



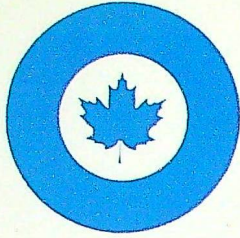
THE

Roundel

VOL. 13, NO. 7

SEPTEMBER 1961





THE

Roundel

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THIS MONTH'S COVER

Our cover picture will be a familiar sight to many RCAF personnel who, during the course of the past year, have been posted to the Congo. An RCAF airman, a Congolese worker, a North Star and a German truck are typical of the cosmopolitan makeup that prevails in that African territory. For an account of RCAF activities in the Congo see page 3.

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

On The Break



FOR OVER a year now the tropical city of Leopoldville and the steaming jungles of the Congo have echoed to the roar of aircraft engines as the RCAF's Air Transport Command has gone about its business of flying troops and materiel to that troubled land. In addition to air transport, less glamorous but equally important work has been done by RCAF personnel on the ground. From the UN headquarters building in downtown Leopoldville to the tarmac of nearby N'Djili airport to the interior of the Congo surveying a transmitter site, RCAF personnel have done, and are doing, yeoman service. While editing the article "A Year in the Congo" (page 3) a member of the *ROUNDEL* staff decided to see if the air force's single side-band transmitter was as good as its advocates claimed it was. He picked up a telephone in an office at AFHQ and, in a matter of seconds, he was talking to W/C A. J. Mackie in Leopoldville. It was an impressive demonstration of efficiency of RCAF communications and it proved that although air force personnel may be thousands of miles from home they are no further away than the nearest telephone.

NEW WINGS have started to make their appearance in Canadian skies. At Air Force Day 1961 USAF *Starfighters* and F-101s zoomed past the crowds heralding things to come. Now they have started to arrive. Late in July the first two CF-101Bs were officially handed over to the RCAF at Station Uplands and, since that time they have been entering RCAF service in a steady stream. For those lucky personnel who will one day be flying CF-101Bs and for the rest of us who can only watch with envy, an article describing the capability of the aircraft begins on page 8. The *Starfighter*, which is also eagerly awaited by both air and groundcrews, will be phased into the RCAF inventory in the near future. Although it may be a few months yet before many RCAF pilots have a chance to try out this supersonic interceptor, some idea of what flying this "missile with a man in it" will be like can be gleaned from the article appearing on page 5.

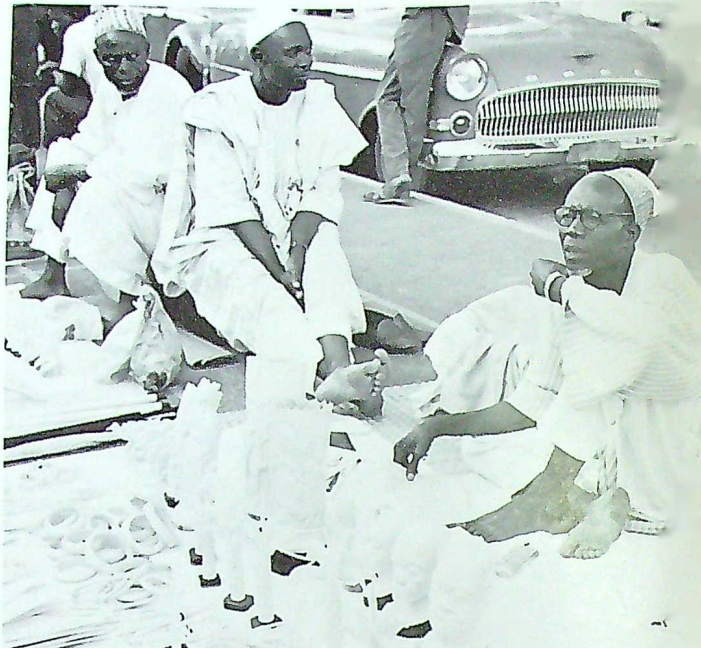
RCAF STATION Rockcliffe is an airfield that is older than the RCAF itself. During its long and colourful history Rockcliffe has seen many units come and go and has been the scene of several "firsts". For instance, some of the first air mail flown in Canada departed from Rockcliffe, and that Station was also the site of the first Manning Depot for airwomen during the Second World War. For a nostalgic and interesting account of this very senior RCAF station turn to page 11.

THIS MONTH we are running the fourth in our series of escape and evasion stories (page 18) "Tigers in the Tunnel". We are also happy to say that, as a result of this series, a most worthwhile organization has derived some lasting benefit. The Royal Air Force Escaping Society, whose aim in life is helping the heroic European civilians who helped Commonwealth airmen escape occupied Europe, has become the focus of attention in certain quarters. One of the evaders, F/L D. M. Cox, DFC, whose evasion story appeared in the *ROUNDEL* (May 1961) addressed the RCAF Association's annual convention last May on behalf of the RAFES. As a result, the Association has recommended that financial support be given by the various Association Wings to the RAFES and that each Group in the Association cooperate with the RAFES in re-establishing contact between Canadian evaders and their European helpers.

At Paton s/r Editor



Modern Leopoldville, with UN headquarters building at extreme left centre.

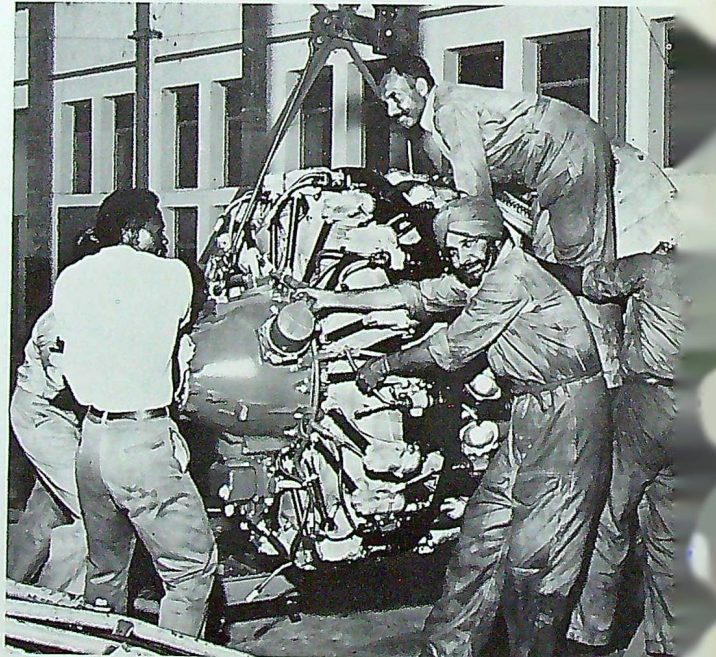


Sidewalk vendors display native craftsmanship in Leopoldville market.

Canadian troops and cargo en route to the Congo via North Star.



Indian and Congolese groundcrew bend backs at N'Djili airport.



A YEAR IN THE CONGO

By SQUADRON LEADER R. M. L. BOWDERY

Air Transport Command SOPR

THE Congo, a country relatively unknown to most Canadians, now conjures up vivid memories for RCAF personnel who have been involved there during recent months. Cargo for the Congo is a phrase which describes an operation, now entering its second year, that has developed into one of the largest airlifts ever provided by Air Transport Command.

When the UN called upon Canada to provide assistance in the week-old Congo Republic last year Air Transport Command reacted immediately. But even before the first supply-laden *North Star* left Canada for that troubled land ATC's Air Officer Commanding, Air Commodore F. S. Carpenter, AFC, was already there surveying the UN's airlift requirement. Because of his work the UN specifically requested Canada to provide an air operations staff to set up and operate air movements within the Congo, in addition to requesting Canadian Army Signals personnel and equipment to provide an internal communications network.

The first aircraft despatched to the Congo left Trenton on 18 July 1960. Within the hour it was followed by three more *North Stars* of No. 426 Squadron. All four carried loads of powdered milk and canned pork for distribution by UN authorities in the central African nation. A subsequent airlift, entitled "Operation Mallard", commenced 9 August. For this commitment eight special *North Star* flights were made to the Congo, seven from Canada carrying

personnel and radio equipment and one flight originating in Pisa, Italy, where a *North Star* on an RCAF scheduled run to the Middle East was diverted to carry World Health Organization officials and UN observers to Leopoldville.

Initially, one *North Star* left Trenton every 12 hours carrying army signals personnel and their equipment. From 17 August 24-hour departures were scheduled. By 26 August the army airlift commitment had been met for the time being, so two scheduled flights per week were established on a continuing basis between the UN staging unit at Pisa and Leopoldville.

In order to administer the UN's air transport operations within the Congo G/C W. K. Carr, DFC, and his 10-member staff directed flying activities over an area one quarter the size of Canada with 13 different types of aircraft and with aircrews of eight nationalities: Swedish, Norwegian, Ethiopian, Yugoslav, Brazilian, Indian and Argentinian. While some of the aircrew arrived fully trained to fly the various UN aircraft, others were unfamiliar with the transport planes, thus it was necessary to set up a training program for them.

Many serious handicaps, in addition to the country's unstable political situation, confronted the air operations: shortages of supply and maintenance, language barriers and inadequate aircrew training being most obvious at the outset. During the initial phase of the interior airlift UN crews were often flying over



W/C H. B. Russell and A/C F. S. Carpenter at Trenton prior to departure for Congo assignment.



LAC P. A. Arsenaault supervises refueling at N'Djili.

F/O W. D. McNeill explains use of transit to Ghanaian guard.





G/C W. K. Carr

unexplored territory with virtually no navigational aids. For several weeks RCAF personnel worked around the clock to keep troops, official UN passengers and vital freight moving from the main staging

point in Leopoldville. Crews took off for airfields where security was unknown and whose facilities were marginal.

Despite these obstacles, regular air transportation with all major cities in the Congo was quickly established, providing the only reliable means of transport and supply in a country where the basic methods of road, rail and river travel had almost completely broken down. The aircraft were five C-119s, 10 *Dakotas*, four *Otters*, four *Beavers*, two H-19 helicopters, six H-13 helicopters, six Piper *Cubs*, an SAS *Convair* and a Swissair DC-6.

It was soon apparent that, with such a heavy program before them, the ATC operation was in need of a direct radio circuit between command headquarters at Trenton and the RCAF component at Leopoldville. Because of the urgency of the requirement temporary antennae were erected as an interim measure. The first two-way conversation on the new circuit was carried out on 11 August 1960. A telephone link has since been added between Trenton and Ottawa so that AFHQ can communicate directly with the RCAF detachment at Leopoldville more than 6,600 nautical miles away.

On completing his tour of duty the original senior RCAF officer in the Congo, G/C Carr, returned to Canada and became Commanding Officer, RCAF Station Namao. His replacement was A/C C. G. Chap-

man, DSO, who in turn was replaced by A/C H. A. Morrison, DSO, DFC. The air commodore and his staff occupy a part of the fifth floor in a modern apartment building in downtown Leopoldville. They will serve a six-month tour of duty in the Congo working on behalf of the UN. The staff is composed of representatives from 10 of the 30-odd nations serving with Organisation Nations Unies du Congo (ONUC). The air commodore's senior air staff officer is an Italian, Colonel F. Peirotti. His chief of air operations is another Canadian, W/C A. J. Mackie. His chief technical officer is Norwegian Lt.-Col. Hans Teien. Other names such as Major Sasso of Italy, Capt. Machado of Brazil, Major Hereid of Norway, F/L Bhada of India and Sgt. Lelgi of Sweden testify to the cosmopolitan group that directs the air transport operation.



A/C C. G. Chapman

N'Djili is Leopoldville's major airport. It has one of the longest runways in the world, a modern terminal building and high pressure hydrant refuelling. The airport at Leopoldville also has UN troops armed with Sten guns on guard at various vantage points. The Congolese, too, have armed guards on the airfield, a constant reminder that the airfield is under "joint" operation. The terminal building shows scars, reminiscent of more hectic moments when tempers ran high and bombs and bullets were readily exchanged. The same sense of uneasiness prevails at ONUC headquarters where barbed wire entanglements lie close by, ready to be pulled into position at a moment's notice. Armed troops also guard the gateways to this building and its parking

lot. Trim, handsome and impeccably neat Nigerian policemen serve as doormen at the entrances from where overworked elevators shuttle up and down on their never-ending journeys between the ground floor and the offices above.

The present air transport force has a fleet of 78 aircraft. Forty of these are military, the remainder are ONUC registry or on charter to the UN. The charter aircraft, 17 DC-4s and six C-46s, fly in UN livery as do all of the aeroplanes operating directly under ONUC control. *Dakotas*, C-119s, *Otters*, *Beavers* and helicopters complete the line up. The C-119s are maintained and operated by Italians; DC-3 aircraft by eight nationalities; the *Otters*, *Beavers* and helicopters are the responsibility of Swedes and Norwegians.

RCAF aircraft are not involved in the internal airlift in the Congo but *North Stars* of No. 426 Sqn. fly to Leopoldville twice a week on scheduled UN flights from Pisa, with stops at Idris, Tripoli and Kano, Nigeria, enroute. In addition to these twice-weekly scheduled flights, termed



A/C H. A. Morrison

trips or maintenance flights, Air Transport Command puts a further two flights a month into Leopoldville, purely for the rotation of Canadian troops serving in the Congo.

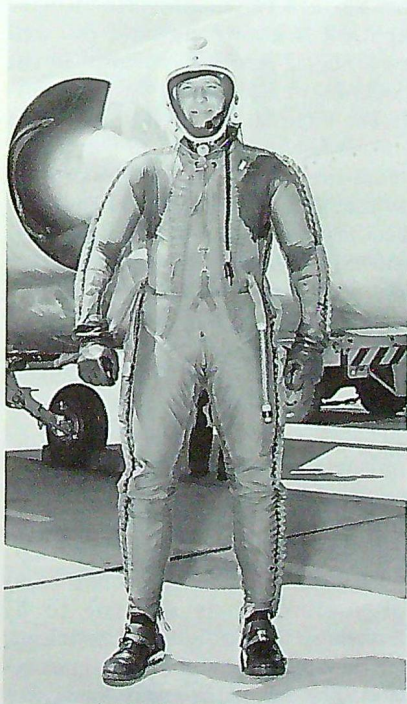
Even before independence, the aircraft was a major method of transport in the Congo. Today, the air is an essential link between Leopoldville and ONUC bases throughout the country. Men of many nations are working diligently to keep this important transport system in effective and constant operations. ©

FLYING THE STARFIGHTER

By SQUADRON LEADER J. F. WOODMAN



As a member of the Central Experimental and Proving Establishment the author has been flying as an RCAF test pilot for over eight years. In addition to being one of the first Canadians to get checked-out on the CF-104 Starfighter, he holds the unique distinction of being the only RCAF pilot to have flown the Avro Arrow.



DURING the summer of 1959 it was decided that a modified version of the USAF F-104C was the most suitable aircraft for the RCAF's new strike-reconnaissance commitment to NATO.* As a result of that decision two colleagues and I have been stationed at the Lockheed Aircraft Company's facility at Palm-dale, California, test-flying the initial group of CF-104 *Starfighters* — the first supersonic aircraft chosen for service with the RCAF.

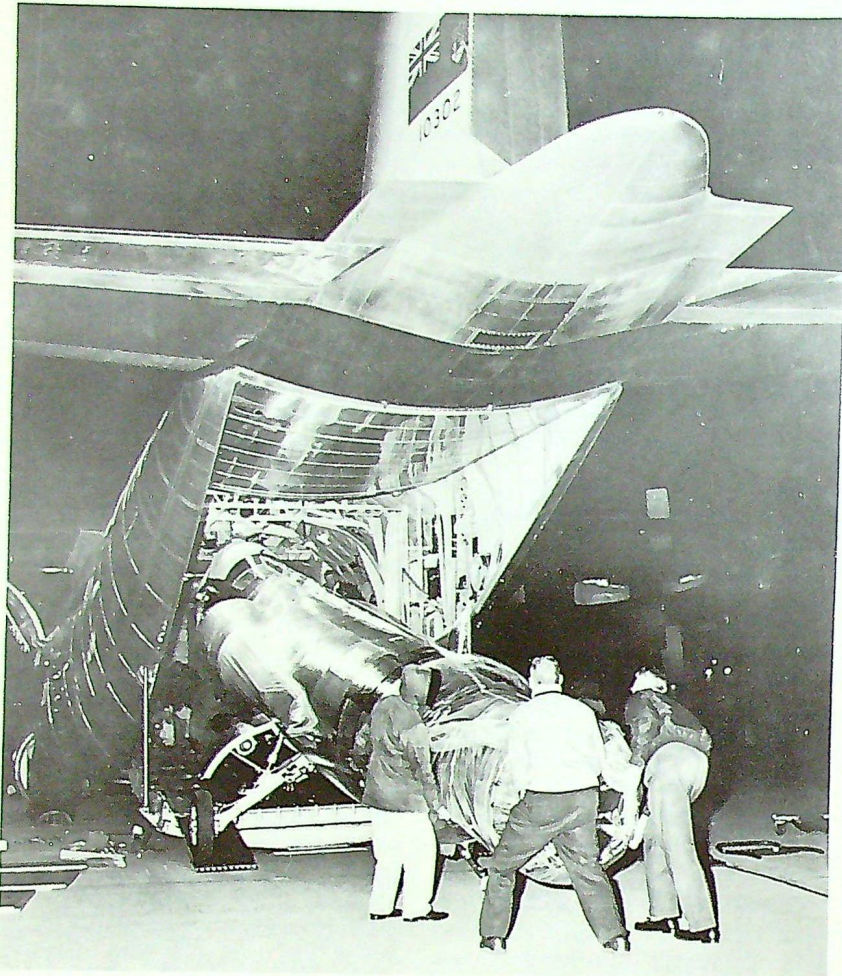
The F-104 was originally designed for high altitude day fighting. This requirement emanated from the Korean War when the fighter pilots of that era asked for greater speed and greater altitude performance. Lockheed tendered a proposal which was the evolution of design studies that included missiles, and on 4 February 1954 the XF-104 made its first flight. Since that time a multitude of models have been made and six different countries, not including the United States, have bought the aeroplane. The advanced international version

with increased capabilities became known as the *Starfighter*.

The CF-104, aerodynamically, represents a major change in the concept of manned aircraft design; the wings are stubbier (21.9 ft. wingspan), and thinner (average 3 inches) than any other current fighter, and their shape came from missiles themselves. The aircraft is often referred to as a missile with a man in it, and obviously it flies on thrust and does not make a very good glider. The wings are approximately the same size as the vertical fin and, because of the "flat plate" effect of the high horizontal stabilizer, ten degrees of negative dihedral were required to give the aeroplane a satisfactory rate of roll.

In spite of this perhaps dubious honour of flying a missile, the CF-104 is a pilot's aeroplane. Immediately on strapping-in, the pilot feels as though he is part of the vehicle; the comfort and view are excellent and the cockpit, generally, is as nice a cockpit as will be found anywhere. Naturally, the new instruments are arranged to meet the equipment re-

* THE ROUND, Vol. 11, No. 8, Oct. 59.



First CF-104 produced by Canadair is loaded into *Hercules* for shipment to testing grounds.

quirements but, basically, they conform to standard RCAF instrumentation.

To mention a few of the outstanding cockpit features, the pilot is provided with a warning system which consists of a master caution light located in the lower centre of the main instrument panel, and an annunciator panel on the right-hand sub-panel. The pilot is first warned of a malfunction by the illumination of the caution light and he then looks to the right-hand sub-panel, where one of the 14 windows has

lit-up, and has spelt out in plain language the exact nature of the problem. This means the assorted "panic lights" are centralized in one location and are not scattered all over the cockpit. Since the aeroplane still has considerable excess thrust at Mach 2, the cockpit is equipped with a "Slow Light". This comes on at the limiting airspeed and tells the pilot to slow down.

Originally, the F-104 aircraft had downward ejection seats but in a later modification upward ejection seats were fitted. In the CF-104,

being built for the RCAF, the upward ejection seat provides at ground level, with a minimum of 120 knots, an automatic ejection sequence with a one-second parachute delay.

The airframe and engine characteristics of the CF-104 which will be new to most RCAF pilots will be the after-burner, drag chute, leading and trailing edge flaps, artificial stall warning, and boundary layer control. The aeroplane is easy and pleasant to fly and while it does not have the margin for error which we have perhaps known in the past, it is a good honest aircraft. Many pilots consider it easier to fly than the T-bird. The small wing-area and high loading obviously calls for high take-off and landing speeds; however, this does not appear to be a problem pilotwise. All the pilots who have been checked out so far have had only two dual rides before leaping-off solo.

On take-off the engine is advanced to 100% RPM against the brakes and the afterburner ignited by moving the throttle outboard as the brakes are released. Afterburner light-off is known by both feel and by a nozzle position indicator in the cockpit, and it lights in four different stages as the throttle is moved forward, with each stage producing more thrust. The initial acceleration as the brakes are released is not too exciting; however, as the throttle is moved forward to maximum power the performance capability is soon realized. On a standard day, with no external stores, the time from brakes-off to Mach 2 at 35,000 ft. is approximately six minutes.

The stability and control characteristics of the *Starfighter* can be assessed as very good. The aeroplane provides a very good platform for gun firing, or instrument approaches, and while it has two areas of instability it is still safe to fly anywhere within the flight envelope, with or without stability augmentation. The aeroplane approaches neu-

tral lateral-directional stability at approximately Mach .95 but the magnitude of the oscillation is so small that in some configurations it is difficult even to detect.

Pitch-up is entered one of three ways; by a 1G* stall at high angles of attack, by an accelerated stall which exceeds the critical angle of attack, or by a combination of both. Pitch-up, obviously, is an area best left alone altogether and the CF-104, therefore, should never be fully stalled. To guard against this, even though the aeroplane possesses 40 to 50 knots of natural aerodynamic buffet, artificial stall warning and automatic pitch control (APC) are provided. Angle of attack and pitch rate are sensed by two vanes, one on either side of the fuselage by the cockpit. As the aeroplane approaches the stall angle, an electrical signal is sent to the control column in the form of an oscillation which rapidly shakes the stick, fore and aft, through one or two degrees. This is known as the "Stick Shaker". If the pilot insists on going further, or if the input is sensed as the approach to an accelerated stall, a hydraulic ram is put into operation and the stick is literally kicked forward with 35 or 40 pounds force. This is known as the "Stick Kicker". CF-104 pilots will find that they will run into the shaker quite frequently particularly with external stores installed, but that this will become second nature and the shaker will be used as a gauge, along with the APC indicator, as a measure for manoeuvrability. The manoeuvre margin is not as large as perhaps desired, but it is considered adequate. For example in the clean configuration, at Mach 2 at 40,000 ft., you can pull 6G without running into any kind of stall warning, and at circuit speeds you can pull 2 to 3 G.

For landing, the aeroplane is

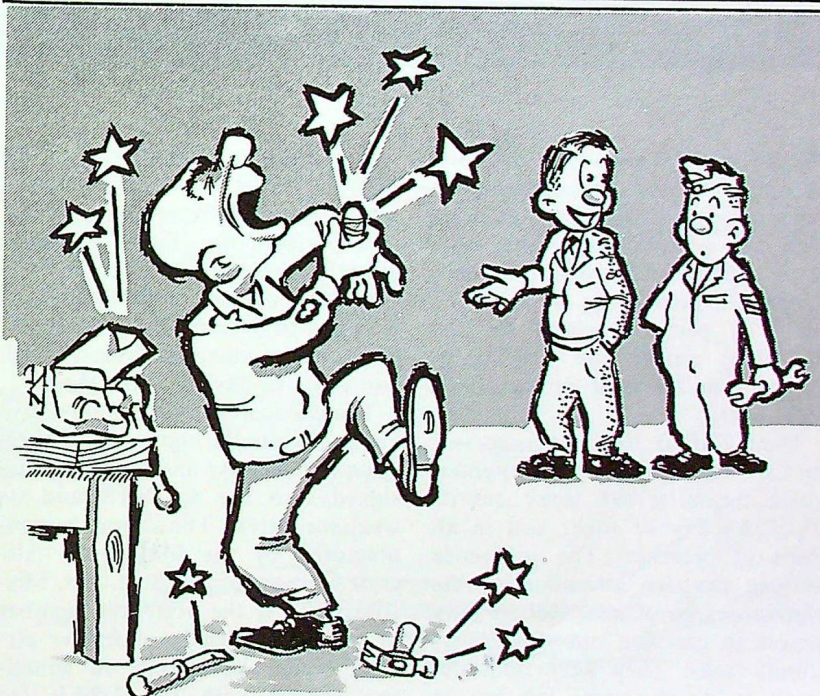
equipped with flaps, both on the leading and trailing edge of the wing, boundary layer control (BLC) on the trailing edge, and a drag chute. The flaps have two positions, take-off and land, and the BLC is automatically actuated with the selection of land-flaps. The normal approach speeds are, 170 knots with BLC and 190 knots without BLC. A dead-stick landing is made at 240 knots. An average landing ground roll would be 5,000 to 6,000 ft., using BLC and drag chute; however, to show what can be done, landing distances have been recorded as low as 1,700 ft., without the drag-chute and without any resulting damage. Obviously, this was done by a very experienced pilot and with everything working properly. It is not

recommended that pilots try this on their first few landings.

The performance capability of the CF-104 has been well publicized. There would be no point in listing a series of figures at this stage of the test program; however, to date, nothing has been discovered that would indicate the aeroplane will not live up to its reputation.

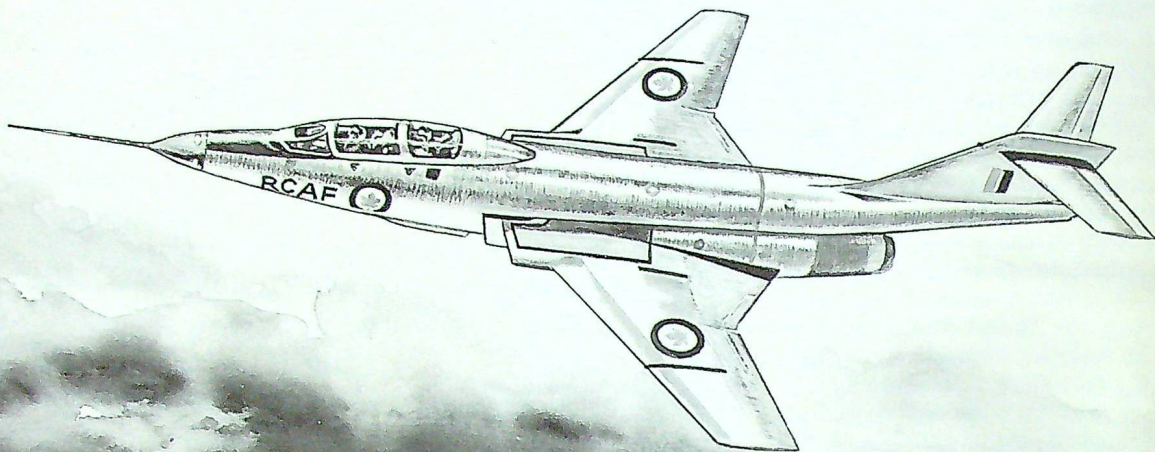
To fulfill the role of strike-reconnaissance, the RCAF has added to the CF-104 inventory an inertial navigational system, and an improved fire-control system. One thing is certain: when the aeroplane is fully operational, the RCAF will truly have a flexible and potent weapon. It is the writer's guess that a CF-104 squadron will be the most sought after posting in the RCAF. ©

On the line...by LAROUCHE



* equal to the force of gravity.

"Now, that's what I call language control!"



Fong-

INTRODUCING THE CF-101B

By SQUADRON LEADER T. R. FUTER, DFC

A NEW aircraft silhouette will soon become a familiar sight in Canadian skies — one with an elongated nose, high tail and sharply swept back wings. The new look in Air Defence Command belongs to the CF101B which is being procured for the RCAF to replace the CF-100, so long a familiar sight on squadron flight lines.

The CF-101B, like its predecessor the CF-100, is an all-weather fighter, which means it can carry out its attack by day or night and in all kinds of weather. The difference between the two aircraft is in the relative degree of effectiveness they possess in carrying out their operational tasks. They were both designed to do the same job but in different time periods. The CF-100

was designed to defend against the bomber threat of the early 1950s which comprised mainly relatively low performance piston powered aircraft of the US B-29 type. The CF-101B, on the other hand, was designed to defend against high performance jet-powered aircraft which constitute to-day's bomber threat.

The particulars which follow give an insight into the high order of operational capability and versatility designed into the CF-101B and its weapons system. The aircraft is manufactured by the McDonnell Aircraft Corporation of St. Louis, Missouri, and is the youngest member of the F-101 family of fighter aircraft which have been in squadron service with the USAF for several years. At time of writing

the F-101 is serving in 18 squadrons on 16 bases in the United States. It has already gone through its flight testing and shakedown periods, which means the RCAF is not getting an untried, unproven aircraft to take over air defence duties in Canada from the CF-100.

Two of the most important features that an all-weather interceptor must have to operate in Canada are speed and long range; speed to intercept an incoming bomber raid before it has penetrated far into the defence system, and long range to travel the long distances from the air bases to the combat areas at the outer reaches of radar cover.

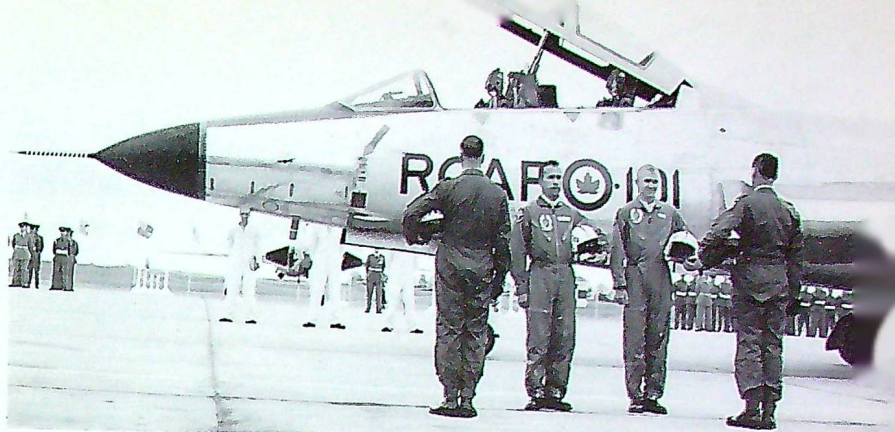
The CF-101B meets these two requirements admirably. Its top speed is well in excess of the speed of

sound. In fact the early version of the CF-101B, the F101A, held the world's speed record for a time. It was on 12 Dec 1957 that an F101A, piloted by USAF Major Adrian Drew, completed both legs of the measured ten-mile course at a speed of 1207 miles per hour and took the speed record from the British who held it at that time. Since this time, of course, several new records have been made and have in turn fallen.

Happily, the CF-101B combines this capacity to fly at high supersonic speeds with a capacity to fly long distances. In fact, one of its outstanding features is its long range capability. This has been amply demonstrated in various exercises conducted by the USAF where non-stop transcontinental crossings were made both east to west and west to east, and where at the same time the existing transcontinental speed records were broken. In another demonstration of their long-range capability three F-101s flew non-stop Kindley Air Force Base, Bermuda to Carswell Air Force Base, Texas, a distance of 2000 miles in three hours and nine minutes. It was, at that time, the longest non-refuelled flight made by a supersonic aircraft. It can be seen that the CF-101B is well fitted for operations in the Canadian environment, where in many northern areas, aerodromes are few and far between.

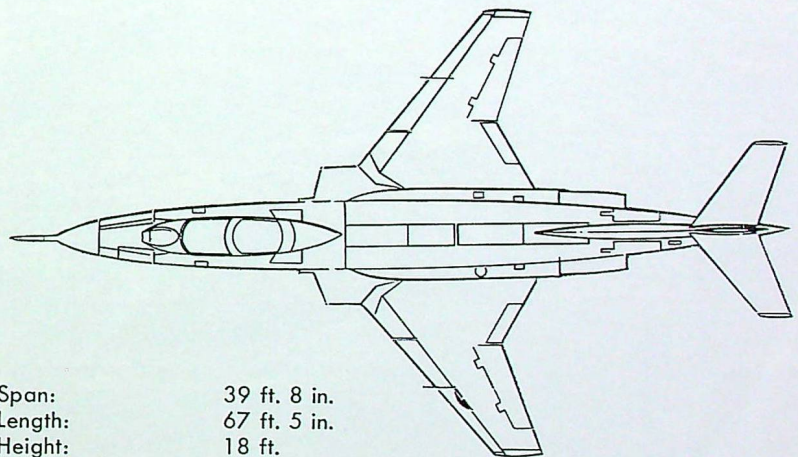
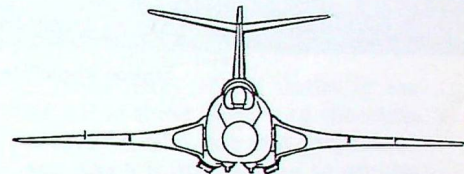
Long range and high speed, however, serve little purpose in an operational aircraft unless it is equipped properly to carry out its task when it arrives in its operational theatre. In this context the CF-101B is one of the most lethally-armed fighters in any of the western air forces to-day. Moreover, the aircraft has several features designed into the weapon system to enable it to retain its effectiveness in the face of possible enemy jamming.

It will be seen then that the CF-101B is more than just an aeroplane, it is a complete weapon system de-

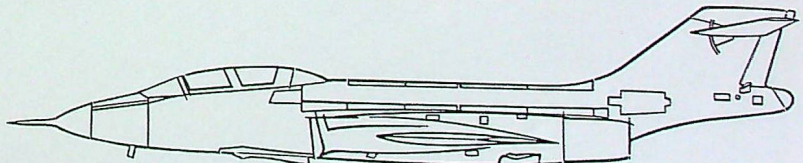


Ceremonial hand-over of first CF-101B took place at Uplands in July. F/Ls W. Dobbins and M. V. Cromie accepted aircraft from USAF crew, Capt. R. Franklin and Lt. J. Buckerfield.

signed to destroy enemy bombers far from the main centres of population. It is coming to the RCAF after a ten-year engineering and manufacturing effort by the United States Air Force and McDonnell Aircraft Corporation and will join sister squadrons of F-101s already operating in the North American Air Defence System.



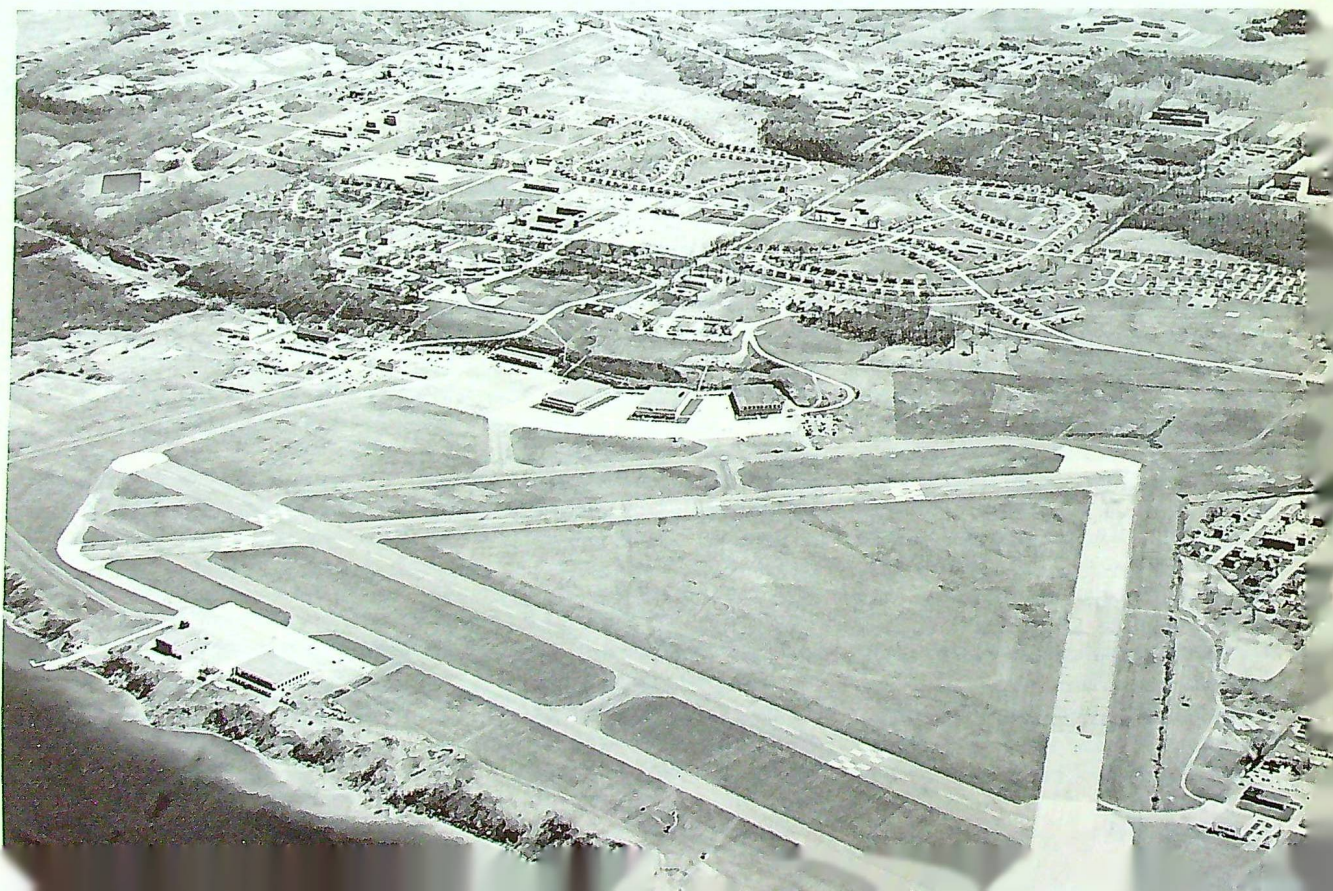
Span:	39 ft. 8 in.
Length:	67 ft. 5 in.
Height:	18 ft.
Max speed:	Over 1200 mph.





Station Rockcliffe in 1931, looking north to Ottawa River and Gatineau Hills.

Same site in 1961, looking south over expanding Ottawa suburbs.



Stations of the RCAF: ROCKCLIFFE

By FLIGHT LIEUTENANT J. H. L. Le COMPTE

EARLIER this year over 61,000 Ottawa residents visited RCAF Station Rockcliffe to see the latest developments in Canadian airpower. What many did not realize is the fact that Rockcliffe is the third oldest existing military airport in Canada.*

When the First World War ended conditions were extremely favourable for establishing an aviation industry in Canada. Hundreds of military aircraft were thrown onto the commercial market, a substantial number of Canadians were war-trained pilots and the public's interest in aviation had been aroused. The Canadian government, wishing to encourage civil aviation, formed the Air Board in 1919. It was decided to conduct experiments to determine whether or not aerial photographs could be used for survey purposes. In 1920 the Air Board built an airfield, later called Rockcliffe, on the shore of the Ottawa river, within sight of the nation's parliament buildings. The airport was the only combined land and seaplane base in Canada until Trenton became operational more than a decade later. There was one building on the airport, a portable hangar used for maintenance.

It is obvious that the use of aerial photographs for survey purposes was successful since Rockcliffe air station became the centre of RCAF aerial photography until the aerosurvey of northern Canada was completed in 1957. In addition to aerial photography, it was recognized that aeronautical test and development work

would be of major importance to Canada and once again Rockcliffe was chosen as the site to carry out this function.

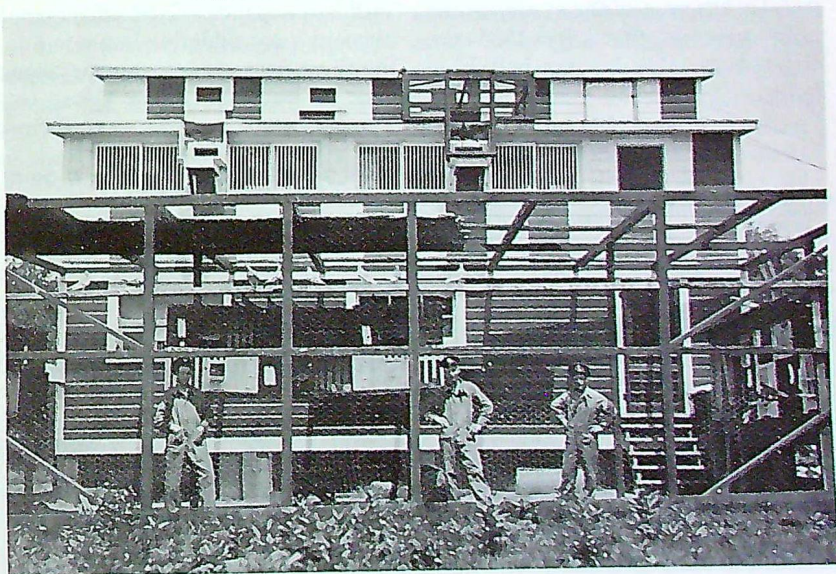
During the 1920s the testing and development of aircraft and equipment was a part of the normal role of Station Rockcliffe but in 1930 a special test flight was formed for the sole purpose of carrying out these duties. This test flight evolved through the years until it became known as the Central Experimental and Proving Establishment (CEPE). Known by different names, CEPE remained at Rockcliffe for 37 years before departing for Station Up-lands in 1957.

In 1925 Rockcliffe was closed and Ottawa Air Station, as it was then known, was moved 15 miles up river to Shirley Bay. This move was necessary because the high river banks at

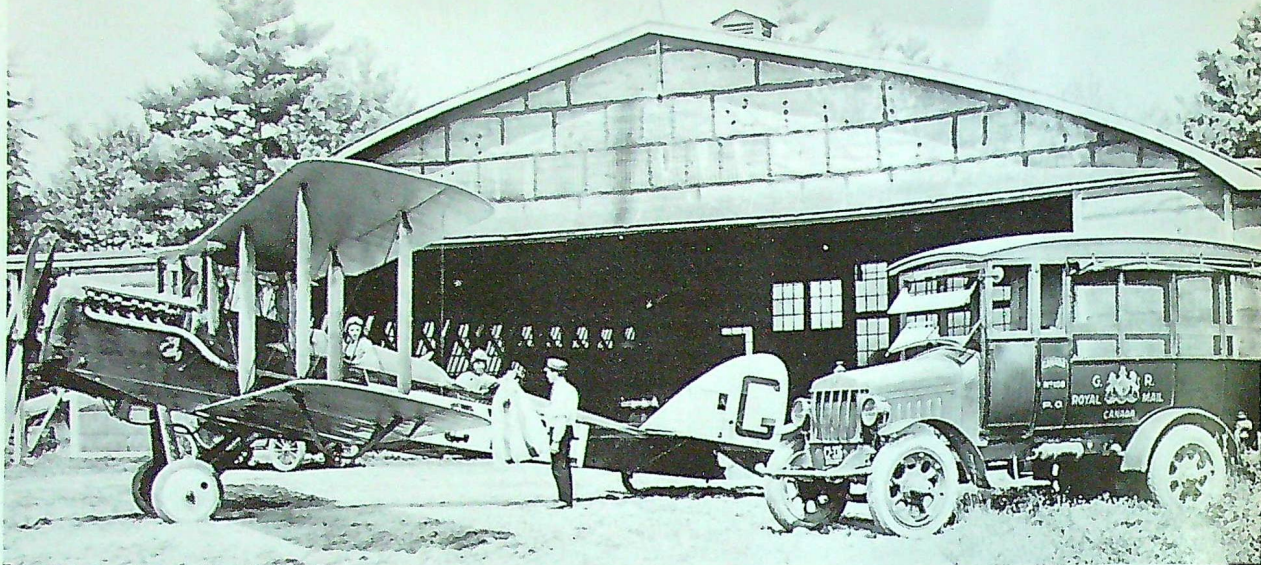
Rockcliffe made beaching of seaplanes a major problem. In 1927, in preparation for the return of flying operations to Rockcliffe, the butts of the Rockcliffe rifle range were removed and the ground levelled. In 1928 additional land was acquired for the aerodrome and in 1929 a permanent slipway was built into the Ottawa River. Then Rockcliffe was re-opened as both a land and a seaplane base.

While many of the trades in the RCAF in those days were the same as they are now, one that was unique and which is little known to present day personnel is that of a "pigeon loftman". His duties entailed the care and maintenance of the pigeon lofts as well as the care of their feathered inhabitants, the carrier pigeons. During 1929 alone these pigeons proved their worth by bringing back mes-

Pigeons and friends at Rockcliffe in 1929.



* The oldest military aerodromes in Canada are: Station Borden 1917, HMCS Shearwater (Station Dartmouth) 1918.



Airmail arrived at Rockcliffe by DH-4 in 1923.

sages from five forced landings, saving much time in searches.

Through the years from 1929 to the beginning of hostilities in the Second World War the work at Rockcliffe consisted mainly of photographic survey for the Dominion Government, transportation of personnel and the testing and development of new equipment. In 1935 the area of the station was increased to 930 acres and, with the exception of 75 acres which were allocated to the RCMP, the area of the station is the same now as then. By 1935 the original portable hangar had been

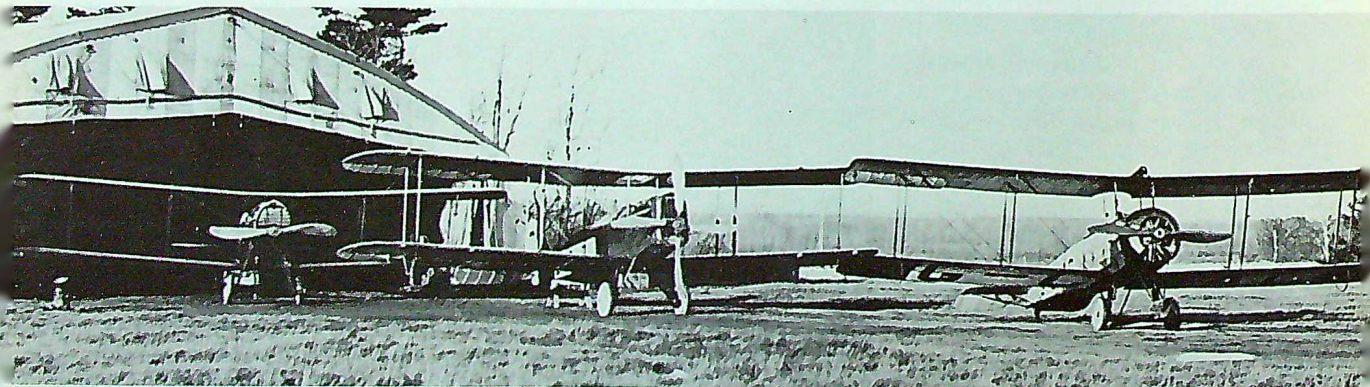
replaced and many new buildings, some of which were constructed in the early 30s under the government's relief project, were erected. The buildings included hangars, barrack blocks, heating plant, a photographic building and cottage row.

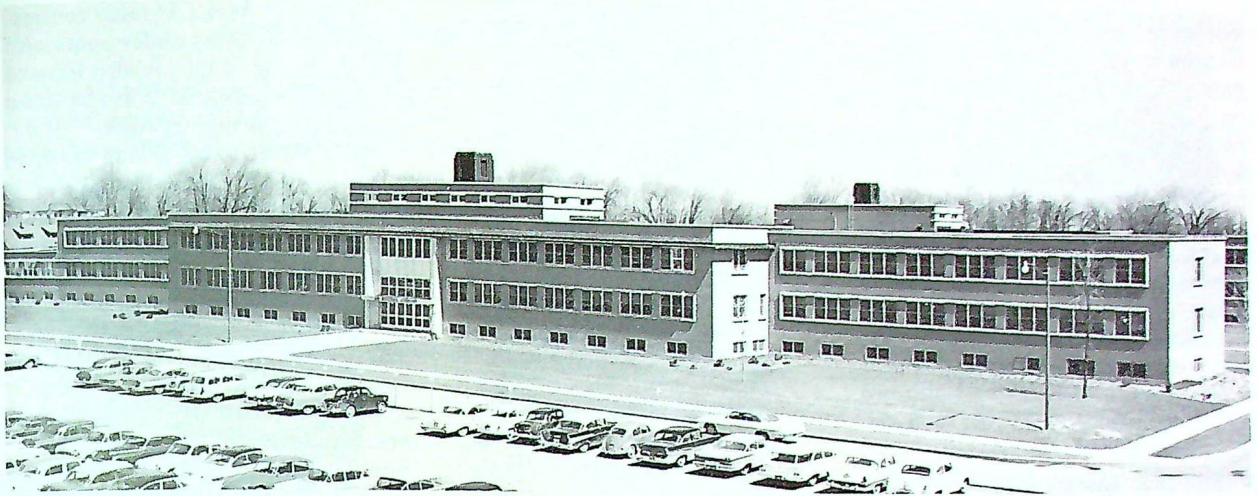
It is interesting to note the rate of growth through the years. In 1922 the station had two aircraft and a staff of 18 including officers, airmen and civilians. By 1932 there were 19 aircraft of 10 different types and the staff had expanded to 92 officers and airmen, a considerable increase during those years when appropriations

were on the meagre side.

In 1940 the station became known as RCAF Station Rockcliffe and moved into its wartime operation with an increase in personnel and units. The aerial survey activities were suspended for the duration but the station carried on with its transportation flights and testing. Peacetime found the station again working primarily on these tasks and with its airborne cameras clicking on a greater scale than ever before. In 1948 aerial survey reached its climax when photo crews from Rockcliffe covered 911,000 square

Alright, you aircraft rec sharks, have a go at these!





AMCHQ is largest lodger unit on station today.

miles, a fantastic figure when compared to the initial coverage in 1921 of 281 square miles. Also, the area photographed in 1948 was equal to all the coverage up to that time.

In the years from 1945 to 1950 numerous changes were made in the units based at Rockcliffe. Some were renamed or renumbered, others were disbanded, relocated or given a changed role and three new units came into existence. While the three main functions of Station Rockcliffe remained basically the same in the first half of the 50s, nevertheless changes were starting to take place. In 1953 the tri-metrogon program (the quickest method of producing an eight mile to the inch reconnaissance chart) was complete except for the filling of gaps in the coverage. It appeared that the end was in sight for the RCAF's photographic aircraft. But, a new defence requirement came into being. In 1954 No. 408 Squadron, with the largest complement of aircraft in survey history, carried out vertical photography for the survey of the Mid-Canada Line by means of Shoran-recorded photography. On completion of the Shoran program in June 1957 the primary role of No.

408 Squadron was changed from survey to its present role of reconnaissance and photography.

In April 1954 Station Rockcliffe, which had been under the control of Air Transport Command, became a unit of Air Materiel Command (AMC). During that same summer AMCHQ was moved from its old home at No. 8 temporary building in Ottawa to new quarters at Rockcliffe, the move being completed in the fall of that year. The hospital at Rockcliffe became tri-service and was renamed the Canadian Forces Hospital Rockcliffe. Rockcliffe also became the home, temporarily, of No. 108 Communications Flight — the first unit in the RCAF to be equipped exclusively with helicopters.

As in the case of survey and experimental work, Rockcliffe's transportation activities commenced soon after the birth of the station. They remained part of the unit's routine duties until the outbreak of war in 1939 made necessary the formation of a separate communication flight. Number 12 Communication Flight came into being on 12 September 1939, later to be reformed as No. 12 Communication Squadron and after

the war as No. 412 Transport Squadron, its present title. Transportation of wartime and post war personnel took the squadron to places all over the world and its passengers included many distinguished people. The squadron ceased operations from Rockcliffe with its transfer to RCAF Station Uplands in June 1955.

ROCKCLIFFE TODAY

RCAF Station Rockcliffe is a split-level station with its two levels separated by a 50-foot cliff. On the upper level are situated the 600 married quarters, messes and institutes, headquarters and recreation facilities. From this upper level there is also a panoramic view of the aerodrome below, with its crisscrossed runways and hangars to the Ottawa River and the gently rising Gatineau hills in the background. On the lower level the flying field has, on one side, a row of hangars nestled at the foot of the cliff, on the river side two former seaplane hangars and slipway and at its western extremity, an RCMP hangar.

Newcomers to Rockcliffe are frequently amazed at the heterogeneous mixture of units located within the station area. The station itself

consists of a large number of units of which Photographic Establishment (PE) and AFHQ Piston Training Flight are directly controlled by the station's commanding officer, W/C D. C. S. Macdonald, DFC. The other organizations, which are lodger units, are supported by Station Rockcliffe. The station is also responsible for the storage site at Pendleton, Ontario.

Much has been written about survey photography but little mention is ever made about those unsung personnel whose duties through the years have been to reproduce photographically every square mile of coverage obtained by the photographic squadrons. These personnel are the photographers who inhabit the Photographic Establishment, better known to local personnel as the "White House". To date, not taking into consideration re-orders, PE has produced for the topographical survey approximately 10 million prints from survey negatives. Because all the stress has been on survey photography the impression may be that the Photo Establishment is strictly a reproduction unit. Such is not the case. The PE today is a versatile unit capable of carrying out all service photo requirements.

The second unit in line of seniority on Station Rockcliffe is AFHQ Piston Training Flight, formerly a part of No. 412 Transport Squadron. The flight conducts flying commitments as directed by AFHQ and provides maintenance and servicing facilities at Rockcliffe for all visiting aircraft. It is also, as the name implies, a unit which allows AFHQ and AMC desk-bound pilots a chance to retain their flying ability.

The largest and most important of the lodger units on Station Rockcliffe is Air Materiel Command Headquarters. The broad function of AMCHQ is to carry out the logistic policies and plans of AFHQ to ensure that the required logistic support will be forthcoming, efficiently



W/C D. C. S. Macdonald, DFC,
Rockcliffe's commanding officer.

and on time, for all RCAF activities and operations.

Two of the other lodger units are AMC organizations. One of these is the RCAF Materiel Laboratory. This laboratory has the exacting role of providing lab services for the RCAF a few of which are: airworthiness testing program, assisting in determining causes of aircraft accidents and administering and coordinating the large amount of testing being done by other government laboratories on behalf of the RCAF. The second AMC unit at Station Rockcliffe is No. 3 Supply Depot. This depot is responsible for the warehousing and distribution of publications, specifications, drawings, diagrams and posters to all user units in the RCAF. From this depot flows a steady stream of publications for RCAF units in Canada and abroad.

Another lodger unit is the nerve centre of all RCAF communications. This is the Communications Control Headquarters. The role of CCHQ is to control the operation of the Main Communication Relay Network which consists of six communication units (CUs) spread across Canada. The CCHQ also regulates the flow of traffic on all inter-relay channels of the RCAF Administrative Communications System and on all tribu-

tary channels from CU relay centres. One of the six units under command of CCHQ, No. 4 CU, is also located at Station Rockcliffe. It is the main relay centre of the network.

The Central Band, which came to Rockcliffe on 1 December 1954, has travelled the length and breadth of Canada as well as numerous continental tours to appear at public functions as goodwill representatives of the RCAF. The band also provides music at military functions whenever required.

Two of the smallest lodger units are the Joint Photographic Intelligence Centre which carries out photographic interpretation functions; and the Eastern Special Investigation Unit which carries out investigations for the RCAF in Eastern Canada.

The Canadian Forces Hospital, as it used to be called, recently left Rockcliffe for the site of its new location in the Alta Vista section of Ottawa. As well as acquiring a new home the hospital now takes on a new name; the National Defence Medical Centre.

The eleventh unit on the station is the CEPE Mobile Support Equipment Detachment. This detachment does the same work for mobile support equipment that the parent unit does for the remainder of the air force. These duties include the evaluating and proving of specialized mobile support equipment, the design of modifications for this equipment and the modification of standard RCAF vehicles for special purposes.

Today, RCAF Station Rockcliffe is entering its fifth decade of service. For 41 years aircraft have operated from its flying field to carry out a variety of roles, some of a military nature, others on behalf of federal or provincial governments. As a matter of historical fact, aircraft from Station Rockcliffe have played a large part in pushing back the nation's frontier and helping to develop the country's natural resources. ©

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.



Sgt. W. B. Bethell of Stn. Summer-side suggested using resistors instead of amplifiers in *Neptune* aircraft which has been adopted officially by the promulgation of EO 05-110A-6A/155 dated 30 March 1960.



Sgt. K. L. Sollows of Stn. Summer-side suggested the use of a tester for checking the Antac system in *Argus* aircraft which was adopted officially through UCR 0610/A457 dated 18 July 1960.

Other award winners:

F/O W. F. McCann
 F/O G. L. Diller
 WO2 A. G. Christie
 WO2 C. Gibbons
 WO2 S. J. Shaw
 (2 awards)
 WO2 D. R. Baker
 FS R. J. Doyle
 FS E. J. Huestis
 FS H. Moyer
 FS G. R. Simmons
 FS D. Wright
 FS G. H. Brown
 FS C. R. Holton
 FS A. P. Luger
 Sgt. D. A. MacKenzie
 Sgt. F. G. Heather
 Sgt. C. Patafie
 Sgt. A. W. J. Patrick
 Sgt. R. S. McNutt
 Sgt. J. Butterfield
 Sgt. J. H. Paveling
 Sgt. P. Klem
 Sgt. D. Link

Sgt. A. W. J. Barr
 Sgt. A. F. Ingram
 Sgt. P. Baker
 Sgt. M. Sigouin
 Sgt. H. Acton
 Sgt. R. Cooke
 Sgt. L. Muir
 Cpl. T. B. Kajdas
 (2 awards)
 Cpl. F. Weiss
 Cpl. R. M. Ritchie
 Cpl. G. Richard
 Cpl. M. A. Reed
 Cpl. W. W. Gilchrist
 Cpl. J. A. D. St. Onge
 Cpl. S. N. Carroll
 Cpl. D. W. Cameron
 Cpl. M. K. Isenor
 Cpl. J. D. Morin
 Cpl. J. C. W. Proulx
 Cpl. D. R. Randall
 Cpl. A. W. Toutant
 Cpl. I. E. Wallace
 Cpl. H. E. Brown

Cpl. A. Chartier
 Cpl. J. N. Larsen
 Cpl. L. A. W. Woodward
 Cpl. C. L. Robertson
 Cpl. A. C. Fehr
 Cpl. W. A. Plumridge
 LAC J. A. Stroud
 LAC L. Mullins
 LAC K. A. Walters
 LAC J. G. McDougall
 LAC H. D. Jamieson
 LAC H. C. L. Foster
 LAC H. J. Cutler
 LAC J. C. Foley
 LAC A. R. Brewer
 LAC E. F. Islip
 LAC J. Webber
 LAC F. C. Child
 LAC J. Sims
 LAC A. J. Bastien
 LAC A. M. McCliesh
 LAC J. O. Vaillancourt
 Mr. W. E. Graham
 Mr. L. J. Jensen



FS R. E. Leggott of ADCHQ made a suggestion concerning the repair of aircraft energizer connector plugs which was adopted officially by the promulgation of item 1 to section 65C of EO 00-10-2 supplement dated August 1960.



FS E. A. Biggs of Stn. Uplands suggested a modification to the 6DA/252 pate suspension which was adopted officially on 7 May 1960.

LAC C. F. Keating of Stn. Greenwood suggested a modification to facilitate the installation of the fire seal assembly on engines ER1 in *Argus* aircraft which has been adopted officially by the promulgation of EO 05-120A-6A/346 dated 2 September 1960.

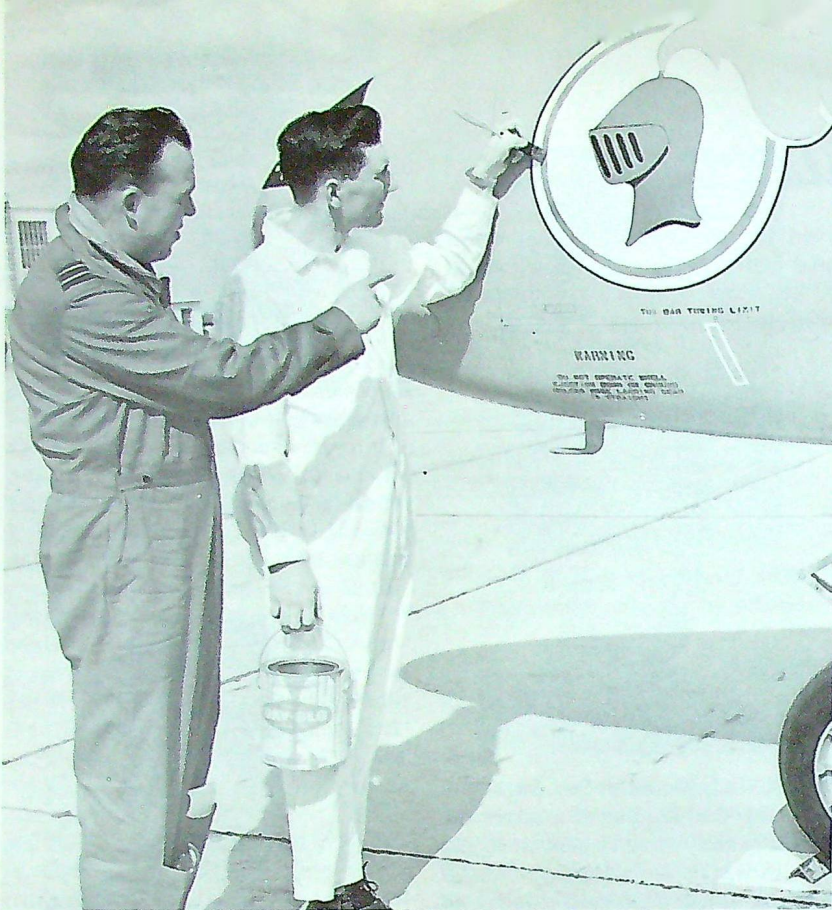


A DAY WITH T

“Roger, Red Knight, you are cleared for take-off to carry out solo aerobatics”.

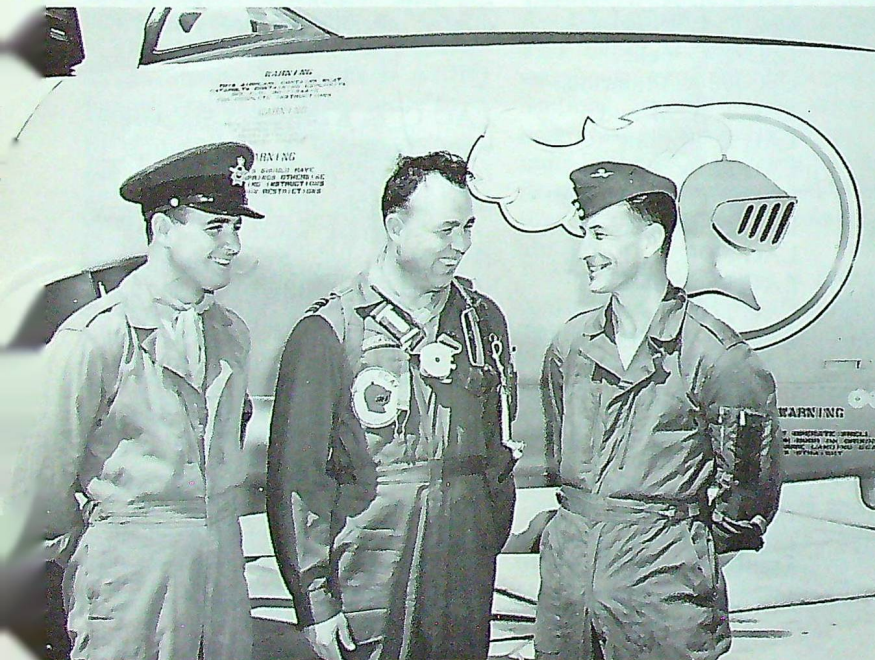
Following this message from the control tower, a bright red T-33 jet trainer speeds along the runway, leaves the ground and commences a steep climb. For the next 12 minutes, F/L R. J. Goeres, DFC, selected as the RCAF's Red Knight for 1961, puts his distinctive “T-bird” through a display of precision flying. For the third year in a row, solo aerobatics by a Red Knight have provided a thrilling experience for a large number of Canadians from coast to coast.

F/L Goeres is a flying instructor at No. 2 Advanced Flying School, Portage la Prairie, Man. but he has spent this summer entertaining at air shows all across Canada. Pre-



F/L R. J. Goeres checks distinctive paint job with LAC D. A. Brown. Aircraft is flaming florescent red.

The Red Knight is accompanied on tour by his own groundcrew, LAC L. E. Matthews (left) and LAC J. A. Woodhouse.



E RED KNIGHT

paring for the demonstration requires considerable practice, and in his capacity as flying instructor to jet pilots, F/L Goeres has ample opportunity for practicing precision manoeuvres. Indeed, many of the loops and rolls carried out by the Red Knight are performed by all pilots training on T-33 aircraft.

To accompany him on his tour, F/L Goeres has his own ground crew which keeps his aircraft serviceable and ensures that it retains the distinctive appearance which has become so well known to Canadian air enthusiasts.

Although he is the champion of many, this year's Red Knight undoubtedly has four chief supporters — his wife Sylvia and their children Brenda, Patrick and Brian. ©



Pre-flight briefing with G/C J. R. Frizzle, Portage la Prairie commanding officer.

F/L Goeres gives LAC J. E. R. Beauchemin the signal for starting.

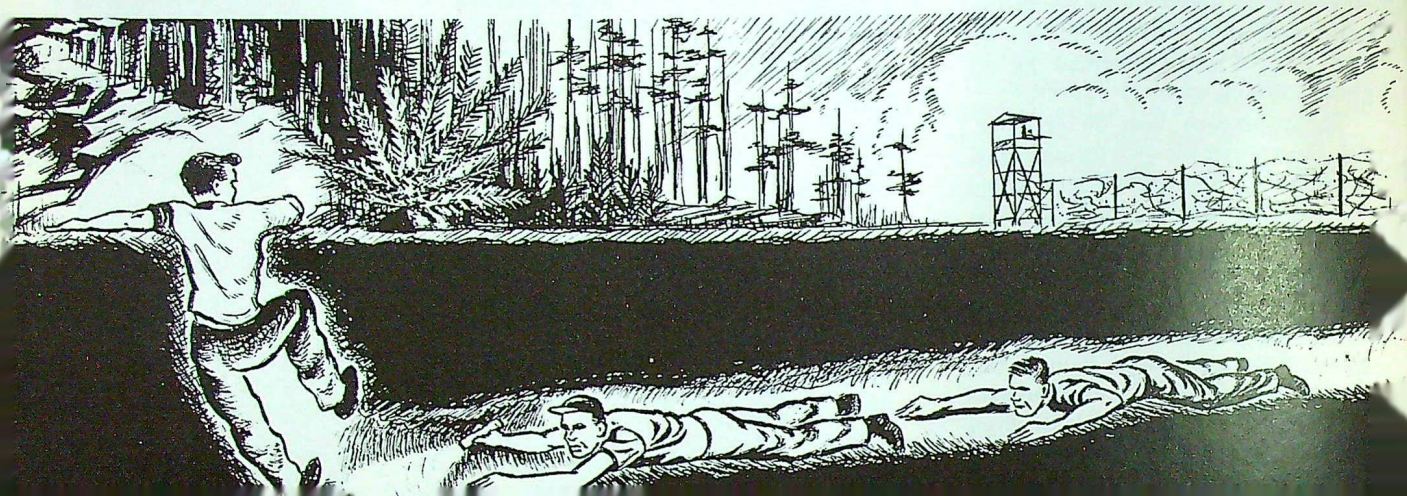
A goodbye wave from an appreciative audience — daughter Brenda, wife Sylvia, sons Brian and Patrick.

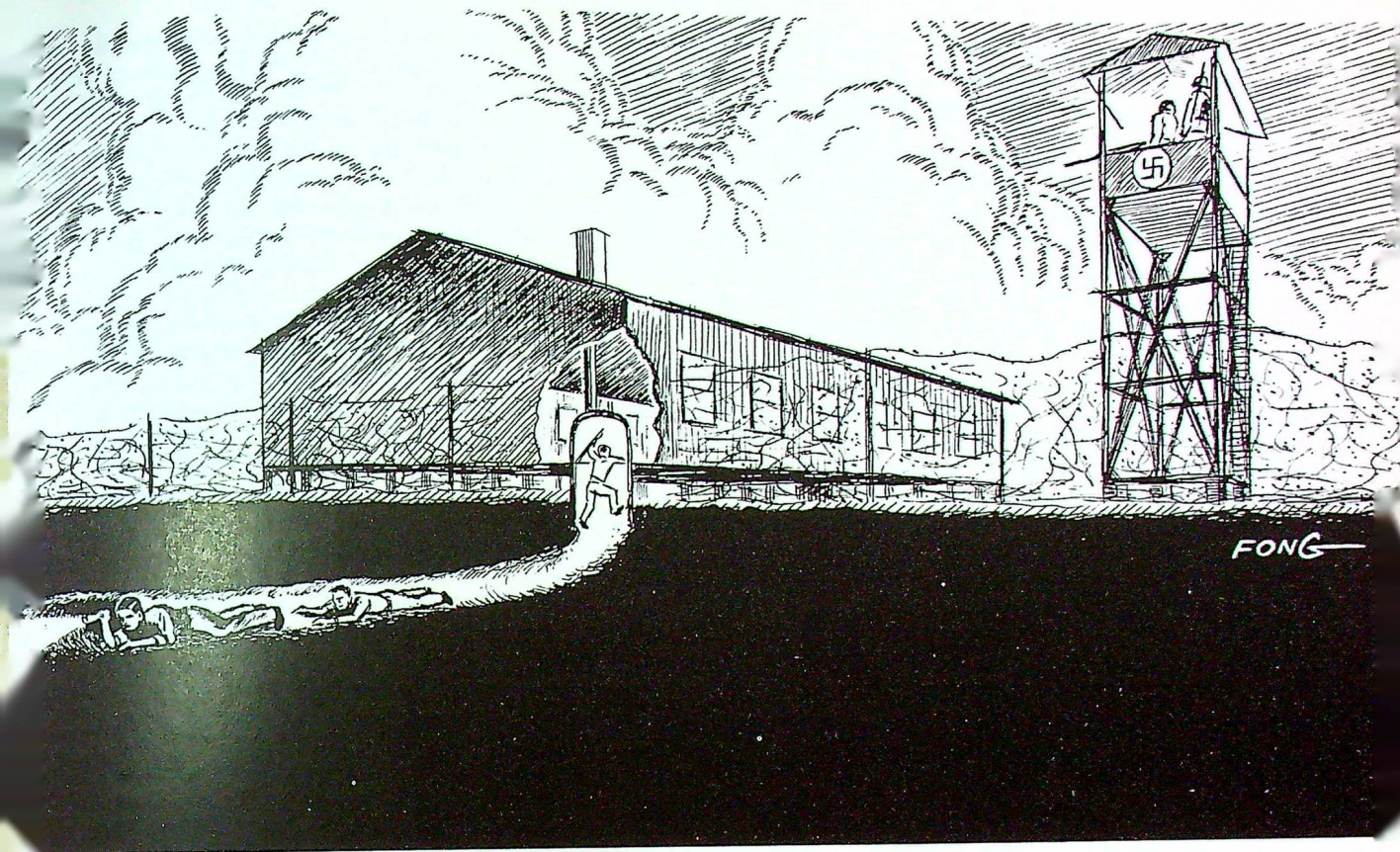


Fourth in a series of personal wartime adventures . . .

TIGERS IN THE TUNNEL

By SQUADRON LEADER A. K. OGILVIE, DFC





Stalag-Luft III. From that camp came the "Great Escape" (so colourfully recorded in Paul Brickhill's book by the same name), and the "Wooden Horse" episode later made famous by books and movies. It was the duty of every captured member of the British armed forces to attempt to escape. My fellow prisoners and I did our duty.

In this jet era, young pilots call themselves "tigers" to indicate they are full of fight. So were we. We were down but not out. Our fighting spirit directed our energies to escaping and the best way to escape, we figured, was to dig a tunnel. During the summer of 1943 three tunnels were started by the camp's escape committee. I cannot claim any credit for the tunnel as I was not involved in the actual digging,

being occupied elsewhere aiding the general cause.

My job at camp was handling parcels, both Red Cross and parcels from home. All the incoming parcels were placed in a room and, before I could give them to their owners, the Germans inspected them for contraband. This posed quite a problem for me since, in addition to handling legitimate parcels, I was responsible for smuggling into camp civilian clothing, ink for passports, radio parts, etc. It was a constant battle of wits with the German searchers. We had to have these items in order to keep our hidden radios serviceable and to prepare the prisoners for their escape attempts. Through devious means I managed to keep my supply section well stocked.

For almost a year the tunnelling task went on with men working from morning to evening, taking time out to answer roll-calls, then back on the job until they were locked up for the night. The tunnel, which was barely large enough for a big man to crawl through, was dug with improvised tools. Slats from prison bunks were used to shore-up the walls and kit bags turned into bellows and pipes constructed from empty milk cans, comprised the ventilation system. The tunnel was finished in March 1944 — a most unfortunate time of the year since the weather was cold and miserable and there was considerable snow on the ground. However, the guards were getting restless. They seemed to sense that something was amiss and it was possible, even probable, that

sooner or later they would find the tunnel. If they did, a year of back-breaking work would have been in vain. Bad weather or no bad weather, it was time to go.

The escape committee estimated that 200 people could be sent through the tunnel before the escape was discovered. The difficulty was how to select 200 from the 800 or more who had worked on the tunnel. In addition to the 800 workers, there were some prisoners who had a specially good chance to escape since they spoke German and other people who had earned their chance to escape by virtue of special services rendered. The escape committee was anxious to include these individuals, so the 200 were picked by a combination of selection and drawing names from a hat.

On the chosen night these 200 prisoners gathered in the hut which contained the tunnel mouth. An advance group went into the tunnel and removed the final bit of earth at the far end. When the fresh air poured into the tunnel they cautiously poked their heads up through the opening and looked around. The first look was a shattering experience. Instead of emerging in the woods, as planned, the tunnel came out behind a guard house — a serious miscalculation. Nevertheless, on cue the escapees, lying flat on their stomachs, started worming their way to freedom. It was tough going. The tunnel was extremely cramped and, with the prisoners wearing extra clothes and carrying food parcels, progress was painfully slow.

A few minutes past midnight an air raid on Berlin caused a general power failure which threw the tunnel into pitch darkness. It was a tense situation, with a long line of men tightly packed into a cramped and stifling hot underground passageway with little air and no light. The natural reaction was to panic but service-acquired discipline kept the situation under control. We had been

briefed to leave the tunnel exit, one at a time, make our way into the nearby woods, then assemble in groups of 10. In each group one man was to act as a guide in a circuitous route around the camp and into the dense woods. From there we were to split up into pairs and take off for our pre-determined destinations. That was the plan. Too bad it didn't work.

THE EXODUS

The exodus went so slowly that, by dawn, instead of the desired 200 only 68 prisoners had managed to escape. There was no alternative; any further attempts to get personnel out would be sheer folly and the tunnel had to be closed for the night. It was a wise decision but it was made too late. I was crouched in the woods waiting for my group of 10 to form up when the next man, an RAF navigator, slithered into the underbrush beside me. A moment later a German guard, quite by chance, discovered the tunnel exit and pandemonium broke loose. The guard became highly excited and dangerous. He started firing his

rifle and shouting and it appeared as though the escapee who was just emerging would be shot on the spot. The RAF navigator could speak German so he stood up and told the guard not to shoot the man in the tunnel. While this was going on a New Zealander and myself were streaking off through the woods. I was trying to do this with the minimum amount of noise but the "New-zie" was barrelling along with the deftness of a runaway truck. The resulting commotion naturally attracted a few rifle shots in our direction. I thought I was moving at top speed but, with this added incentive, I practically doubled my velocity.

I became separated from the New Zealander but I kept going through the woods, skirting the POW camp, as we had been briefed. The plan was to get to Yugoslavia where, with luck, we would meet up with partisans. I ran for hours. Coming to a small road I left the woods and ran along the road through a small town until finally, out of breath, I slowed down to a walk. My heart had just about returned to normal

Snap from the author's scrapbook . . . No. 609 Sqn. pilots celebrate the shooting down of the unit's 100th victim, 21 Oct. 1940.



when a cyclist came riding up to me, chattering angrily away in German. He rode off as fast as he could in the direction of the town. It was obvious that he was going to call the police so I took off on the double. Back in the woods again I hid under heavy underbrush. I was safe, at least temporarily, but it was frustrating knowing that I was barely out of sight of camp. I thought the woods would be teeming with soldiers, prison guards, police and dogs all looking for me but there was nothing but deathly silence.

At nightfall I started off, navigating with my escaper's compass. Conditions couldn't have been much worse for travelling through the woods. It was like Canada in March: cold, lots of snow and, in some places, slush. I walked all night, crashing into trees and stumbling into swamps. By dawn I was cold, wet and miserable. I came to a clearing in the woods and found that I was in a farmyard. Dogs started barking as I faded into the trees at the far side of the clearing. Some time later I heard barking again. If I hadn't been briefed on this pecu-

liar habit of local deer, I would have thought there were more dogs around. By midday I reached the autobahn which the escape committee had told us we should have crossed the first night. The idea was to get across the autobahn before the Germans had time to get troops on the road. Even though I was hours late and it was broad daylight, there wasn't a person or vehicle in sight. I crossed the superhighway unmolested and slipped again into the woods.

RECAPTURED

It was a strange feeling to be absolutely alone after almost three years of crowded confinement in a POW camp. I spent all of my second day "on the loose" hiding in underbrush waiting for nightfall. When darkness came I started off again, ricocheting off trees I couldn't see and splashing into swamps I couldn't anticipate. To add to the discomfort, snow began to fall. After some hours of this floundering around and getting practically nowhere I came to a road running in the direction I

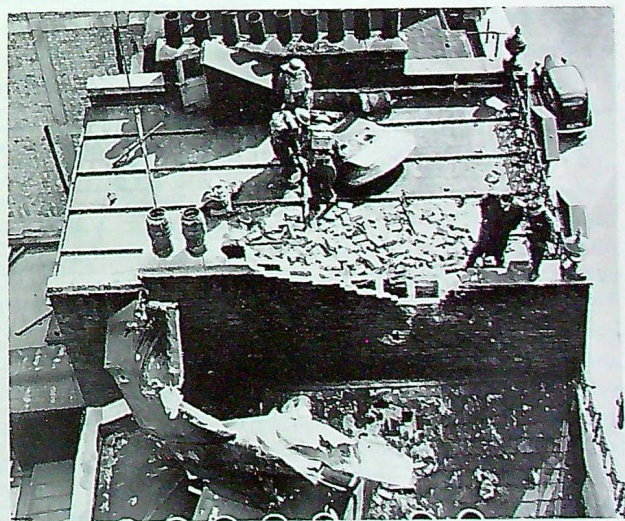
wanted to go. Taking that road in order to make better time was where I made my mistake. About one-half hour later I was crossing a small bridge when two members of the German home guard came along. There was nowhere to go — they had me. As it turned out, almost all of the escapees were re-captured the same way I was. No wonder it had been so quiet in the woods — the Germans hadn't even bothered to search the bush. They knew that, sooner or later, we would be forced out of the snow-choked forests onto the roads where they would be waiting for us.

The home guard personnel took me to the local police station, placed me in a room, then ignored me for a full day. The following morning two civilian policemen took me to a jail in Sagan where I was re-united with 23 fellow escapees. We learned that a Panzer division, numerous civilian police, military provost and home guard had been diverted from all other activity and employed exclusively in the task of recapturing us. This fact gave us the satisfaction of knowing that we had done our

F/O Ogilvie, flanked by two colleagues, engages in peaceful pursuit between sorties in Battle of Britain.



On 7 Sept. 1940, this *Dornier 17* was shot down by author. It crashed on Victoria Station, London.





bit to hamper the German war effort.

On the second night of our stay at the Sagan town jail a group of rugged storm troopers came with trucks to take us away. We drove all night. It soon became apparent we were heading for a new destination instead of back to Stalag Luft III. At dawn we pulled up in front of a forbidding-looking prison surrounded by high grey stone walls. We learned later that the town was Górlitz on the Czechoslovakian border and the establishment was operated under the benevolent sponsorship of the Gestapo. We were installed, four to a cell, three quarters of which was occupied by a slanting board covered with a thin layer of straw. Twice a day skimpy rations were issued and this provided the main excitement. For reasons best known to themselves, our hosts kept juggling the personnel in the cells and with each new face conversation and speculation began anew. I well remember one officer, an RAF *Spitfire* pilot, who passed through our cell on one of these exchange visits. The walls of the cells were covered with the writings of former inmates and this lad in a spirit of bravado wrote "Morature Te Salute" (I salute death). This sombre greeting was more prophetic than we realized for he was one of those who did not return.

After several days of inactivity we were taken individually to the Gestapo headquarters for questioning. At least in my case, there was nothing too formidable about this interrogation. The questioning was mainly on the tunnel construction, our sources of information, etc. I stated that I was a career officer, it was my duty to escape if possible and that as a "Kriegie" of some vintage I was happy to get out if only to see the wire from the other side. Of course, I maintained I knew

nothing of the tunnel construction. The fact that I was still in uniform supported my story and after two or three sessions my questioners lost interest in me.

A week later a Luftwaffe corporal whom I recognized from my job in parcel stores, appeared with some guards to take four of us back to Sagan. It was a welcome change to be back in the custody of the Luftwaffe. The railway station was crowded with people waiting for trains but they showed no hostility, only curiosity, when our armed guards brought us into the waiting room. An ominous hush fell over the crowd, however, with the appearance of the Gestapo. Even though the Luftwaffe personnel were obviously employed in the task of escorting prisoners, the Gestapo men demanded to see their papers. After a train ride of several hours duration we were back at Stalag Luft III from where we had departed, rather hurriedly, some weeks previously. I was put immediately into solitary confinement for two weeks, and, while there, I heard the shattering news that 50 of my fellow escapees had been shot in cold blood. I found it hard to believe that such a thing could happen. Only two days before I had shared the same cell with some of those men.

From the hidden radios in camp

To all Prisoners of War!

The escape from prison camps is no longer a sport!

Germany has always kept to the Hague Convention and only punished recaptured prisoners of war with minor disciplinary punishment.

Germany will still maintain these principles of international law.

But England has besides fighting at the front in an honest manner instituted an illegal warfare in non combat zones in the form of gangster commandos, terror handbills and sabotage troops even up to the frontiers of Germany.

They say in a captured secret and confidential English military pamphlet.

THE HANDBOOK OF MODERN IRREGULAR WARFARE:

"... the days when we could practice the rules of sportsmanship are over. For the time being, every soldier must be a potential gangster and must be prepared to adopt their methods whenever necessary."

"The sphere of operations should always include the enemy's own country, any occupied territory, and in certain circumstances, such neutral countries as he is using as a source of supply."

England has with these instructions opened up a non military form of gangster war!

Germany is determined to safeguard her homeland, and especially her war industry and provisional centres for the fighting fronts. Therefore it has become necessary to create strictly forbidden zones, called death zones, in which all unauthorized trespassers will be immediately shot on sight.

Escaping prisoners of war, entering such death zones, will certainly lose their lives. They are therefore in constant danger of being mistaken for enemy agents or sabotage groups.

Urgent warning is given against making future escapes!

In plain English: Stay in the camp where you will be safe! Breaking out of it is now a damned dangerous act.

The chances of preserving your life are almost nil!

All police and military guards have been given the most strict orders to shoot on sight all suspected persons.

Escaping from prison camps has ceased to be a sport!

we received word from the BBC that there were to be no more escape attempts. We were to stay in our camps until liberated. The Germans apparently felt the same way for they put up posters throughout the camp stating that, in future, they would shoot all escaping POWs.

As the fortunes of war went rapidly against them, the Germans retreated into the centre of Germany, taking not only their weapons and supplies but their prisoners as well. One January night in 1945, when the temperature was well below zero, we started our trek. Approximately 10,000 prisoners shuffled through the prison gates that night bound for Bremen. Marching all day, day after day for weeks at a time, was an excruciating experience. But, there was no doubt in anyone's mind about the final outcome. The ordeal was bound to be short-lived. Prisoners and guards alike knew that the German Federation which Hitler had boasted would last 1,000 years was ending.

Emancipation day finally arrived in May 1945 when a unit of the Second British Armoured Corps surrounded the marching column. For the thousands of allied prisoners who had spent months and, in some cases, years in captivity the great day had finally arrived — we were free. For myself, four long years of imprisonment had ended. A saga which began on that fateful day in July 1941 and which had been filled with danger, adventure, hardship and mishap, was over. I was going home. (C)

AIR FORCE COLLEGE JOURNAL 1961 ISSUE

The 1961 issue of the Air Force College Journal will be published in October this year. This publication is the former RCAF Staff College Journal re-named to be consistent with the introduction of the Air Force College in the RCAF.

The author list for this year will include such authorities as Dr. Bernard Brodie of the RAND Corporation, Melvin Conant of the Council of Foreign Relations (US), Dr. Richard A. Preston of RMC, General Foulkes, the recently retired Chairman of the COS Committee, Commodore Hennessy of the RCN, Colonel Wilson-Smith of the Canadian Army, A/V/M Heath who is presently Commandant of the RAF Staff College, Dr. George Lindsey of the Defence System Analysis Group in Ottawa, A/C Bean of the RCAF, and Mr. John Gratwick of the CNR Operational Research Group. Books will be reviewed by J. I. Jackson of the Air Force College, James Eayrs of the University of Toronto, Peyton V. Lyon of the University of Western Ontario; John Gellner, a retired RCAF Wing Commander now well known as a military affairs commentator, Colonel C. P. Stacey (the former Canadian Army Historian) now of the University of Toronto, and members of the Air Force College staff will round out an impressive array of worthwhile comment on recent books of considerable military significance.

An interesting development this year will be the introduction of an exchange of prize-winning essays between the RAF and RCAF Colleges. It is also intended to start printing worthwhile Staff College student opinion expressed through the medium of the course essay exercise "Hobby Horse". The prize-winning essay of the annual Journal Contest will be printed as well as a number of the better entries as a means of encouraging greater interest in this contest, and to bring to the attention of the Journal reader some of the worthwhile original opinion received. It is believed that this issue of the Journal will be of considerable value to the student of military affairs.

The price of the Journal is \$1.00 per copy. Subscriptions should be forwarded direct to:

The Editor, Air Force College Journal,
Air Force College,
Armour Heights,
Toronto 12, Ontario.

Payment may be forwarded with subscriptions or individuals may be invoiced when Journals are forwarded. Cheques (including exchange) should be made payable to the Air Force College Journal.

TEACH-THE-NATIVES ENGLISH

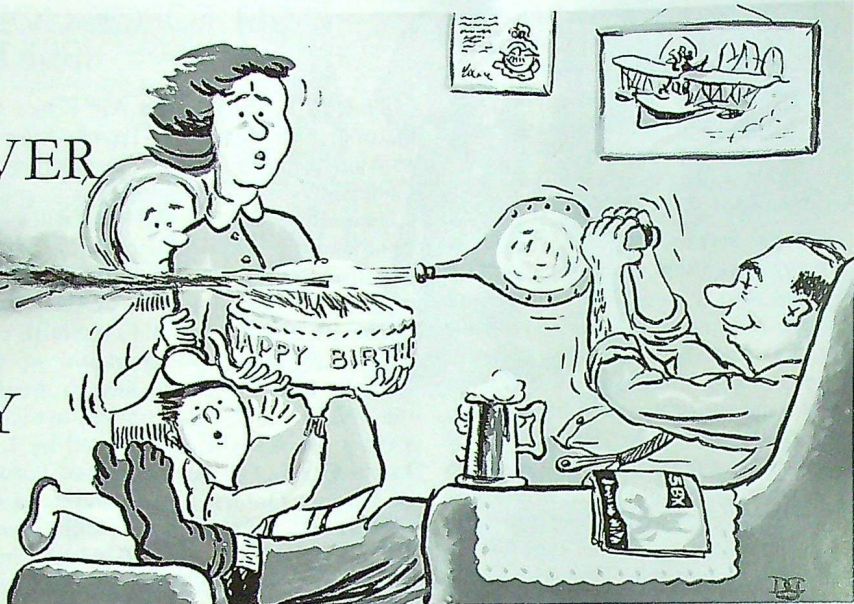
A survey to determine linguistic problems of US forces in foreign countries was recently despatched to such commands as US Army Europe in Heidelberg, Germany, and to the US Forces Korea in Seoul. It went to SETAF in Verona, Italy, and the Taiwan Command. The questionnaire also was despatched to CINCNELM and Third Air Force Headquarters. They happen to be in England.—*U.S. Army Navy Air Force Journal*

GETTING OVER

OVER FORTY

By F L R. H. CHILTON

Training Command Headquarters



“Directorates will be advised monthly of the names of officers whose annual medicals (B2 or Over 40’s) fall due in the month ahead. Officers will adhere to their months of birth for these annual examinations as strictly as possible.”

From a recent DRO entry.

WHAT a blow to the man who has spent the last 11 months going around with his stomach sucked in and faithfully reading the booklet on 5BX every day!

After the DRO has been repeated five or six times, you find younger people (39 years) coming to you for fatherly advice. The other members of the crew now stop and help you into the aircraft. The eyeglasses you have worn for years, and the old cushion on your chair now become symbols of fading and tender faculties. No longer are you asked to substitute on the section bowling team. All your younger friends (39 years) call you old-timer or Dad. When the OC refers to you as an experienced officer, he really means old. Neighbours in the PMQ area now consider you as a good candidate for the chairman of the home and school committee. Once you

were a young man full of youth and vitality, now you are a man of substance. Where the uniform was once too small, you are now too big. The side-table in the mess is now just something you walk around to reach your own table. The beer before lunch that you enjoyed with good fellowship with your co-workers is now regarded by them as a pick-you-up and see-you-through-the-day-tonic. Your co-pilot seems to have become more insistent in volunteering to carry out the landings. Let’s face it, this simple DRO entry has changed your service life.

Well, if we are going to be bracketed, typed, classified, pigeon-holed, categorized and grouped, let us insist on a special R211 Confidential Personal Assessment. It can be called an R211-40. Of course, there would have to be some changes to the format such as the following:

1. Appearance and Bearing—change Heavy—creates an unfavourable impression on the cushion of his chair.
Room for Improvement—especially around the seat of his pants (Male officers only)
Satisfactory—dieting
Smart—in a baggy way
Graceful—stands out among other fellows over forty
2. Co-operation—add Gets red in the face when opposed
3. Determination—add Does not sit down to put on overshoes
Refuses sugar and cream
4. Initiative—no change
5. Leadership—add Occasionally takes lead—in narrow halls and escalators
6. Loyalty—add Loyal—like a faithful old dog
7. Mental Alertness—add Requires more than ordinary explanation—especially when he did not think of it first
8. Organizing Ability—no change
9. Power of Expression—add

Confined to short sentences after climbing stairs

Exceptional—if no ladies present

10. Reliability—add
Extremely—like an old pair of shoes

11. Self Confidence—no change

12. Service Knowledge

Exceptional—disagrees on many occasions with air historian

Surely there must be some method of giving indication that you are still young. Why shouldn't we be able to go on sick parade for a minor ailment like everyone else without all our young friends (39 years) figuring that it is a first step to major surgery or a month's sick leave. Here are some suggestions to overcome any harm the DRO entry has caused and may help to gain you your old reputation of young at heart.

DOs

1. Walk to work—you may get hit by a car, but you still have your pride
2. Lie about what stage you are at in the 5BX
3. Volunteer for all ceremonial parades
4. Go out and buy a new pair of skis and attach them to a roof carrier on your car—of course you can't walk to work or this approach is wasted.
5. Get up and jive* at the next mess dance. If you don't know how, get someone to drop an ice cube down your back
6. When using the stairs, run**
7. Turn out for the flag-football team
8. Use expressions like "it bugs me the most" or "I dig QR(Air)"

DON'Ts

1. When telling of any of your adventures, don't mention, Wapities, forming fours, Marie Dressler, Jean Harlow, gatling guns, Wasp engines, etc.
2. Don't mention to even your closest

* You know it as "jitterbugging"

** Only when descending

est co-worker that the typists and clerks look much younger than those of a few years ago.

3. Don't wear overshoes after the 30th of April—even at Resolute.
4. Don't fall asleep in a comfortable chair in the mess at lunch time.
5. Don't smoke a corn-cob pipe.
6. Don't use the skis to become a skier.
7. Don't be forced into playing the part of Santa Claus at the office Christmas party.
8. Don't let a boy scout help you across the street unless he is over 40 also.
9. Don't clutter your office with pipe cleaners, packages of tums, aspirin, Playboy magazines, stock market reports, snuff, spitoon, Corps of Commissionaire's application forms, overshoes (after 30

April), hot water bottle, feather writing quills, pre-war pictures, pre-pre-war pictures, etc.

Well, fellow beginners-of-life-at, this method of advertising in DROs is undemocratic. It is like telling children there is no Elvis Presley, removing washroom doors, or someone telling the girls at the office party that you are married.

Next thing you know, there will be DRO entries telling you to pick up your false teeth, or report in to have your hearing aid peaked up.

My suggestion is, why don't they DRO all those *under* 40 not to come in for an annual medical. Then, all those over 40 could quietly sneak over to the medics to be tested, punctured, scratched, thumped, analysed and stamped to prove that they will live to fight another year. ☺

DELTA DART CHECKOUT



Group Captain A. L. Bocking, DFC, Deputy Commander of the Duluth Norad Sector recently became the first RCAF officer to be checked-out in the USAF's fastest operational jet fighter, the F-106 *Delta Dart*.

For G/C Bocking the *Delta Dart* became the 64th different type of aircraft entered in his log book. Since he began flying in 1935, as a Canadian in the RAF, G/C Bocking has been checked-out in various British, Canadian, Greek, French, Dutch, German and American aircraft.

Since his transfer to NORAD, G/C Bocking has attended various courses such as the SAGE Battle Staff School and the NORAD Commanders' Weapons School. Being checked-out in the USAF's Mach 2 interceptor is another step in the never-ending process of keeping abreast of the latest developments in the air defence field.



"Captain" H. E. Moore gets a mug up from his "first mate" in the CAWARRA'S cabin.

HOME ON THE WAVES

LEADING Aircraftman Hazen E. Moore and his wife have solved their housing problem at RCAF Station Holberg and at the same time have provided themselves with an excellent means of recreation at this westernmost base of the Pinetree radar line on Vancouver Island.

In the case of isolated stations such as Holberg, housing is allotted to married personnel in rotation as it becomes vacant and occasionally many months may pass before a new arrival on a station is allotted quarters. Other housing near Holberg is non-existent. Newcomer LAC Moore, faced with the necessity of leaving his wife in Vancouver while he proceeded to his new unit, solved his particular housing problem in an unique way.

Considerable shopping around the docks and boat yards of Vancouver turned up a 43 foot, 13-ton vessel

named Cawarra which suited his needs admirably. The Cawarra, at \$2,500, completely outfitted and with only minor repairs needed, provided him with a means of transportation to the unit in addition to suitable living quarters and possibly made him the largest private shipowner in the RCAF.

The voyage from Vancouver up the inland channel and around Cape

MV CAWARRA



Scott at the northwest tip of Vancouver Island, down the west side of the island to Quatsino Sound and through the entrance to Holberg Inlet occupied the better part of two weeks' leave, not as a result of difficulties but from enjoying scenery and stops along the way. Powered by a V-8 engine, the Cawarra did 10 knots and used approximately three gallons of fuel per hour.

During the trip the first mate, wife Margie, learned enough navigation to assist in plotting the voyage and acquired enough experience to spell "Captain" Hazen at the wheel for meals. On arrival at Holberg, the Moores docked the white and blue trimmed Cawarra and settled down. Purchase of a car from a departing airman solved the transportation problem to and from work.

LAC Moore and his vessel have been a welcome addition to Holberg. Softball games at small ports along the Holberg inlet have been made possible because the Moores transported the Station team on their ship. These weekend excursions have also provided pleasant outings and excellent opportunities to fish.

Although the Moores are now installed in married quarters on the station they still enjoy weekends and holidays aboard their boat. Their vessel is complete in every detail. Battery-powered wall lamps provide lighting and a small gas-operated generating plant recharges the battery. An oil stove provides heat and cooking or baking facilities and a sink and pump are at hand for washing up. Foam rubber padded benches provide seating by day and beds at night. Bathing accommodations are immediately to left or right just outside the door but are not private nor recommended during the winter months.

A leading aircraftman during the day, Hazen Moore becomes a captain complete with his own vessel by a mere switch of caps after duty.

HAWK "GONGED"

Squadron Leader J. A. G. F. Villeneuve, the original leader of the Golden Hawks, has been awarded the Air Force Cross for, "skill, courage and determination". The AFC was awarded to S/L Villeneuve



for the manner in which he dealt with an emergency which could have resulted in a tragic accident.

During a local night training exercise when he had just completed an overshoot and was between RCAF Station Chatham and the town of Newcastle, S/L Villeneuve's Sabre experienced rapid deceleration and possible engine failure. He chose to turn away from the built-up area before ejecting rather than risk having the abandoned aircraft crash in the town. After completing his turn he noticed sparks coming out through the tail together with a strong burning odour and he had to flame out the engine.

As S/L Villeneuve was now approaching another built-up area he again made the decision to remain with the aircraft rather than eject. Just prior to landing at Chatham the controls seized which resulted in the aircraft hitting hard and bursting into flames. As the aircraft skidded along the runway on fire the pilot jettisoned the canopy and escaped but he sustained a compression fracture of the spine.

ROADSIDE READING

Courtesy—The New York Times Magazine

"Road Liable to Subsidence." If this sign were placed along a highway in Canada the motorist might slam on his power brakes and give the cryptic notice a doubletake. But in Britain it is commonplace.

Canadian drivers travelling in the UK will, in fact, find that their command of "English" is often challenged by such unfamiliar signs. Here are some samples of what they may meet, with suggested translations:

GREAT BRITAIN	TRANSLATION
Road Liable to Subsidence	Bumps Ahead
No Locomotives	No Steam Rollers
Diversion	Detour
Dual Carriage-Way	Divided Highway
End of Prohibition	End Speed Zone
Lay-by	Emergency Road-side Parking
Roundabout	Traffic Circle
Loose Chippings	Fallen Rock Zone
Bends	Sharp Curves
No Overtaking	No Passing
Tram Pinch	Squeeze Ahead — Trolley Line
Hump Bridge	Bump at Crest of Bridge
To the Chaseways	To the Races
Ring Road	Belt Parkway
Grit	Sand
Left Coming	Merging Traffic Left
Way Out	Exit
Dead Slow	Low Gears Only
Ford or Deep Ford	Stream Crosses Road
Try Your Brakes	Test Your Brakes
No Stopping On Verge	No Parking On Shoulder
Safety Town Ahead	Traffic Laws Strictly Enforced
Coach Park	Parking for Busses
Public Conveniences	Comfort Stations
Goods Entrance	Delivery Entrance
Foam Inlet	translation still in the decoding room

LETTER OF COMMENDATION

For his action which saved a valuable aircraft and prevented possible injury to his crew, F/L A. J. Hutchison has received a Letter of Commendation from Air Marshal Hugh Campbell.

The incident occurred during a trans-Pacific flight from Alameda Naval Air Station, California to Barbers Point Naval Air Station in Hawaii. Ten minutes past the

critical point the *Neptune* encountered an engine failure. Flight Lieutenant Hutchison had all removable equipment jettisoned and diverted to General Lyman Field, Hawaii, which was 10 miles closer than his original destination.

He completed the 1070 nautical mile flight on one engine and landed safely.



AIR CADET LEAGUE OF CANADA

By DICK LOGAN

Air Cadet League HQ., Ottawa

BEHIND each of Canada's 332 air cadet squadrons stands a civilian sponsoring committee — a group of local citizens interested in youth welfare and prepared to actively support this method of developing better Canadian citizens. Drawn from service clubs, boards of trade, RCAF Association wings and numerous other organizations, local committees usually consist of a chairman, honorary secretary-treasurer and not less than three other members.

It is the function of the local sponsoring committee to provide, where needed, transportation and amenities for the cadets; to look after the public relations aspect of squadron operations; to supply whatever funds may be needed to ensure the successful operation of the squadron; and to recommend the appointment and retirement of squadron officers. In view of such a broad field of responsibility, it is small wonder that the local committees are often referred to as "the backbone of the League".

When the Air Cadet movement was launched as a contribution to the war effort in 1941, a major source of support for the squadrons was that provided by service clubs such as Kiwanis, Rotary, Optimist, Kinsmen, etc. At the present time, close to one-third of the squadrons in Canada — 109 to be exact — are still sponsored by Service Clubs as citizenship projects.

Branches of the Royal Canadian Legion have also been in the air cadet sponsorship picture since the League's earliest days. The Legion is presently sponsoring 55 air cadet squadrons, with the active committee



Feature attraction in New Rochelle Memorial Day parade was No. 16 Canadair Wing contingent.

members often being veterans of RCAF service. In addition to sponsorship, many Legion branches provide training accommodation for the units in their own buildings.

An important factor in the success of many squadrons is the effective support extended by Wings of the RCAF Association, not only through sponsorship, but in the provision of capable officers and instructors for the units. RCAFA Wings presently sponsor 50 squadrons, assist in the sponsorship of another 26 squadrons, and have been most helpful in supplying scholarships and other forms of assistance to the movement as a whole.

The educational value of air cadet training is apparent in the fact that some 40 squadrons are currently operating in schools, usually under the sponsorship of the local school board. The majority are, of course, publicly-owned high schools, but a

number of boarding schools and private colleges are also on the list. Although recognized as a school activity, the air cadet program is usually operated on a voluntary basis within the school, with squadron officers and instructors usually being drawn from the teaching staff.

The ninety or more squadrons not covered under the above headings are looked after by what the League refers to as "local committees" — that is, groups of local citizens who may or may not have any direct connection with a parent organization. In some cases, groups of parents have formed the sponsoring committee; in others, representatives of the various youth organizations in the community grouped together to arrange the sponsorship of a squadron. But regardless of how they are constituted, the local committees have for the most part proved to be very effective sponsors, and some of

Canada's finest units are supported in this way.

While the Air Cadet League constitution does not permit a purely commercial type of sponsorship, several squadrons are supported by aviation corporations (such as Canadair and TCA), usually through their employee organizations or as part of the community relations program of the companies concerned.

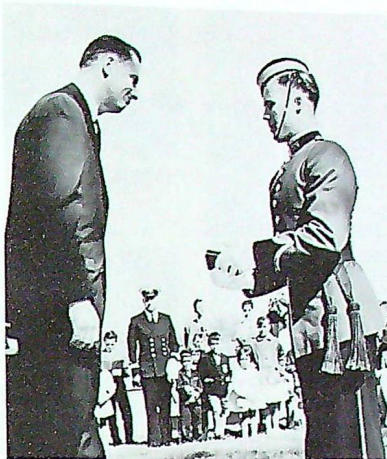
What this all adds up to is that the League enjoys the active assistance and support of more than 5000 volunteers who serve with the various committees across the country. On strength also are some 2400 officers and instructors who have the task of working directly with the cadets. The effectiveness of their efforts may be gauged by the fact that the air cadet program is now recognized as one of the most successful youth movements in existence anywhere.

SUMMER PROGRAM

As these lines are written, the Air Cadet summer program is in full swing, with over 7100 cadets taking part in specialized training and reward activities.

Here is a capsule review of what has happened during July and August:

- Some 6500 cadets attended summer camps of two weeks' duration held at RCAF Stations Sea Island, Trenton, Saint-Jean and Greenwood.
- The Senior Leaders Course at Camp Borden, a sort of "junior staff college" provided leadership and management training to 200 cadets.
- Approximately 350 cadets completed flying training courses and received their Air Cadet "wings". 250 were trained under RCAF scholarships, while the others received scholarships provided by the League.
- 58 cadets travelled on mind-broadening trips to such countries as



League president A. R. Smith presents watch to Cadet Wayne Reeder, top RCAF cadet at CMR.

the United States, United Kingdom, Norway, Sweden, Holland and Denmark as part of the League's international "exchange visits" program. Reciprocal groups from each of these six countries visited Canada during the same period.

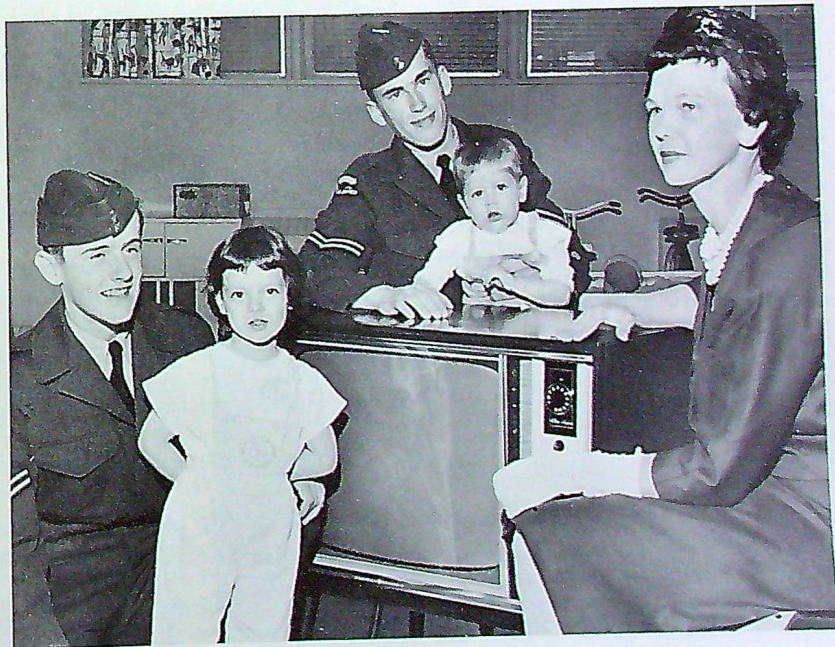
Adding interest to the special activities program this year are two

new awards which have been created to recognize outstanding performances in flying training and on the senior leaders course. The *CPA Award*, presented annually by Canadian Pacific Air Lines, to the winner of the Banker Bates Trophy, will go to the cadet who obtains top marks on the 1961 flying training course. The award will consist of a trip to Hawaii aboard a DC-8 jetliner for an enjoyable week in the Honolulu area.

The *TCA Award*, presented by Trans-Canada Air Lines to the winner of the Garner Trophy, will recognize the outstanding cadet on the senior leaders course at Camp Borden. This cadet will be flown by TCA to some suitable holiday centre on its North American routes, where a program of sightseeing and entertainment will be provided, "all expenses paid".

Both the TCA and CPA Awards will include the presentation of a suitable memento to the cadet for his permanent retention.

Members of No. 170 City of St. James Squadron present television set to Winnipeg Children's Hospital.





RCAF ASSOCIATION

MESSAGE FROM THE PRESIDENT

It was very gratifying to be honoured by your confidence on being elected to a second term as national president of the RCAF. Having served in this position for a year has been very enlightening and I am fully aware of the magnitude of the responsibilities to the Association, to the RCAF and to Canada as a nation. These responsibilities have not changed but in fact have become more pronounced during this period and will become more so in the foreseeable future. Great strides have been made in seeing that the latest information is being given to our wings so that they may do their job of keeping the people of Canada aware of the latest developments in matters of national defence. We cannot over emphasize the importance of this role as we are "one of the few" organizations in this country which has taken a definite stand and concern over specific policies dealing with the maintenance of an efficient and effective air force for the defence of our country.

As those of you who were at the convention know, the business sessions provided many sound plans for the future expansion of the Association particularly at wing level. These have all been reported in the convention minutes. However, you all should be gratified with the prestige and stature our organization has gained in the short span of its existence and the tremendous regard in which it is held by those in authority. This was quite evident at our recent convention where the Hon. Douglas Harkness, PC, GM, ED, MP, Minister of National Defence, as guest

speaker, saw fit to use this occasion to explain the latest and most up-to-date policy on national defence. This recognition is due in no small part to the fact that this association, as such, has no personal axe to grind other than a deep and vital concern for the future of this great country of ours. Most of us served during an era when military strength was synonymous with national defence. But, times have changed. The current threat to our national security — to the very principles that govern our lives — is not only military but political, economic and psychological.

At the 11th annual convention, we fully endorsed the defence policy of the government including military operations within the structure of NATO, NORAD and the UN. But we also established a policy to alert public consciousness to the dangers of communism and, in view of the total communist threat to our democratic way of life, I feel that these two policies should be given almost equal emphasis in our total strategy.

The task is before you, it is not insurmountable, but must be one of continued and concentrated effort by all members and wings in the RCAF Association. It is only through this effort and with your help that I, as your national president, shall be able to report good and steady progress from all our fields of endeavour at the next annual convention.

(L. N. Baldock)
National President.

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

MEMBERSHIP MONTH

The month of October has been designated as Membership Month throughout the Association. During this month a concentrated effort on membership will be made by wings participating in the campaign headed by Second Vice President and National Membership Committee Chairman George Penfold of Toronto.

The campaign objective is an increase of 20% in the membership of every wing over the number recorded at the end of the last fiscal year. Information on the campaign and on the prizes available to wings and to individual members has been circulated while special programs to attract new members have been planned for October in several localities.

ADOPTION PROJECT INITIATED

The first wing to take action following the Association's approval of a resolution urging support and participation in foster parents plans for children in foreign lands is No. 440 "Oxford" Wing, Woodstock, Ontario. The 'adoption' of a ten-year old Filipino girl through the Foster Parents' Plan Incorporated of New York was approved at the wing's June meeting.

The girl, the first to be enrolled by FPP in the Philippines since the organization began its work there recently, is an orphan who lived in a one room shack in a Manila slum with her married sister, the sister's husband and two children. She had never attended school, never had the shoes or clothing to make her feel presentable. With funds made available to the plan by the Woodstock Wing she was immediately provided with clothing, shoes, towels, etc., presented with a doll and enrolled in school.



Canadian delegates at World Veterans Federation Assembly in Paris included RCAFA third vice-president G. E. Penfold (front centre) and War Blinded Association secretary F. L. Woodcock (right).



Ladies attending national convention in Winnipeg were well entertained by No. 500 host wing auxiliary. Here they prepare for sightseeing tour of city.

Under the adoption plan the child will hereafter receive a cash grant of eight dollars a month plus food and clothing parcels and necessary medical care. The wing will receive a photo and case history and exchange monthly letters with the child.

ST. JOHN'S WING HOSTS MARITIME EXECUTIVE

The Executive Council of Maritime Group held a meeting in St. John's, Newfoundland, on July 1st at the invitation of No. 150 Wing. A reception was held at wing quarters the previous evening. The Group President, Mr. A. T. MacLellan of Sackville, N.B., presided at the business meeting which discussed preliminary arrangements for the 1962

National Convention to be held in Halifax and Group objectives. One of the aims agreed upon was to increase membership in the group to 3000, an increase of some 600 over the present total.

RCAFA PRESENTS GIFT TO UNIVERSITY

At a special dinner July 1 at the Officers' Mess, RCAF Station Torbay, in honor of the visit of the national president of the Association, a presentation to the Student Loan Fund of Memorial University was made on behalf of the No. 150 Wing, St. John's.

The cheque for \$600 was presented by K. M. Harnum, president of the wing and was accepted by Dr. Raymond Gushue, president of Memorial University.

H. B. Morgan, M.A. LL.B., introduced the special speaker, L. N. Baldock, national president of the RCAFA, who stressed the need to sponsor and encourage aeronautics in all branches and to provide a means for ex-air force personnel and the public to be kept abreast of the changes in aviation. Mr. Baldock also pointed out the need to support the RCAF regular force, the RCAF reserves, the Royal Canadian Air Cadets, and other components of the RCAF which may be formed.

Attending the special function was L. R. Curtis, Q.C., who represented Premier J. R. Smallwood. Mayor H. G. R. Mews of St. John's and W/C D. L. Forbes, Commanding Officer, RCAF Station Torbay, were also special guests.

No. 404 Kitchener-Waterloo Wing hosted national president and No. 440 Oxford Wing members recently.



Executive of newly-formed No. 503 Flin Flon Wing were installed by Man.-NW Ont. Group president S. Coote.



Letters To The Editor

EAGER TO HELP

Dear Sir:

The article "Apparently We Have Forgotten" (May 61) is one I read with more than usual interest. The war has been over for 16 years and it has ruffled my feathers to learn only now of the existence of the RAF Escaping Society. Your article is the first indication I have come across relative to this organization.

It seems logical to me that the society should have consulted air force records to obtain the names of people who evaded and solicited their applications to join. I venture to say that there are many hundreds of evaders who still do not know of the existence of the RAF Escaping Society, as I had never heard of it let alone been invited to join. Apparently the RAF Escaping Society has also forgotten.

Now that I know that there is such an organization to help out those who helped us I'm most anxious to become a member. I'd be very grateful if you would forward me the address.

F/L R. V. Furneaux,
1 Air Division HQ, RCAF,
CAPO 5052, CAFE.

(For F/L Furneaux and any others who are interested in joining this worthy organization, the address is: Royal Air Force Escaping Society, 70 Wimpole St., London W1, England — Editor.)

DIFFERENT MARK

Dear Sir:

The undersigned has enjoyed "Pipeline for the Air Division" (June 1961) but would like to point out one small error. The Belgian government purchased CF-100 Mark V jets not Mark IV.

This error comes from the fact that Jumpmoat Operations ferried Mark IV aircraft for No. 1 Air Division as well as Mark V aircraft for the Belgian Air Force.

Sgt. J. G. Y. Letourneau,
1131 TSD, RCAF,
Montreal, Que.

FIREFIGHTERS PLEASE NOTE

Dear Sir:

It is my intention to write a short history of the RCAF Fire Service. I have some material and photos but much more is required to give a true picture.

The history is being written with a two-fold purpose, first, to remember those who have served and are serving and second, to show those to come what is expected of them.

I would appreciate it if any of your readers who have any information, photos or stories would pass them on to me. All photos and letters or articles will be returned as soon as possible. It would be of great help if dates and names are included. It would also be nice if the history could

start from the RFC Fire Department that was at Camp Borden during World War I.

Cpl. R. D. Hedges,
RCAF Station Camp Borden,
Ont.

INFORMATION WANTED

Dear Sir:

I am doing research on an American pilot who went to Toronto in the First World War and joined first the RFC and later the RAF. This man was Captain Frank Lucien Hale and he served with No. 32 Sqn. and also No. 85 Sqn. Number 32 Sqn was equipped originally with D.H. 2 aircraft, replaced by S.E. 5s.

Since I would like to obtain all possible information on this flier and the squadrons with which he served, I would appreciate hearing from any of your readers who can help me in my research.

Dean H. Obrecht,
Language Department,
University of Rochester,
Rochester 20, N.Y., U.S.A.

REUNION ROUNDUP

Dear Sir:

A reunion of ex-airwomen residing in Alberta is being planned for sometime in October.

All women who served with the RCAF during the war, or with the RCAF regular and reserve forces since 1951, and who are interested in attending this reunion are asked to write me for further details.

Mrs. J. Cameron,
Box 71, RCAF Stn Namao,
Lancaster Park, Alberta.

Dear Sir:

Again I am asking your co-operation in publicizing the 16th Annual No. 6 SFTS Reunion, to be held at the Dunnville Golf and Country Club commencing at 10 a.m. on Saturday, 23 September, with a pre-reunion reception at the Victoria Hotel on the Friday evening preceding.

Last year, we held a very successful reunion and were favoured with a flying demonstration by the famous RCAF "Golden Hawks". Plans are well under way for another gala event this month. May I say that we have, through your assistance, obtained many new members for this annual outing.

Mr. F. Scholfield,
Secretary-Treasurer,
Reunion Committee,
Box 814, Dunnville, Ont.

Dear Sir:

We would like, through your magazine, to contact as many ex-members of our squadron as possible.

No. 401 "City of Westmount" Sqn. (Aux.) was created originally as No. 115

Fighter Sqn.; it went overseas with No. 1 Fighter Sqn., and became No. 401 Sqn. during the war. Since the war the squadron has been serving in the auxiliary role.

In the last 25 years many people have worked with and made friends in the unit. It is these people we would like to contact and invite our ex-members to drop us a line to:

F/O Morley Swan,
4450 Sherbrooke St. W.,
Westmount, P.Q.

Dear Sir:

The Sherbrooke Auxiliary Squadron is scheduled to disband, effective 31 December 1961. We plan to commemorate our fine service record with a general re-union of all ranks on Thanksgiving weekend (6th to 8th October).

Since many of our former personnel are now serving with the Regular Force, we would appreciate your assistance in contacting them through THE ROUNDEL. Former members of 2450 AC&W Sqn. (Aux.) are asked to send their current addresses to:

F/L J. L. Fontaine,
Reunion Committee,
2450 AC&WS (Aux.), RCAF
121 Depot St., Sherbrooke, P.Q.

AIRMEN'S PROMOTION POLICY

Dear Sir:

In the event that you do not receive comments on the "Airmen's Promotion Policy" article (April 61), may I offer mine?

The answers provided by the article appear to be no more than metaphysical jargon. Years of study and research by the undersigned, indicate that promotion is dependent upon one thing i.e., the literary ability of the person charged with providing the remarks in Part IV para 16 of the R211, especially those appearing on the attached separate sheet.

FS J. W. Brown
1110 TSD,
5595 Royalmount Ave.,
Montreal P.Q.

(Promotion boards are governed by regulations; specific guidance in this regard is contained in para 7 AFAO 26.08/05. Most of the qualities required for promotion are reported on in Parts II and III of the R211. We have been assured that above average literary abilities of the assessors never overshadow the ability of the person being assessed . . . Editor.)

ERRATUM

Dear Sir:

The caption on the RCAF Winnipeg cenotaph ceremony picture (June, 61) states that "No. 200 Red River Sqn" air cadets were on parade. It was No. 220 Sqn. I was in this squadron four years and should know. Please see that it is corrected.

AC1 T. G. Dunn,
RCAF Stn. St. Jean, P.Q.

Sabre-jockies Still Sharpest Shooters



FOR the fourth year in succession No. 1 Air Division has been judged tops in NATO air-to-air gunnery. Congratulating RCAF winners of the 1961 Guynemer Trophy competition held at Leeuwarden, The Netherlands, these two Dutch girls in the traditional costumes of the Friesland district of Holland seem equally fascinated by the pilots' attire. From left to right are: F/O R. K. Flavelle, team captain F/L R. W. Spencer, Greet Edema of Leeuwarden, F/O B. B. Reid, Bea Punt of Harlingen, and F/O J. M. Swallow. Fifth member of the team, F/O G. Brooks, missed this mutual admiration society picture.

Roger Duhamel

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