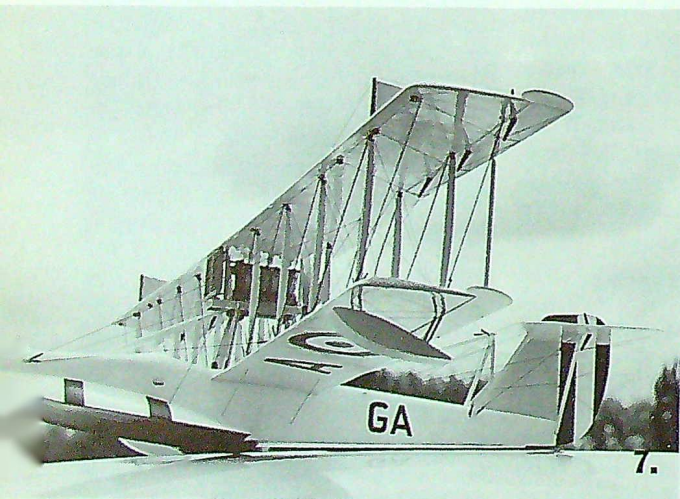
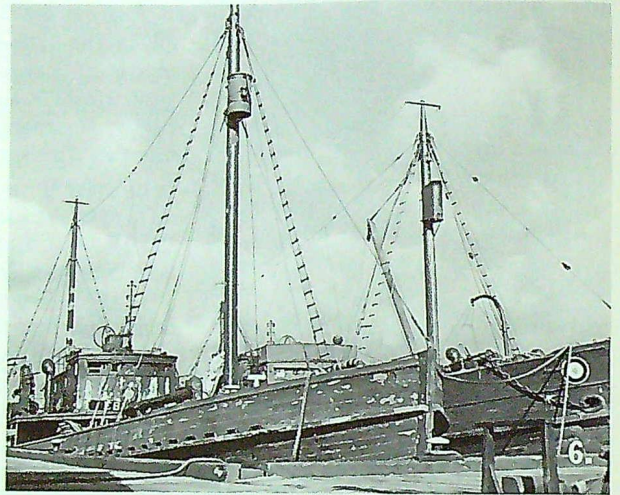
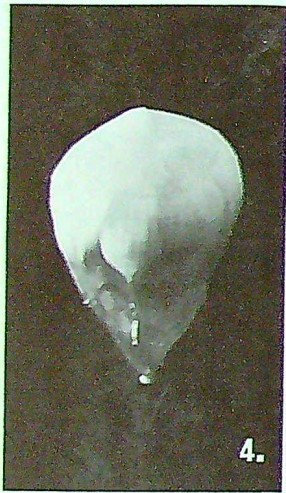
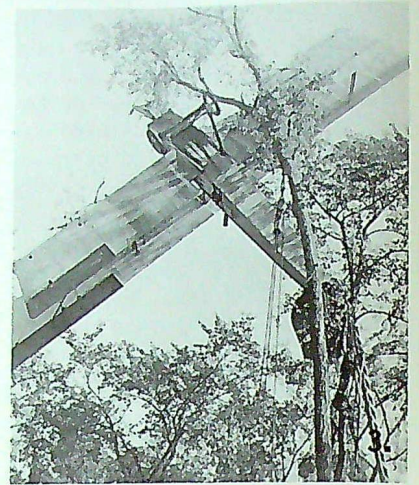
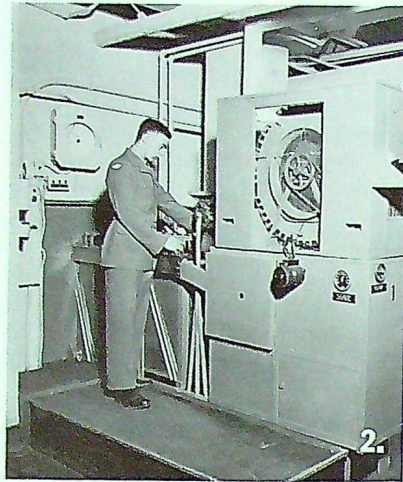
No. 418, City of Edmonton Squadron, official crest.

changes within three years. On 31 March 1958, after nine years on light-bomber duties, it was given an emergency, search and transport role and accordingly converted to *Expeditors*. More recently the unit acquired two *Otter* aircraft.

In June 1958 the City of Edmonton Squadron acquired an official badge, and, in keeping with the unit’s wartime background, a distinctive emblem it was.* Symbolising the functions of the squadron standing on guard on Canada’s northern frontiers, it has as a central figure a harpoon-wielding Eskimo on an ice-floe. The first badge ever presented to an RCAF Auxiliary squadron, it also sets two other precedents for squadrons: its design incorporates a human figure and its motto, “Piyautailili” (Defend even unto Death), is in the Eskimo tongue. ☉

* For every VI that fell on the U.K., approximately 1.4 people were killed and 4.1 seriously injured.

* The designation “City of Edmonton” had been incorporated in the post-war squadron’s title in 1952.



What's The Score?

Here's another picture quiz compiled by the Air Historian, W/C R. V. Manning, DFC. This one asks the question, "What is it?" All of the items shown in the photographs are, or were, located somewhere in Canada. Test your own knowledge before reading the answers below. If you can identify more than half, you're doing well.

1 **Extinct Volcano.** This one is near Telegraph Creek, B.C. and about 60 miles from Hoodoo Mountain, which is believed to have been Canada's largest volcano. The cone appears to be about 300 feet high.

2 **Photographic Processing Machines.** Rolls of aerial film are today processed automatically on these continuous processing machines at Photo Establishment at RCAF Station Rockcliffe.

3 **Hung-up JN4.** The accident rate during training in Canada in the First World War was very much higher than it was during the Second World War, but perhaps not as high as it is popularly believed to have been. For 1917 and 1918 it averaged one fatality for every 2000 hours of flying. This spectacular but not very serious accident happened to a *Jennie* flying out of Camp Mohawk near Deseronto, Ontario.

4 **Japanese Paper Balloon.** Scores of these floated in from the Pacific during the Second World War. This one was grounded on the northern tip of Vancouver Island, 12 March 1945.

5 **R-100 Mast at St. Hubert.** In the late 1920s it was hoped that airships might be used to establish commercial air routes within the Empire. At an Imperial conference held in November, 1926, it was agreed that mooring masts should be built at Ismailia, Egypt, and in Canada. As its part in the project the Canadian government purchased a site of 590 acres between Mount Bruno and St. Lambert on the Canadian National Railway line south east of Montreal. Construction of the mooring mast and other facilities began, and years later were ready when the R-100 crossed the Atlantic. Later that year the loss of the R-100 destroyed hopes that a transAtlantic airship service was practical. The tower was torn down many years ago.

6 **"Eskimo" and "Beaver"** were two RCAF supply ships which saw extensive service during the Second World War. In January 1944 they delivered No. 162 Squadron's equipment to Iceland. On the way they bat-

tled the worst winter gales in five years. Besides this peril, the Eskimo narrowly missed a floating mine and fought a fire at sea. The Beaver, which became caught in an ice-field, was almost forced on the rocks under a 300 foot cliff on the coast of Newfoundland. In our photograph they have returned to port at Dartmouth, N.S., battered but still sound.

7 **Model of an HS2L.** This magnificent model by Bruce Pierson of Toronto was the winner of the 50th Anniversary of Flight Model Aircraft Contest held in the spring of 1959. It is now on display at the National Aviation Museum in Uplands Air Terminal at Ottawa.

HS2Ls were first used in Canada in the summer of 1918 by US Navy detachments at Dartmouth and North Sydney, N.S. When the war ended a few months later, 12 HS2Ls were left as a gift by the departing Americans. In 1919 two aircraft were loaned to civilian operators who began protective forestry patrols in Quebec the same year. The following year the Air Board began flying operations with HS2Ls from bases at Roberval, Ottawa, and Vancouver. The last air force HS2L ended its service at Vancouver in 1926.

8 **Undercarriage of Handley-Page Bomber.** In the spring of 1919 a Handley-Page four engined bomber was sent to Newfoundland in the hope that it might be the first aircraft to fly the Atlantic non-stop. When Alcock and Brown in their Vimy deprived the Handley-Page of this honour, it was decided to fly the aircraft to New York. On the way it forced-landed at Parrsboro, N.S., and this was the occasion for the undercarriage (one of two) being separated from the fuselage of the First World War monster (wingspan 166 feet). In the photograph are Mr. Ernest Stedman, chief of the technical staff of Handley-Page Ltd., Mrs. Stedman, and an unidentified lady. Mr. Stedman later became A/V/M Stedman and for many years was the senior technical officer of the RCAF.

The Suggestion Box

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.



WO2 J. P. Baril of Stn. Greenwood suggested the issuance of transportation warrants for leave purposes to Canadian Service College Cadets at civilian rates instead of military rates which was adopted in November 1957.



FS G. E. Robichaud of 1132 TS Det. Montreal made a suggestion concerning the repair of synchro transmitters which was adopted officially by the promulgation of EO 30-210C-6B/17 dated 9 May 1960.



LAC K. A. Walters of Stn. Saskatoon suggested changes to the mounting and servicing procedure of the rudder trim indicator light in Expeditor aircraft which was adopted officially through the promulgation of EO 05-45B-6A/144 dated 21 July 1960.

Other award winners:

F/L H. J. W. Lang
WO1 H. D. Harragin
WO2 S. J. Shaw
Cpl. J. H. Logan
Cpl. H. Phillips
Cpl. F. A. J. Holman

Cpl. R. W. Rennie
Cpl. J. A. Cox
Cpl. J. F. Sellars
Cpl. C. E. McMullen
Cpl. R. McMullan
LAC C. Dewey

LAC E. J. Bell
LAC J. L. Brown
LAC W. Peebles
LAC J. Emslie
LAC H. G. Hopkinson

"B" IS FOR BOMBER

B is for Bomber, an old-fashioned but accurate means of delivering A-bombs over great distances to destroy opposing aerospace and other forces. Despite its limited altitude and speed, it is reliable, recallable, and has a high degree of intelligence. Bombers can be used in a variety of ways, as Bomber advocates are quick to point out. Missile advocates take pride in the Missile's speed and penetrative ability. Without warning, Bombers are prey to Missile attack;

however, Missiles can be used only once. A mixture of the two, in sufficient quantity, is the foundation of Deterrent strength. What constitutes "sufficient quantity" is variously interpreted by Columnists, Generals, Analysts, Admirals, Reserve and Veterans' Associations, various Leagues, Committees and Bureaus, Editors, Politicians, and Candidates for Office. Anybody can be an expert who is not overly burdened with facts.

AIRMAN

A man has to live with himself, and he should see to it that he always has good company.

—Charles Evans Hughes

The world has so many critics because it is so much easier to criticize than to appreciate.

—Vauvenargues

The more virtuous any man is, the less easily does he suspect others to be vicious.

—Cicero



RCAF ASSOCIATION

This section of THE ROUNDUP is prepared by RCAF Association Headquarters, 424 Metcalfe St., Ottawa, Ont. Wing contributions should be sent directly to this address.

WHO HAS THE KEYS?

By K. M. MOLSON,

Curator, National Aviation Museum

THERE is still a considerable amount of Canadian aviation history missing or incomplete. It should be possible in a country the size of Canada, where relatively few people have been involved in the development of aviation, to assemble a complete history. This would be much more difficult in countries like England and the United States where large numbers of people would have to be reached to obtain the complete history of aviation.

Many people who participated in our early aviation development are still alive and could provide the keys to some unrecorded events in our aviation history. The National Aviation Museum is most interested in contacting people who think they might be able to fill in some of the gaps, either with their own recollections or with documents and photographs of various events.

It is impossible to outline all the pieces that are known to be missing from our history but a few items can be mentioned in hopes that they may jog the memory of someone who can provide some of the missing information.

The story of Canada's aircraft manufacturing industry is almost unrecorded. While in recent years

a few articles have dealt with the history of three or four aircraft types, these have barely scratched the surface. One hundred and eight different aircraft types have been produced in Canada over the years. This total does not include the various home built machines nor does it include different Mark numbers of the same types. Information and photographs of many of these aircraft are often inadequate and sometimes unavailable.

This may not seem surprising in cases such as the *Polson* aircraft of 1916 or the early aircraft produced by

The Association has been asked by the Curator of the Museum to assist in locating material of historical aviation interest and also to aid in the recording of the correct story on our earlier Canadian accomplishments in aviation.

A bulletin detailing the complete requirements is being sent to all Wings of the Association. Readers at large having information to offer are asked to write to the RCAF Association, 424 Metcalfe Street, Ottawa, Ont.

the Curtiss Company in Toronto. However, it does seem strange that a good photo cannot be found of a Canadian Vickers built *Avro 504N* (RCAF registration Nos. 32 to 43) or the Canadian Vickers *Avro 552* (the *Avro Viper*) to name just two types.

The operational side of our aviation history is recorded much more completely, but, even so known gaps exist which probably could be filled in with the help of surviving participants. In addition one often hears from "old timers" that the accepted story of some event is not altogether correct. In these cases the Museum is most interested in gathering more complete information.

The story of Roy Maxwell's flight to James Bay from Cochrane, Ontario, on August 17, 1920, does not even receive a mention in any of the books or articles published on Canadian aviation history. This would appear to be the first flight into the area and an United States aircraft firm selling *HS2L's* placed a two page advertisement with large headlines in an aeronautical magazine acclaiming this flight as an outstanding effort at the time. Unfortunately detail information and photographs concerning this flight are lacking. Can anyone help fill in the details?

The story of civil flying in Eastern Canada and also in British Columbia remains to be told. Who can help here? Herve St. Martin was one of the most respected pilots in Eastern Canada and yet his name is almost unknown today outside of the "old timers". Is there not someone who

knew him well who could write down his accomplishments?

The story of the actual flying done on Canada's first photographic survey expedition would seem to hold most interesting possibilities if some of the surviving members could be located and persuaded to set down their experiences. The expedition was led by Captain Daniel Owen of Annapolis, N. S., who took it to the Alexis River in Labrador and made a timber survey in the summer of 1919. Some of the basic information

concerning this survey has been located and published in the last couple of years but apart from Captain Owen being quoted as saying how difficult the flying was, nothing is known of the actual flying operations.

In addition to the above specific items photographs or negatives are needed showing Canadian airfields, aircraft and aviation personnel throughout the years. The loan or gift of any such material would be much appreciated. These photo-

graphs can be used in many ways by the Museum, e. g., a good photo of an airport or seaplane with the location established and dated can be used to establish the location of other unidentified photos. Photos of aircraft can be used to establish air line markings, provide data for models, to provide information on special equipment such as cameras and dusting equipment, and used with other photos, to provide information on the complete development of an aircraft type.

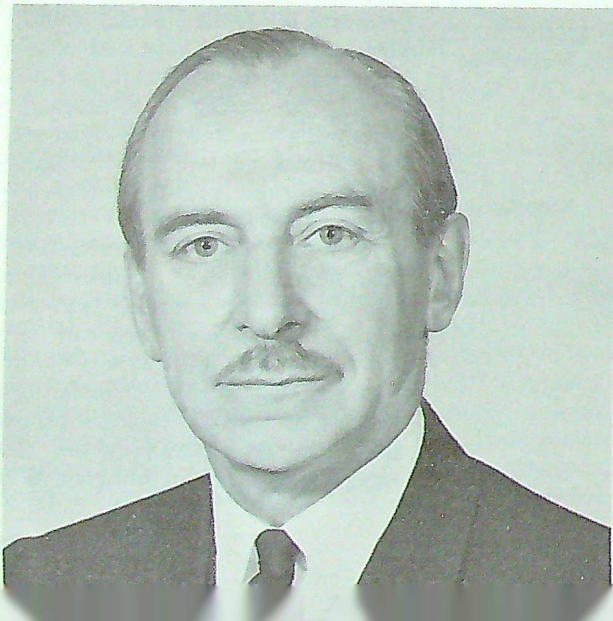
11th ANNUAL NATIONAL CONVENTION WINNIPEG, MANITOBA MAY 18 - 19 - 20, 1961

Again this year it is our pleasure to present an outstanding roster of speakers for the convention:

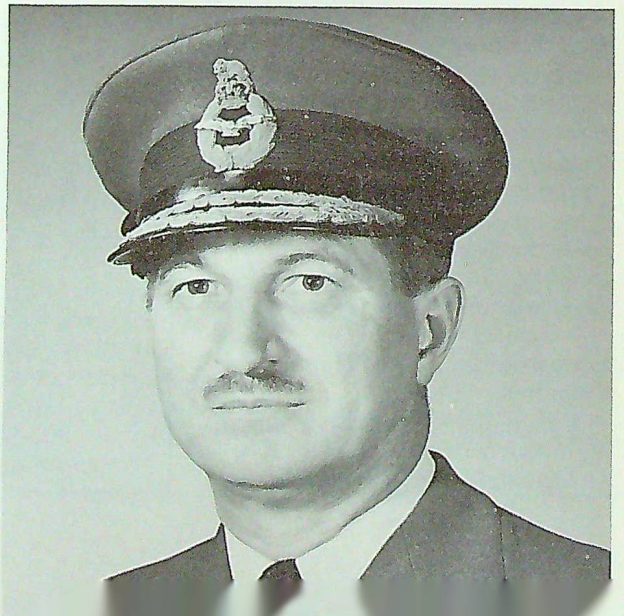
- The Honourable Douglas S. Harkness, PC, GM, ED, Minister of National Defence.
- Air Marshal Hugh L. Campbell, CBE, CD, Chief of the Air Staff.
- Honourable Dufferin Roblin, Premier, Province of Manitoba.
- His Worship Mayor Stephen Juba, Mayor, City of Winnipeg.

A special invitation is extended to members of the Association and all former members of the RCAF to attend this convention as Fraternal delegates. The registration fee is \$10.00. Those wishing to attend only the Annual Dinner may secure their tickets from Convention Headquarters, 643 Academy Road, Winnipeg, telephone number HUDson 9-5187.

The Honourable Douglas S. Harkness
Minister of National Defence



Air Marshal Hugh L. Campbell
Chief of the Air Staff





The Honourable Dufferin Roblin Premier of Manitoba



His Worship Stephen Juba Mayor of the City of Winnipeg

MRS. A. L. MORFEE

The sympathy of all members of the Association goes out to Air Vice-Marshal A. L. Morfee whose wife Estelle died on February 4th as a result of burns received in the tragic accident in their home at Annapolis Royal, N.S. Air Vice-Marshal Morfee was severely burned in attempting to rescue his wife. He is now recovering in hospital at Annapolis Royal, N.S.

1961 WING MEMBERSHIP DUES

Annual dues of Wing members were payable on April 1st. This year 'ROUNDEL' subscriptions will be cancelled on June 1st for those who have failed to renew.

NEW BRUNSWICK AIR CADET SQUADRON MOST PROFICIENT

The RCAF Association Trophy, awarded annually to the top Air Cadet Squadron in Canada, was won this year by No. 333 Lord Beaverbrook Sqn. Fredericton, N.B. This Sqn. is fully sponsored by the Fredericton Wing of the RCAF Association.

The National President of the Association, Mr. L. N. Baldock, presented the trophy to Mr. Donald Welsford, Chairman of the New Brunswick Provincial Committee at the Seigniory Club during the annual meeting of the Air Cadet League.



Mr. L. N. Baldock presents the Association Trophy to Mr. Donald Welsford, Chairman, New Brunswick Provincial Committee, Air Cadet League.

Letters To The Editor

SEA ISLAND POSTSCRIPTS

Dear Sir:

I was interested in your story of RCAF Sea Island in THE ROUNDDEL (Jan-Feb 61). The article indicates that the first RCAF activity was No. 8 EFTS in 1940.

Actually a somewhat forgotten squadron had been there for some years before. No. 111 (Army Co-operation) Squadron (Reserve), later No. 111 (Coastal Artillery Co-operation), was founded in 1932 and operated on Sea Island until 1939 when it began the move to Patricia Bay. In 1940 the squadron was broken up although I believe a 111 Communications Flight carried on for a time.

I enclose a picture of the officers just to prove that the squadron really did exist. Included is our permanent force adjutant, who I must say was a very good one.

Mr. A. Watts,
800 West Georgia St.,
Vancouver 1, B.C.

(An oversight, indeed. The adjutant referred to was F/L Hugh Campbell. — Editor.)

Dear Sir:

The article, Stations of the RCAF: Sea Island (Jan-Feb 61) is in error as regards the type of aircraft with which No. 8BR Squadron was equipped. Neither at Sydney, N.S. nor at Station Sea Island did that unit have *Stranraer* aircraft on its inventory.

S/L J. A. Connolly,
NORAD Ent Air Force Base,
Colorado Springs, Col.,
USA.

(S/L Connolly is quite right. No. 8 Sqn. operated with Deltas, Bolingbrokes and Ventures, but not Stranraers. The squadrons with Stranraers were No. 4, at Jericho Beach, No. 5 (Dartmouth) No. 6 (Alliford Bay), No. 7 (Prince Rupert), No. 9 (Bella Bella), and No. 120 (Coal Harbour). — Editor.)

GOOD LUCK, RICHARD

Dear Sir:

I am 14 years of age and hope to go through Royal Military College and join the RCAF. Right now I am interested in subscribing to your magazine "THE ROUNDDEL". I would like to know how much a year's subscription would cost. My address is below. Thank you.

Richard W. Day,
59 Smith Ave.,
Hamilton, Ont.

(Subscriptions may be purchased as indicated on our inside front cover. — Editor)

REUNION DESIRED

Dear Sir:

With the backing of No. 440 (Oxford) Wing, RCAF Association, I am trying to locate the members of the first RAF radar

course which was held at the University of Western Ontario in May 1941.

It is my intention to organize a reunion of my old classmates for the 20th anniversary of the course's beginning. I would appreciate it if the former members of this course would write me.

Derwent L. Underhill,
750 Grosvenor Street,
Woodstock, Ont.

CURLING CORRECTION

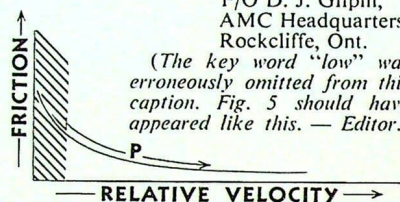
Dear Sir:

I read with interest G/C McMillan's article on curling which appeared in your Jan-Feb 61 edition. However, I think there must be something missing in Fig. 5 of this article. The caption "Velocity—High Friction" is, as it stands, quite meaningless.

It would be appreciated if you could obtain a solution to my query.

F/O D. J. Gilpin,
AMC Headquarters,
Rockcliffe, Ont.

(The key word "low" was erroneously omitted from this caption. Fig. 5 should have appeared like this. — Editor.)



LOW VELOCITY = HIGH FRICTION

fig. 5

RCAF STAFF COLLEGE JOURNAL

ESSAY CONTEST FOR 1961

An award of \$250.00 will be made to the member or former member of the Canadian Armed Forces or Civil Service who writes the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on a topical matter of military significance.

In addition to the prize money, the author of the winning essay will be paid a professional fee if his article is accepted for publication in the JOURNAL. If the quality of "Honorable Mention" essays meets the JOURNAL literary standards, up to a maximum of five will be selected for publication and the authors also awarded a professional fee for the printing of their work.

Entries must not contain classified information. Manuscripts must be double-spaced, and submitted in duplicate to the Editor, RCAF STAFF COLLEGE JOURNAL, Armour Heights, Toronto 12, Ontario, by 1 June, 1961.

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

FIGHTER PILOT REUNION

Dear Sir:

The third reunion of No. 115 and No. 1 Fighter Squadrons, which later became No. 401 Squadron, will take place at Molson's Brewery reception room, 1670 Notre Dame St. East, 25 April 1961 at 1800 hours.

Since we would like as many original members of these squadrons as possible to attend we would appreciate this notice being printed in THE ROUNDDEL. If further information is required by anyone, it can be obtained by phoning me at HU 4-5081 or UN 6-1705.

Mr. Howard Carp,
5265 Bessborough Ave.,
Montreal 29, Quebec.

MISSING PERSON

Dear Sir:

For the past four or five years I have been trying to locate an old air force buddy whom I served some three years with at RCAF Station Rockcliffe. He is now out of the service and is living somewhere in the province of Saskatchewan. His name is Lapohn (formerly Cpl. Lapohn.)

Since I have tried many times, without success, to reach him I would appreciate it if you would print this letter in THE ROUNDDEL in the hope that one of your readers might be able to help me locate the whereabouts of my friend.

Mr. J. W. Murray,
301 First St., E.,
Cornwall, Ont.

New "OPS" Room for Vancouver RCC



Search and rescue operations in B.C. are now co-ordinated from this new centre at No. 5 Air Division HQ. As a result, Vancouver RCC is better equipped to handle the increasing number of incidents involving weekend and working sailors, pilots and others in distress.

Manned day and night, the RCC has direct radio or telephone communications with all SAR facilities in its 600,000 sq. mi. area of responsibility. On duty above are (l. to r.) Sgt. D. G. MacDermid, F/L C. J. Daley and F/O L. H. Shumka.

Roger Duhamel

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