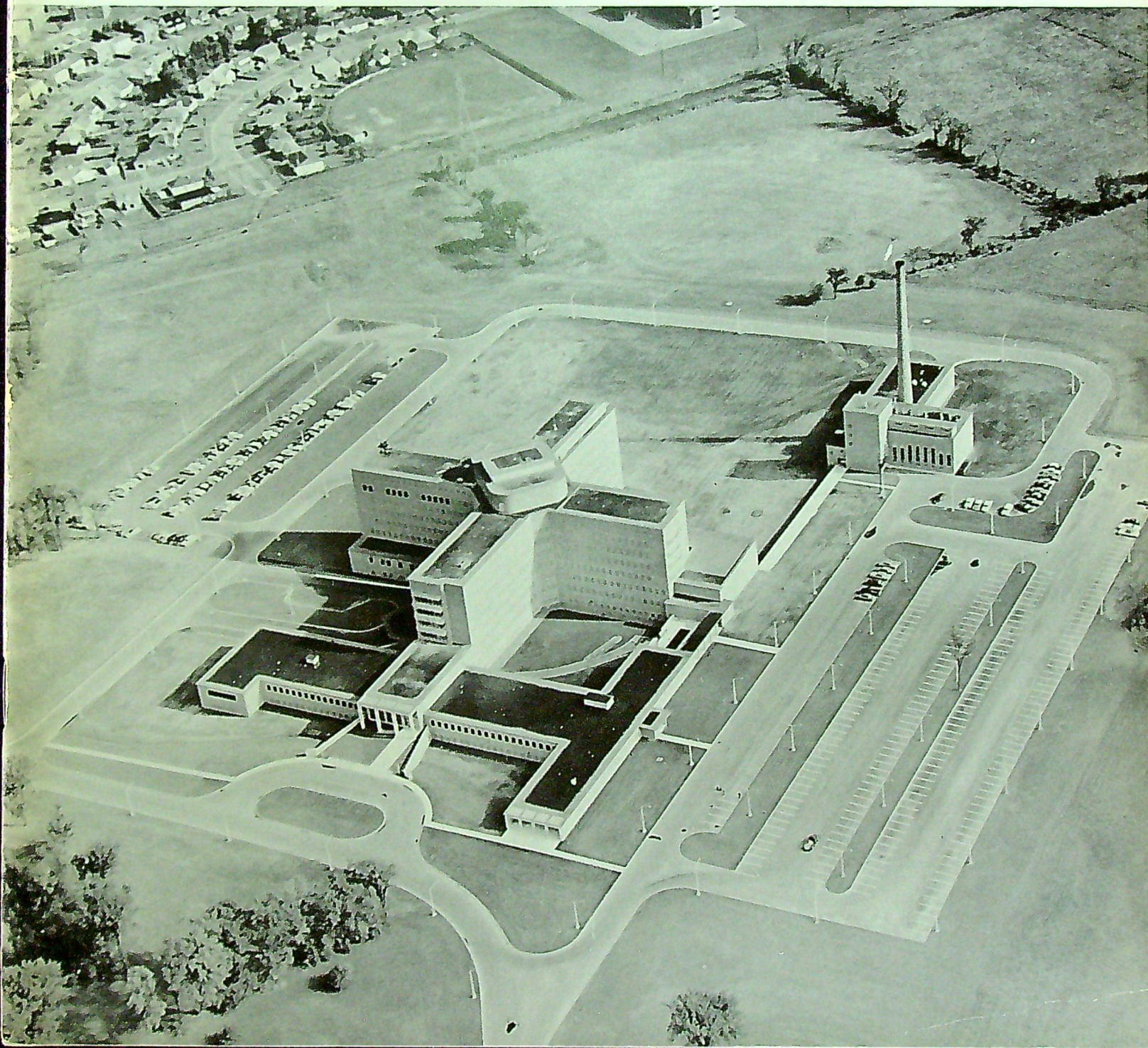


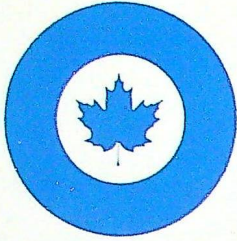
THE

Roundel

VOL. 13, NO. 9

NOVEMBER 1961





THE

Roundel

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

VOL. 13, NO. 9

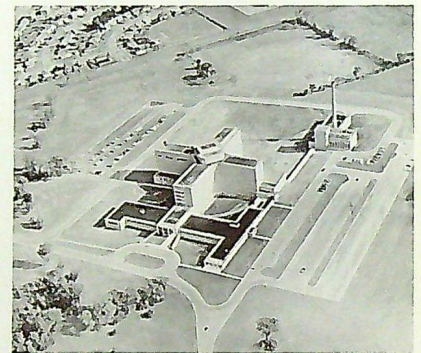
NOVEMBER 1961

	<i>Page</i>
ARTICLES	
National Defence Medical Centre.....	2
Search and Rescue's New Look.....	6
Sure and Swift.....	12
From Pillage to Pensions.....	16
The Trail of the Comet.....	22
PICTURE STORY	
RCAF Assists in War on Forest Fires.....	10
FEATURETTES	
Grey Cup (Europe) 1961.....	5
Starfighters at Cold Lake.....	5
Canadian Fighter Aces Invited.....	14
Do-it-Yourself Flying Machine.....	15
Vancouver's Dawn Patrol.....	20
Anchors Away.....	29
Trans-Atlantic Swim.....	29
The Eleven Steps to Survival.....	inside back cover
DEPARTMENTS	
On the Break.....	1
RCAF Association.....	30
On the Line.....	32
Letters to the Editor.....	32

THE ROUNDDEL is published ten times each year. Annual subscription rate is \$2.00 in Canada, U.S.A. and Mexico, \$3.25 elsewhere. Orders should be sent direct to Queen's Printer, Ottawa, Ont. RCAF Association correspondence should be mailed to Ass'n Hdqts., 424 Metcalfe St. Ottawa, Ont.

Contributions and all other correspondence should be addressed to:

Editor, THE ROUNDDEL,
RCAF Victoria Island,
Ottawa, Ont.



THIS MONTH'S COVER

Ottawa's new military hospital was photographed from the air and on the ground (see page 2) by Sgt. M. A. Blowers.

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

On the Break

ALL our byliners this month are first-time **ROUNDEL** contributors. Flight Cadet McIsaac, whose summary of the current search and rescue organization starts on page 6, is now back at St. Francis Xavier University for his final year after spending the summer on our staff . . . S/L Harris, C.O. of Communications Control HQ at Rockcliffe (page 12), is one of the real veterans (26 years) in RCAF telecommunications . . . W/C Newton, who puts the pension plans into plain language (page 16), has been in the air force accounts business for 21 years and is presently head of the pensions section in the directorate of accounting at AFHQ . . . F/L MacLeod, whose personal wartime escape story (page 22) is the last but one to appear in this popular series, now works as a flying control officer at RCAF Stn. Penhold.

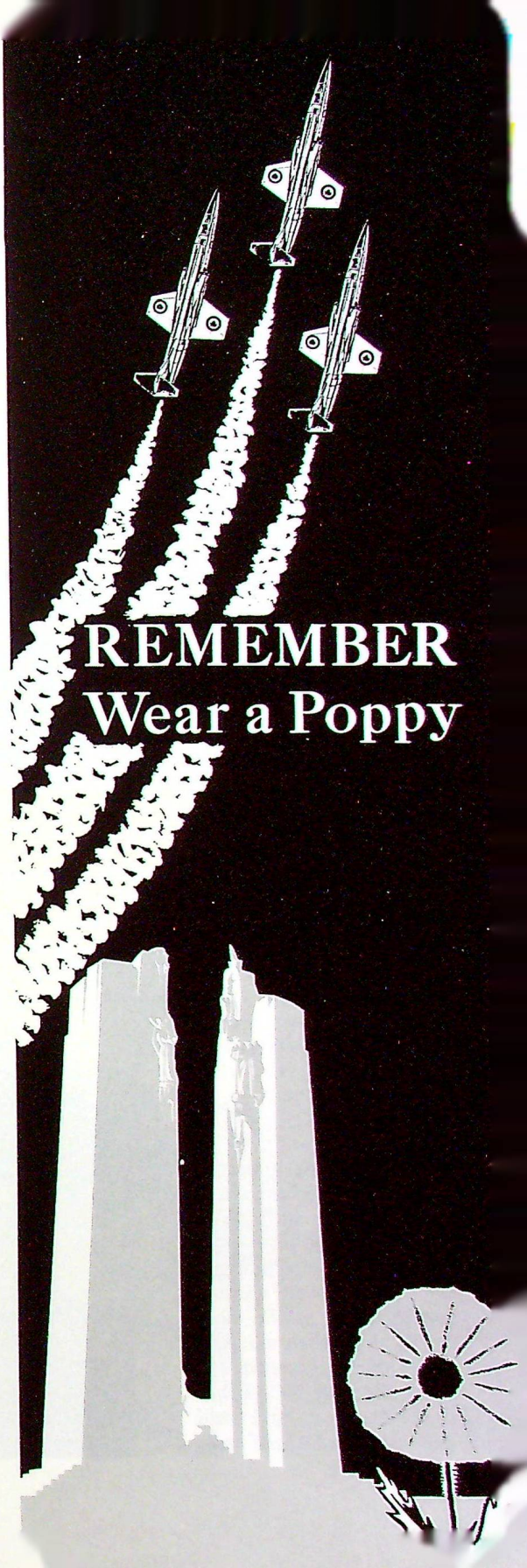
MOST of the art work appearing in this magazine over the past two years bears the signatures of either Fong or LaRouche. Both are corporals who do these illustrations and cartoons on a purely voluntary basis during their off-duty hours. Cpl. Peter Fong is on the staff of AFHQ's central arts section and Cpl. Paul J. LaRouche is in AMCHQ's publications and formats section. Since their talents do much to brighten these pages (see pages 16-17 and 23), and they both always tackle assignments so enthusiastically, we feel it only proper that this public recognition be made. We'd hate to lose them from their acting, unpaid positions on **THE ROUNDEL** staff.

THE reminder in the right-hand column that 11 November is Remembrance Day is reprinted courtesy **THE LEGIONARY**, official journal of the Royal Canadian Legion. It seems shocking to us that last year only one in six Canadians bought a poppy. By wearing this symbol, we in uniform today are rededicating ourselves to the ideal that our comrades did not die in vain in two world wars and, more recently, in United Nations' actions far from Canadian soil.

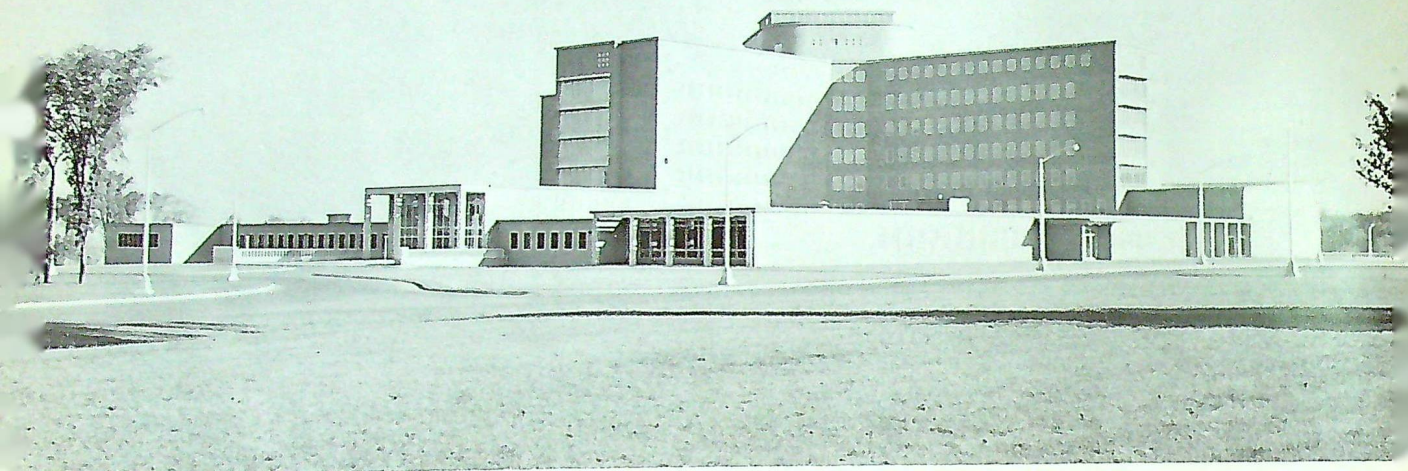
At Paton s/l

Editor

NOVEMBER 1961



NATIONAL DEFENCE MEDICAL CENTRE



LOCATED in a pleasant residential section of east Ottawa, the National Defence Medical Centre is a modern nine-storey building set among spacious lawns and venerable elm trees. Last month the Hon. D. S. Harkness, minister of National Defence, officially opened this tri-service hospital, which is now also the treatment centre for DVA patients in the Ottawa area.

Conceived in the minds of its military planners almost a decade ago, the centre began to take shape on 20 August 1954 when the RCAF's Directorate of Architectural Construction appointed consultant architects. On 5 June 1958 another milestone was reached as the Hon. G. R. Pearkes, VC, then minister of National Defence, turned the first sod. Since then the RCAF has supervised construction and will maintain the eight-and-a-half mil-

lion dollar hospital now that it is completed.

Although administered by the RCAF, the centre is staffed professionally by personnel of the three services. Commanding Officer is

G/C H. J. Bright.



G/C H. J. Bright and his deputy is Surgeon Lt/Commander J. D. Medhurst. Chief of professional services and chief of medicine is Col. A. F. Nancekivell. Chief of surgery is Col. A. B. Powell. Director of nursing is S/L V. M. Deneau and chief administrative officer is S/L G. D. Manderson.

The main building is of cruciform shape and will contain 350 beds. Patient accommodation varies from one-bed to four-bed rooms. This arrangement allows for maximum flexibility in patient care. Each typical patient floor has two nursing units, serving two wings of equal area. The nursing stations, elevators and various service facilities are located in the centre core for convenience, leaving the four wings for patients' rooms with solarium at the outer end of each. A central supply system for oxygen is provided with

outlets in each patient room. Facilities have been included for the installation of a central radio system with a pillow speaker at each bed. Communication from the nurses' station to patients' rooms will be by an audio-visual nurse call system. Other areas in the hospital are connected by an automatic pneumatic tube system and by telephone.

A separate structure which houses the heating plant, laundry and maintenance shops is connected to the main building by a tunnel. The two-storey wings on the southern aspect will accommodate the out-patient and administrative services of the hospital. This section will also house the district offices of the Department of Veterans Affairs and the Canadian Pension Commission. Due to the specialized requirements, the out-patient department is large in relation with the bed capacity when compared to the average civilian hospital. There are special clinical facilities for medicine, surgery, ear, nose and throat, ophthalmology, dental and physical medicine. The radiology, emergency and pharmacy departments are in juxtaposition to the out-patient department. The DVA regional prosthetic workshops are also located in this area of the building and may be reached via an elevator in the physiotherapy department.

Diet kitchens are situated on each of the patient floors and these receive meal trays by means of a tray-veyor from the central kitchen located on the main floor. This large kitchen is equipped with the most up-to-date cooking and dietary facilities which include a conveyor belt for the assembly of patients' meal trays. The surgical suite on the fifth floor comprises four major operating rooms and a six-bed recovery room. One of the operating rooms has facilities for the future installation of closed circuit television for teaching purposes. Complete centralization in the handling of sterile supplies, including those for use in the



L. to r.: S/L G. D. Manderson, chief administrative officer; Capt. Margaret Hunter, deputy director of nursing services; Col. A. F. Nancekivell, chief of professional services and chief of medicine; S/L Mary Deneau, director of nursing services; Surgeon Lt/Cmdr J. D. Medhurst, deputy commanding officer.

surgical suite, is accomplished from the central sterile department adjacent to the surgical suite. Dumbwaiters connect all patient areas with the central sterile supply department and pharmacy.

The entire sixth floor is devoted to laboratories, ample facilities having

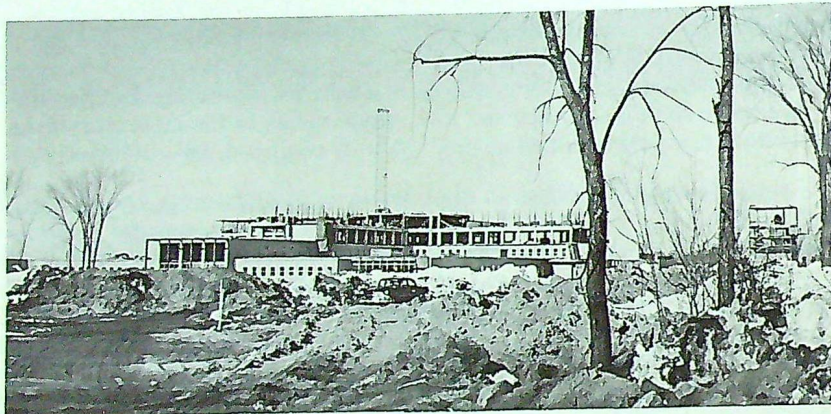
been provided for teaching and research. Flexibility in this department is achieved by the use of movable metal partitions. This will enable the rooms to be arranged as necessary in keeping with the rapidly changing requirements in the laboratory field. A fully equipped, self-contained clin-

In a typical nursing station (l. to r.): Capt. Marjorie Whinfield on patient intercom; F/O Rachel Doyon on phone; Sub/Lt Betty Mosak placing message container in pneumatic tube system.



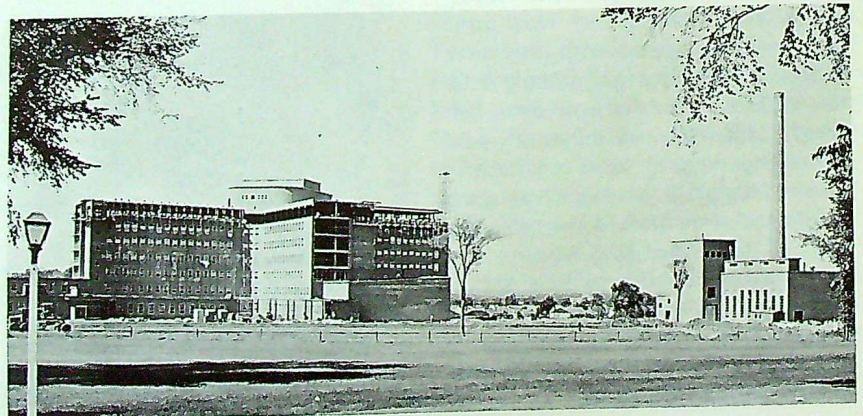


5 June 1958: Defence Minister G. R. Pearkes, VC, turned first sod as witnessed by distinguished tri-service audience.



10 March 1960: Construction proceeded despite winter snows and the inevitable spring mud.

16 August 1961: The centre neared completion. Boiler house (right) was already in operation. Another landmark had been added to Ottawa's skyline.



ical investigation unit of six beds, with its own laboratory facilities for metabolic and cardio-respiratory investigations is also a feature of this floor. Other areas are used for electrocardiography, electro-encephalography, ballisto-cardiography, angio-cardiography and medical photography. Also contained in the main building are living quarters for the intern staff. There are conference rooms on all patient floors and in the departments of radiology and pathology. Other educational facilities include a large medical reference library and an auditorium which will seat 265 persons.

The boiler house is of steel frame construction with brick curtain walls. There are three boilers and each unit has a capacity to generate 25,000 pounds of steam per hour operating at 125 pounds pressure. They are coal fired and are fed by electrically driven spreader stokers. A system of air operated automatic combustion control is installed for each boiler. It is also worthy of note that a dust collection system has been incorporated into the heating unit in order to reduce air pollution. A complete refrigeration system is included in this building which provides the air conditioning required for the main building. In case of power failure an automatic heavy duty diesel alternator set has been installed.

The Medical Centre, in addition to providing complete medical and dental services for the armed forces, veterans and members of the RCMP of the Ottawa area, will be a focal point for concentration of advanced clinical training and research for the Canadian Forces Medical Service. In affiliation with the University of Ottawa Medical School, it will also serve as a teaching hospital for medical students and as a centre for postgraduate studies for service medical officers and nursing sisters.

This impressive-looking centre is the largest Canadian peace-time

service hospital. It now takes its place as one of the finest hospitals in the country and should prove a valuable

addition to the existing facilities of The Canadian Forces Medical Service. ©

GREY CUP (EUROPE) 1961

The RCAF Air Division's annual football classic, the Grey Cup (Europe) game, will be played this year on Saturday, 18 November. First played in 1955, the event incorporates as many of the thrills and as much of the atmosphere of the game back home as the European-based Air Division members can create.

Included is a pre-game election of a Miss Grey Cup (Europe) from the division's airwomen, a parade of floats stressing the East-West theme, cheer leaders, majorettes, bands, hot dogs, and other familiar trimmings.

Over-all coordinator is S/L G. A. White who is assisted by a committee consisting of several avid football fans at Air Div HQ in Metz. Coaching the eastern squad will be Cpl. W. Parker, who led the East to victory last year, while coaching

chores for the western aggregation will be handled by F/L P. D. Manson, a member of last year's western team. In six previous games, the West has won three times, the East twice, and one (the first) was a scoreless tie.

The game last year attracted a crowd estimated at 5,000, comprised of Canadian service personnel, their dependants, Americans stationed in Europe and a large number of French nationals who — although somewhat puzzled by the attendant hoopla — lined the streets to see the long parade of floats, ate flapjacks prepared in a horse-drawn chuckwagon, and cheered as wildly and enthusiastically as the Canadians themselves throughout the game, even though the rules proved somewhat confusing to them. ©

STARFIGHTERS AT COLD LAKE

First CF-104 *Starfighters* to be introduced into operational use in the RCAF arrived at Cold Lake last month. No. 6 Strike Reconnaissance Operational Training Unit received the new aircraft, which are capable of more than twice the speed of sound.

Two hundred CF-104s are on order from Canadair Ltd. in Montreal, plus 14 CF104D dual trainers. The dual aircraft were the first to

arrive at Cold Lake and will be followed by the single seater types.

CF-104s will be used to replace F-86 *Sabres* in eight RCAF squadrons serving with NATO forces in Europe. No. 6 SR/OTU at RCAF Stn. Cold Lake will be responsible for training Canadian pilots on the CF-104. The CF-100 Operational Training Unit, previously stationed at Cold Lake, has been moved to RCAF Station Bagotville in Quebec.

SEARCH AND RESCUE'S NEW LOOK

By FLIGHT CADET D. A. McISAAC

THE "met" section warned of icing conditions over most of the route but the men of No. 121 Composite Unit were determined to fly. Their mission was to evacuate a small Indian girl in a portable respirator from her home in northern B.C. to hospital in Vancouver. Considering the weather, it was fortunate the crew had their newly-acquired *Albatross* in which to make the journey, for with the *Canso* a possibly fatal delay might have resulted. Several hours later another mercy flight was successfully completed.

The change-over from the *Canso* to the *Albatross* is only one of a series of transformations, amounting to a nation-wide facelift, given the search and rescue (SAR) service of Canada in the past few years. Search and rescue missions were among the earliest types of operations conducted by the RCAF. Before the Second World War, however, such activities were not organized on a formal basis. Following its entry into the International Civil Aviation Organizations in 1944, Canada agreed to maintain ICAO-standard SAR facilities in her assigned territory and in 1946 the RCAF assumed the chairmanship of an interdepartmental

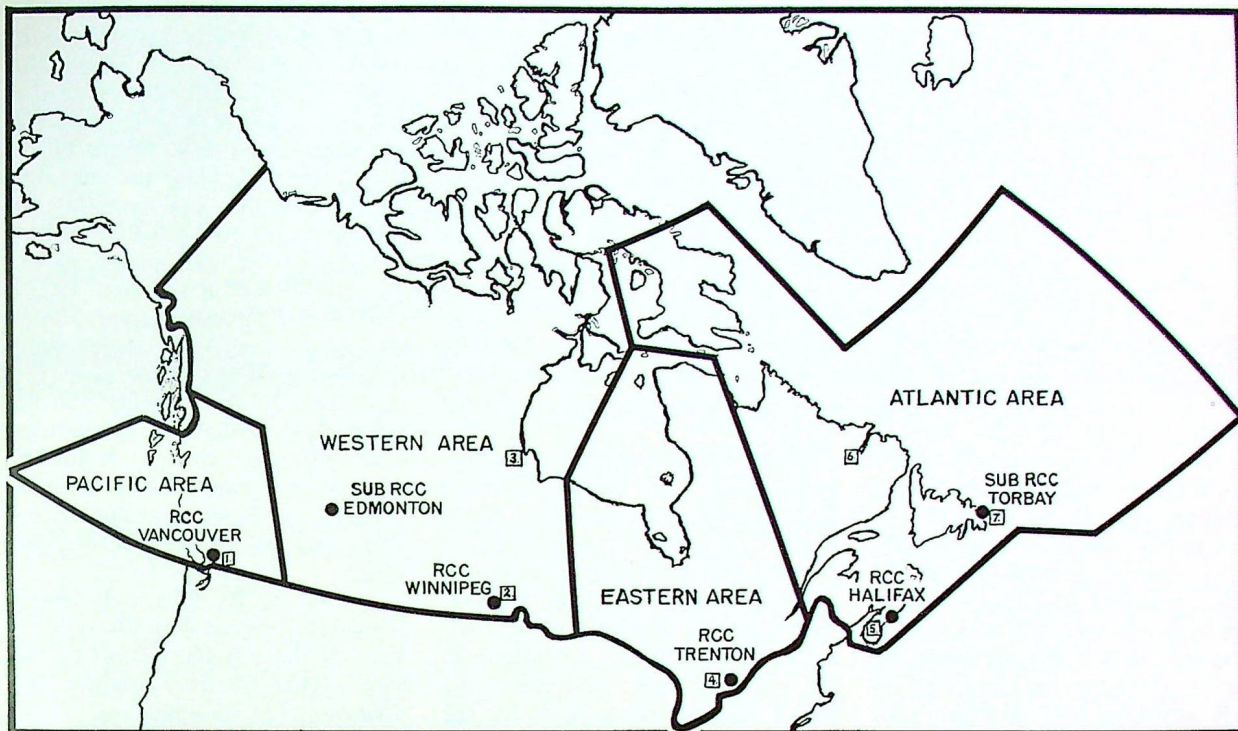


search and rescue committee to fulfil these responsibilities. This soon led to the formation of SAR as we now know it, with representatives from the Department of National Defence (Navy, Army and Air Force); Department of Justice (RCMP); Department of Transport and Department of Fisheries. The RCAF became co-ordinator of all operations.

Even at this stage of its development, SAR's primary role was that of assisting aircraft in distress but many other types of emergencies had to be handled—particularly those involving marine craft. As a result, its secondary role came to be clearly defined as the provision of greater protection against maritime disas-

ters. Other government departments and civilian volunteer agencies were brought into the SAR organization during the 1950s to assist when requested to do so by the RCAF's Rescue Co-ordination Centres (RCCs).

Rescue Co-ordination Centres are located at Maritime Air Command Headquarters, Halifax; Air Transport Command HQ, Trenton; Training Command HQ, Winnipeg; and No. 5 Air Division HQ, Vancouver. Distributed across Canada are a total of seven flying units specifically assigned to SAR duties, with para-rescue detachments attached to five of these units. Officially, these are known as "primary SAR facilities";

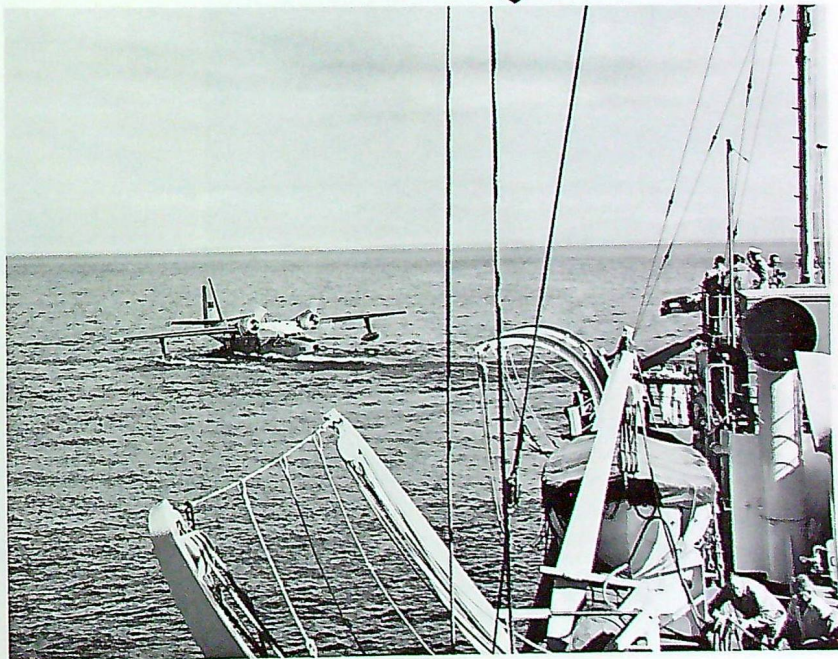


Primary SAR facilities are located at 1. No. 121 KU, Sea Island; 2. No. 111 KU, Winnipeg; 3. Stn. Flight, Churchill; 4. No. 102 KU, Trenton; 5. No. 103 RU, Greenwood; 6. Stn. Flight, Goose Bay; 7. No. 107 RU, Torbay.

SAR exercises help keep personnel and equipment at top operational efficiency. Near Victoria, B.C., RCAF *Albatross* and DOT weather ship "Stonetown" collaborate on simulated marine rescue.

backed up as the occasion warrants by RCAF equipment and personnel classified for SAR purposes as "secondary facilities".* Sub-RCCs have been set up to aid in the operation of the two largest areas—the Maritime and the Western. In 1960, SAR was involved in 48 major searches for a total flying time of 6,900 hours.

* A recent mercy flight from the DEW Line to Montreal by an RCAF *Hercules* illustrates the "secondary" SAR facility role. Diverting on request from a routine flight to Resolute Bay, F/L F. D. Hodgson landed the large No. 435 Sqn. transport on FOX Main's 5000-ft. gravel strip despite adverse weather conditions and meagre landing aids. Less than half an hour later the aircraft headed for Dorval, with a gravely injured pregnant Eskimo woman and a nurse aboard. The patient had been accidentally shot in the thigh during a seal hunt and infection was endangering her life. This happy ending was subsequently flashed to FOX: "It's a boy. Woman will live and keep her leg, too."



Today the RCAF's SAR organization literally has a new look. One of the latest of several recent innovations was the introduction of a marine co-ordinator at those commands which are responsible for the safety of certain waterways. The RCC in Vancouver took the initiative in proposing the appointment of a civilian to act as an adviser to the RCC in all marine operations. This proposal was approved by the interdepartmental committee on SAR and in 1954 the first marine co-ordinator was appointed and began working right in the RCC at No. 5 Air Div.* This idea proved so successful that in 1959 the DOT, in consultation with the RCAF and with the approval of the interdepartmental committee, decided to appoint such an adviser to act in all commands which fall into this marine category. At the present time, the marine co-ordinators involved in SAR activities are: Maritime Air

* THE ROUNDEL, Vol. 10, No. 8, Oct. 58.

Command, Capt. H. D. G. Bould; Air Transport Command, Capt. J. C. Barbour; and No. 5 Air Division, Capt. D. B. Stampton.

In 1959, in order to provide standardization of methods, all training schools for SAR personnel in the RCAF were moved to RCAF Station Trenton. At this time a new Searchmasters' School was set up at Trenton. Its purpose is to train personnel in the standard methods of conducting and directing a search, so as to provide a supply of trained searchmasters for service in all SAR units.

Pararescue is another function provided by the RCAF to meet SAR requirements. Members of the RCAF's pararescue units receive a 24-week training course which includes instruction in the most up-to-date methods of parachuting, first-aid and ground search operations. In the way of new equipment the RCAF recently made plans for the purchase of several packet radios

to be used by ground search parties for communication with other ground search parties or with search aircraft. These transistorized radios will have a power output of one watt and will have a total weight of less than 15 pounds. Also tests are now being made on a new parachute for jumping from high-speed aircraft.

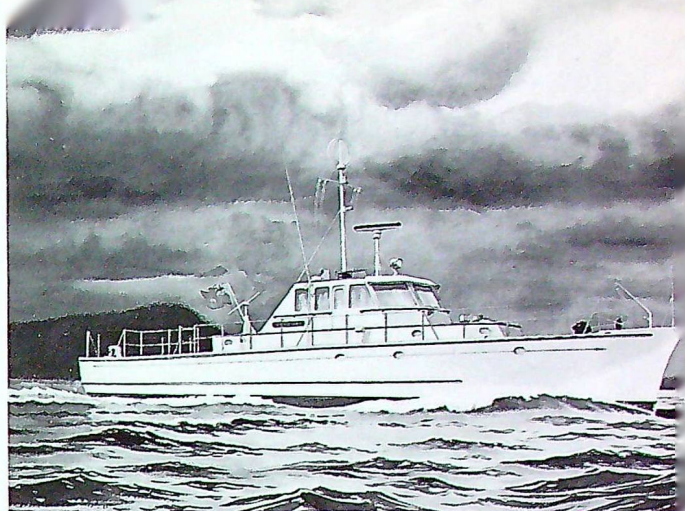
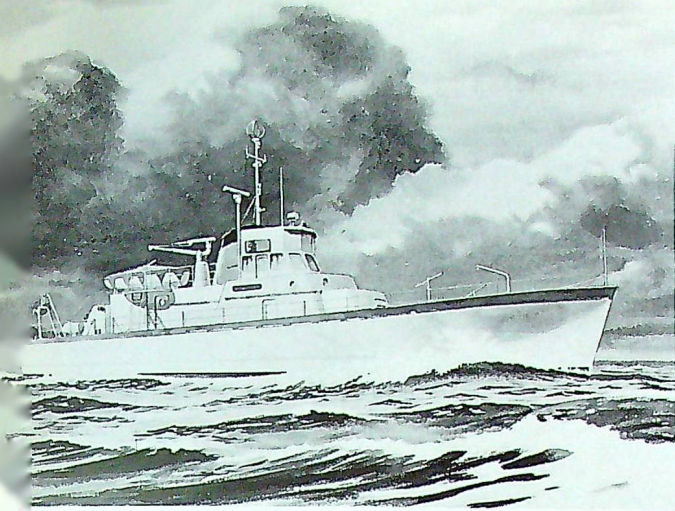
Volunteer ground search parties are established at selected RCAF stations and have participated in an increasing number of incidents in recent years. Experienced outdoorsmen head up these parties and are periodically brought to Trenton for short training courses. Naturally, these ground search parties are most valuable in more sparsely settled areas such as on the Mid-Canada Line.

In 1960 the RCAF's SAR took a giant-step forward with the replacement of the obsolete *Canso* by the newer, faster *Albatross* aircraft. The *Albatross* was designed as a triphibious aircraft and, in its trial

Model of CH-113 helicopter, which RCAF will introduce to SAR duties next year.

(Photos courtesy Vertol Division, Boeing of Canada Ltd.)





Artist's conception of (left) 95 ft. SAR patrol vessel and (right) 66 ft. craft, which DOT will put in service next year on both coasts and Great Lakes.

(Drawings courtesy Gilmore, German, & Milne)

flights with the RCAF, it has executed landings on all three elements for which it was designed—snow, water and land. With full rescue equipment and under normal flying conditions, the *Albatross* has a range of 2,500 miles as compared with only 1,500 for the *Canso*. Its cruising speed under these same conditions is 155 knots. The flight mentioned in the opening paragraph is an early example of the superiority of this aircraft.*

“Chopper” pilots in the RCAF will soon have improved equipment with the introduction into service of the CH-113 helicopter, primarily for service with search and rescue. This is a twin-turbine, tandem-rotor helicopter which is capable of operation from water as well as from land. These new helicopters will join the fleet of H-21s and H-34s which are already in service. The RCAF has also decided to install floatation equipment on several of its H-21

type craft. These changes will be made within the next year.

The Department of Transport is also taking part in the current face-lift. Plans are being made to purchase eight new patrol vessels: five 95-foot search and rescue patrol vessels, capable of a speed of about 23 knots, and three 66-foot craft, capable of a speed of about 20 knots. These diesel-powered craft will have a great deal of the most modern equipment on board, including radio-telephone, radar- and gyro-compass and a fire monitor. These craft will be delivered in 1962 and will be put into service with the SAR centres on the east coast, the Great Lakes and the west coast.

Pleasure craft mariners on B.C.'s crowded Gulf Coast benefited from a novel SAR training scheme for No. 19 Wing (Auxiliary) this past summer. Each Sunday afternoon or final day in a holiday weekend reserve squadron *Otters* flew a “ma-

rine patrol” on a set low-level reconnaissance route, reporting to Vancouver RCC general weather and sea conditions, concentration areas of marine craft and any signs of actual distress.

Over the past decade, the search and rescue organization has conducted an educational campaign directed at potential “customers”, firmly believing that preventive measures are better than emergency actions. An example of this type of effort to decrease the number of actual SAR incidents is DOT's tightening of small boat operators' regulations. Despite such programs, which are generally well received by the public, last year's total SAR flying increased by 1500 hours over 1959. The “new look” in SAR is designed to give increased operating capability to those dedicated men whose responsibility is the safe return of those in trouble in the air, on land or water.



* After 20 years the end of the *Canso* era in the RCAF is at hand. It was in a *Catalina* (the earlier flying boat version of the *Canso*) on 4 April 1942 that S/L (now A/C) L. J. Birchall sighted a Japanese attack force steaming towards Ceylon. Birchall was shot down, but not before reporting the size and position of the raiding force. The alarm thus raised helped to turn back the attackers.

The history of this famous flying boat began in the USA in 1935. Production of the aircraft continued for many years. First *Canso* produced by the Boeing plant in Vancouver was completed on 28 July 1942. Though production ceased some years ago, many *Cansos* are still in use throughout the world. For some, the *Canso's* demise cannot come too soon, yet many will be sorry to see the end of the old boat.

Many fine crews have flown in *Cansos* and the stories of their exploits would fill pages. Watch for a salute to the *Canso* in a future issue of THE ROUNDUP.



RCAF ASSISTS IN WAR ON FOREST FIRES

Photos by CORPORAL W. WHITEHEAD

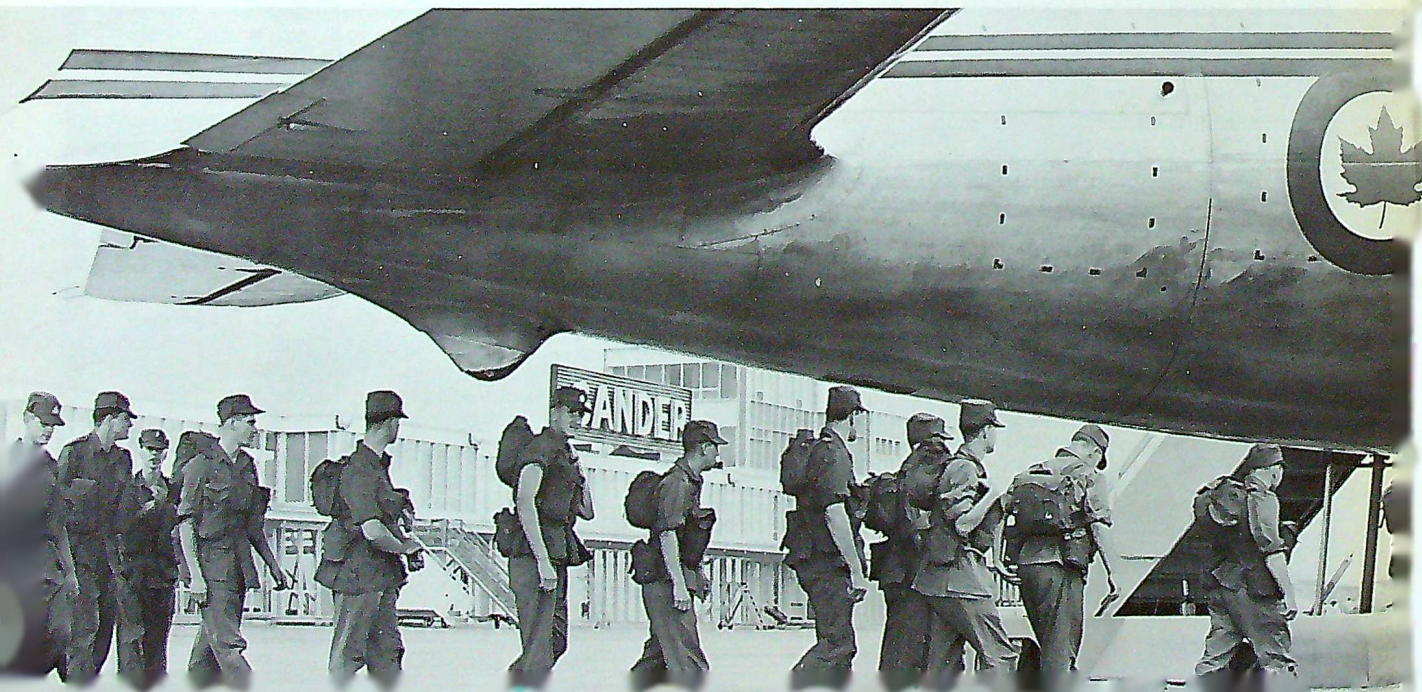
DAMAGE caused by one of the worst fire seasons in Canadian forest history might have been even more severe this year but for the work of army and airforce emergency contingents.

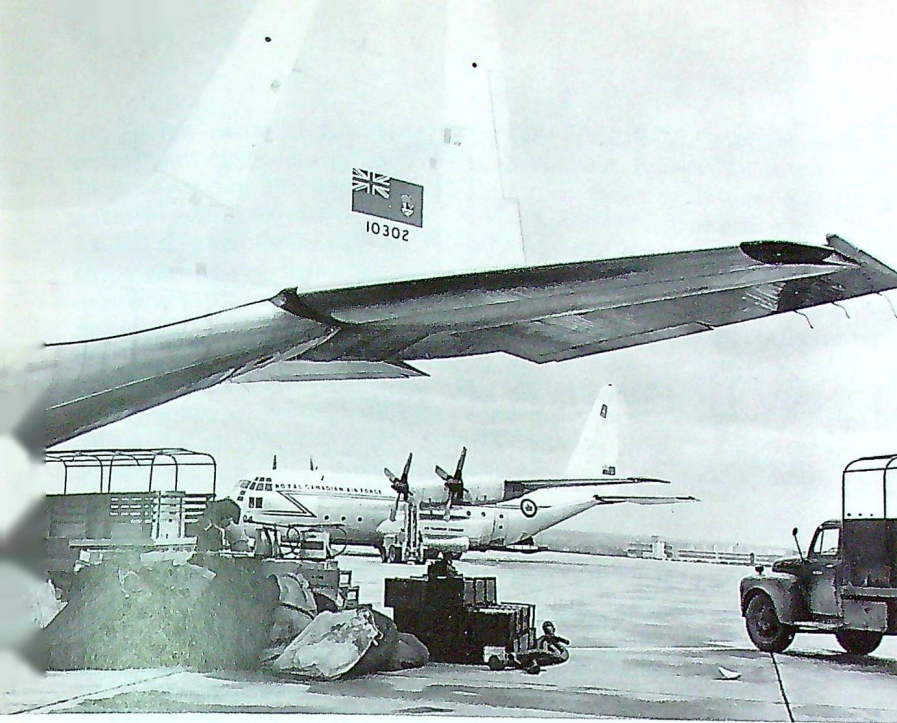
Largest co-operative fire fighting operation converged on Newfound-

land, when RCAF aircraft from Trenton, Toronto, Namao and Ottawa transported over 1000 Canadian Army troops from Valcartier and Camp Gagetown to Gander. Vehicles, baggage, field kitchens, pumps, picks, shovels and other supplies accompanied the soldiers

on a 48-hour, round-the-clock airlift. Ten aircraft were assigned: *North Stars* from the OTU and No. 426 Sqn. at Trenton and No. 412 Sqn. at Uplands; *Flying Boxcars* from No. 436 Sqn. at Downsview and the Trenton OTU; and *Hercules* from No. 435 Sqn. at Namao. RCAF

Canadian Army troops disembark from *North Star* at Gander International Airport, Newfoundland.





helicopters from Greenwood, Chatham and Trenton assisted in aerial survey, transporting fire fighters and equipment on the scene, and evacuating fire-threatened families.

Earlier, RCAF helicopters from Trenton flew to Sioux Lookout to help battle a huge fire in northern Ontario. They were used to carry vital supplies from a base camp at Lake Seoul to the firefighters. Ⓞ

Hercules aircraft disgorge firefighting and personal equipment at Gander for the use of army troops.

H-34 helicopter lifts sling load of equipment from base supply camp near Sioux Lookout in northern Ontario battle against forest fire.



F/Ls H. P. Berk and G. Monette were captain and navigator, respectively, of one of the Newfie airlift *Hercules*.

Two soldiers carry a mobile pump from aircraft on arrival at Gander.



SURE AND SWIFT

By SQUADRON LEADER W. HARRIS,
Commanding Officer, Communications Control HQ.



DURING one of the many wars that plagued early Greece, the historian and soldier Polybius described a wonderful advance in the art of communications — namely, torches. By means of this scientific breakthrough troops separated by a three-day march could, weather permitting, signal each other. While there is nothing as exotic as torch bearers on strength of the RCAF, today air force personnel can, via the RCAF's communication network, send and receive messages to any part of the world.

Located in an unpretentious brick building at RCAF Station Rockcliffe, Communications Control Headquarters (CCHQ) is an establishment responsible for the electronic lifelines that tie the far-flung RCAF together into one cohesive organization. In addition to the headquarters there are six communications units throughout Canada. One of these units, No. 4 CU, is located in the same building as the CHQ.

During the middle 1930s the RCAF was a relatively small force and its communication requirements were easily handled by a few specialists. When the Second World War began the need for rapid communications mushroomed and dependence on a hand-operated morse code system would no longer suffice. By the time the war ended an elaborate network, interlocked with Canada's

Allies, had evolved. In 1950 a trial period of a tri-service communication network was attempted but, owing to the tremendous volume of traffic and the different requirements of each service, the experiment was ended in 1955 and the services formed their own networks. They still, however, can send messages through each others' networks when necessary.

Today the RCAF's communication relay network has facilities at 80 air force formations, ranging from the largest station in the RCAF (Greenwood) to the smallest unit

(a two-man movements detachment, Dartmouth). To handle the communication requirement for the RCAF a virtual river of messages passes through No. 4 Communication Unit at Ottawa, which is the central relay point. On a busy day 10,000 messages pass through the unit and 100,000 messages a month, requiring almost one million transmissions, is not an unusual work load.

Message traffic through the CU covers a wide spectrum of activities and may consist of anything from a single word signal up to the longest message ever sent over the air force network: the entire terms of agreement when Newfoundland joined Canadian confederation in 1949. That mammoth message took almost seven hours to transmit. Classified messages are handled in a manner which will ensure security of the contents. This is done in either of two ways; first, by sending them in code or, second, by garbling them in transmission. A special requirement which came about as the result of Air Materiel Command's acquisition of an electronic computer is the handling of stock adjustment and issue orders. A special data machine is hooked up which will accept punched cards. Approximately 140,000 of these cards a month are sent over the network to and from supply depots.

The mainstay of the RCAF's communication network is the teleprin-

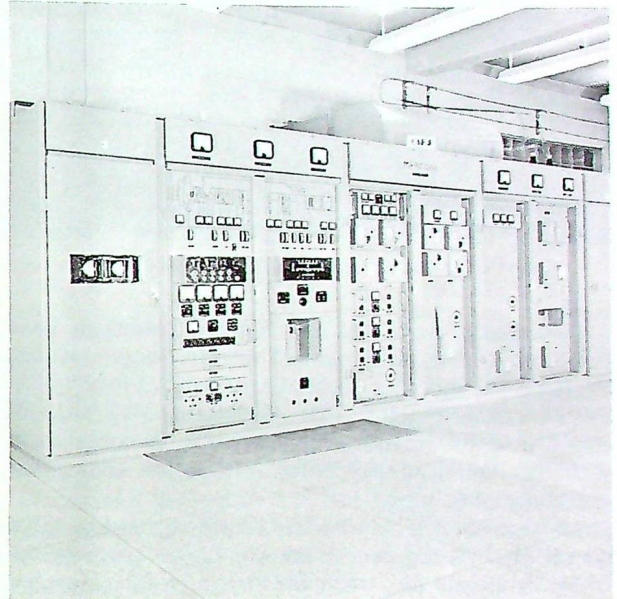
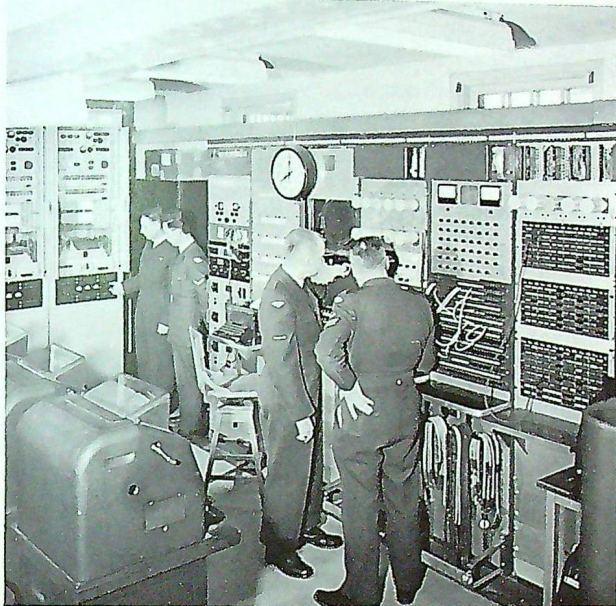


ter. In one room of No. 4 CU 30 teleprinters clatter away constantly 24 hours a day 365 days a year as narrow perforated strips of paper are fed through the machines. These strips are passed from the various receiving to the appropriate sending machines. Occasionally, the usual din of the tape relay centre is augmented by the clanging of a bell and illuminated by a blinking red light as a flash or emergency message is received. On these occasions the

item in the RCAF's communication menagerie is the Telex. At first glance this machine appears to be just another teleprinter with a dial telephone hooked onto it. But it is the dial that makes the difference. Using a special directory the way a person would use an ordinary telephone book, an operator can look up the number of any teleprinter in North America, dial that number, then his machine will deliver its message to the selected destination.

Gan (a small island off the coast of Ceylon), then to the British Protectorate of Aden and, finally, to the UK.

Normally, messages destined for overseas go through two satellite units of CCHQ, a transmitter site at Manotick and a receiver site at Navan. These two small components are located in farming country about 15 miles apart and about 20 miles from RCAF Station Rockcliffe. Because of Rockcliffe's loca-



Circuit control point is the "heart" of No. 4 CU at Rockcliffe.

Single side band transmitter for overseas messages is at Manotick near Ottawa.

normal traffic is interrupted as the high priority message is hurried on its way. The communication units, however, do not believe in placing all their eggs in one basket. If the teleprinter circuit breaks down there are alternative ways to get the messages to their destinations.

If a temporary snag develops in the land-lines, messages can be delivered through the RCAF's radio network. The Army and Navy are also willing to help out with their networks and, if the requirement is urgent enough, commercial telegraph can be used. Another useful

When it comes to sending messages across the Atlantic to RCAF units overseas, trouble comes regularly in the form of the picturesque northern lights. While nice to look at, the aurora borealis plays havoc with radio reception. However, the RCAF's communication personnel have an answer for this problem as well. When ionospheric conditions cause a radio blackout between Canada and England messages are sent "via the backdoor". This consists of teletyping the signals from Ottawa to Vancouver, radioing them to Australia, then to Singapore and on to

tion in a low-lying area, which inhibits radio transmissions, trans-Atlantic messages start off in this roundabout fashion.

From No. 4 CU the messages are sent by land-line to Navan, by microwave to RCAF Station Uplands, then to Manotick and from there by radio to the UK. As a backup to their own facilities, the RCAF's communication network is permitted to use, at regular intervals, the Department of Transport's overseas cable to England. Because of the uncertainty of overseas transmission an error correction machine is util-

ized. This machine guarantees that messages will be entirely correct. As each letter of each word is transmitted from Canada the teleprinter in England renders acknowledgement. If the machine at the Canadian end does not receive a correct acknowledgement it will stop, repeat the last character sent and wait again. If correct acknowledgement is still not received the character will be repeated as many times as necessary until its reception is verified. Although this slows down transmission of messages it does guarantee their complete accuracy, a matter of prime importance.

Through its integration with the RAF and the USAF networks messages originating in Canada can be sent to almost any country in the world.

One facility provided by the air force communication system which is much appreciated by aircrew is the ground-to-air service. A maritime aircraft on patrol off the coast of Canada, a search and rescue aircraft on a mercy mission or a transport aircraft flying over the barren lands of northern Canada all can radio messages and have them relayed to any point they desire

because of the existence of the communication network.

Telecommunication personnel work quietly behind the scenes. Throughout the RCAF thousands of messages are written daily but few people give a thought as to how they will be delivered. This in itself is a tribute to the men of the communication network who devote their career to ensuring that the RCAF's electronic lifelines are always operational and that messages entrusted to their care will be delivered as expressed by the RCAF's Communications Relay Network's motto, "Sure and Swift". ©

CANADIAN FIGHTER ACES INVITED TO JOIN GROUP

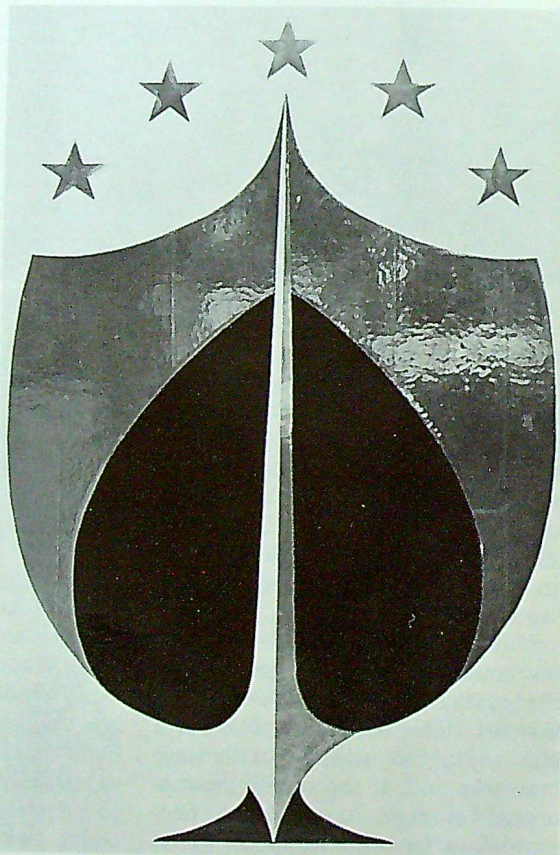
Two world wars and the Korean campaign have produced a wide assortment of veterans' organizations. Probably the most exclusive of servicemen's fraternities, the American Fighter Aces Association (AFAA), recently held its second annual reunion in conjunction with the American Air Force Association convention in Philadelphia.

An "ace" is a pilot who has shot down five or more enemy aircraft. To the AFAA any fighter ace, whether friend or former foe, is eligible to join. A German aces' group has affiliated with the AFAA and it is hoped that individual aces from Canada and Japan will follow suit. The Association is a fraternal group with an educational mission. Through an extensive educational and scholarship program it hopes to acquaint the public with aerospace concepts, to inspire patriotism and set a high example for youth.

A statistical item of interest to Canadians is the fact that, on a per capita basis, Canada has produced more fighter aces than any other nation.

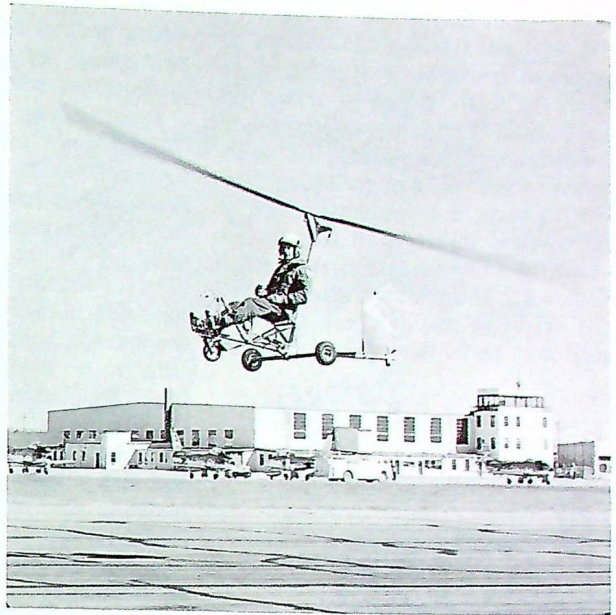
Canadian aces interested in obtaining more information are invited to contact the AFAA's vice-president, Commander Eugene A. Valencia, USN, Director of Civil and Internal Relations, NORAD Office of Information Services, Ent Air Force Base, Colorado, USA.

The American Fighter Aces Association insignia has five stars to represent the symbol and requirement of an air ace. A black ace is superimposed on a gold shield. The monument through the centre is in dedication to those lost in aerial combat.





LAC W. McCorquodale and his contraption.



Up he goes when the tow-car reaches 25 mph.

DO-IT-YOURSELF FLYING MACHINE

By LEADING AIRCRAFTMAN A. G. MATON

AT SEVERAL stations throughout the RCAF airmen who are so inclined spend their off-duty hours in flying club or privately-owned light aircraft. But at RCAF Station Chatham a privileged few now get airborne in a most unique way — via an autorotative kite.

While stationed with the RCAF's Air Division in Europe LAC W. McCorquodale became interested in rotary wing aircraft when he saw a one-man helicopter at the Science Museum in London. After returning to Canada he decided to build a similar machine for himself, making it his personal winter works project.


The first step was the collection of the specified materials. This proved to be the most difficult task, because most of the people approached, from hobby-shop steward to junk-dealer, had been canvassed in previous years by persons wanting to build aero-

planes and rockets of various improbable designs and purposes. Consequently, a request for help or price reduction from a person whose explanation was that he "wanted to build a one-man autogiro kite", was greeted with the derision reserved for cranks and crackpots! Determination triumphed, however, and gradually these sceptics were turned into reluctant allies, and later into enthusiastic well-wishers.

After the materials were collected construction proceeded quickly. The giro-glider consists of three main parts: the airframe, the rotor, and the rotor head, of which only the latter required accurate machining. Apart from this operation, which was carried out on a lathe, the machine was completely manufactured in the home basement. The airframe was constructed from aluminum tubing and angles. The rotor

blades took two weeks of evenings to construct, and final assembly time for the whole craft was five evenings.

When late spring brought good weather to RCAF Station Chatham, LAC McCorquodale and his "flying armchair" became airborne. With a friend driving the tow car, McCorquodale tied his giro-glider to one end of a 50-foot rope and climbed aboard. When the car's speed reached 25 mph the giro-glider took off and began climbing. Many successful hops have taken place since the inaugural flight and several airmen are in the process of being checked-out.

According to Department of Transport regulations the craft is officially known as a large kite but LAC McCorquodale has plans for developing his prototype into a true autogiro by installing an engine with a pusher propeller or, alternatively, mounting smaller engines onto the rotor assembly to produce a helicopter. 

WHEN considering the subject of military pensions it is natural to think of cash payments based on long and worthy service providing financial security during the years when, freed of responsibility, one can sit back as an armchair critic of all matters military. In this social-security conscious era, it comes as somewhat of a shock to suggest that the origin of to-day's military pension may lie in the right of plunder

which was once the unquestioned prerogative of the mercenary or professional soldier.

In early times, when the profession of arms was a lowly-held occupation undistinguished by the patriotic motive of a later day, the mercenary's recompense generally consisted of his food and keep. But in those days the recruiting officer could also offer the tantalizing inducement of the spoils a conquering army might reap in the towns and cities of the foe. This standard form of reward for military service seems to have continued well into the 1700s when national standing armies gradually replaced the mercenary bands of feudal times.

A notable exception to the foregoing, which appears to be the direct antecedent of the present mil-

itary pension, arose because loot was only available during military campaigns on enemy territory. For many years the Roman Empire maintained the "Pax Romana" without recourse to conquest and pillage. Gibbon tells us that between the years 96-180 A.D., "Regular pay, occasional donatives, and a stated recompense after the appointed time of service, alleviated the hardships of the military life."* It is also of historical interest to read that the veterans of Pompey's campaigns were granted land and slaves and a maintenance allowance for long and faithful service. These earliest pension schemes disappeared with the fall of the Roman Empire and did not re-appear until comparatively recent times.

With the establishment of national

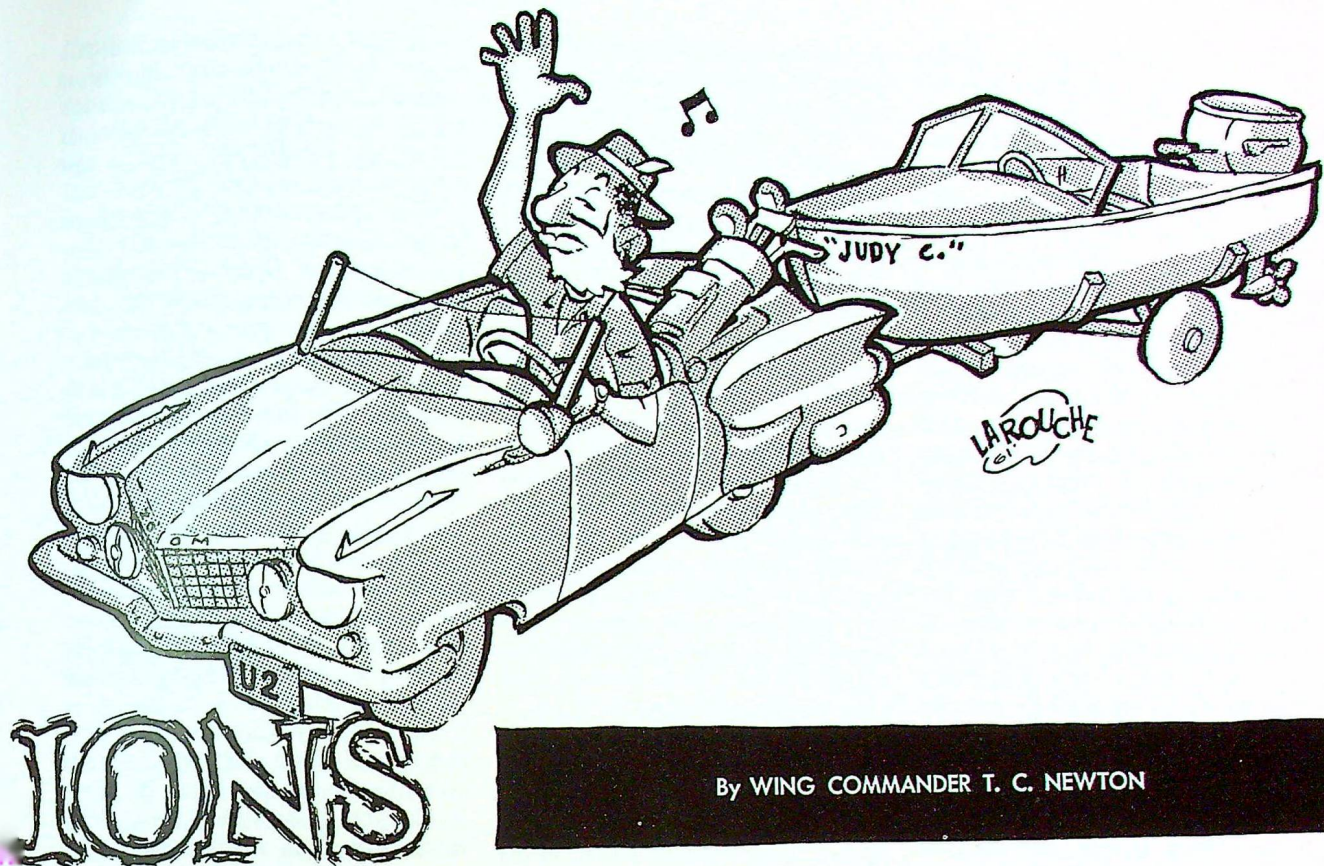
from PILLAGE to PENSION



standing armies and, of necessity, the creation of regular pay scales and compensation which could be applied equally in times of peace or war, governments gradually turned to the provision of cash pensions for their military veterans. It is the intention of this article to tell you briefly about our RCAF pension plans and certain other benefits which accrue at the end of service.

Generally speaking, pension schemes may be divided into two groups—contributory and non-contributory. There are two such schemes provided for Canadian servicemen, one in each group. The earliest pension scheme, first constituted by statute as the Pension Act of 1919, has continued with only minor changes to the present day. This Act provides protection to all

* "The Decline and Fall of the Roman Empire" — E. Gibbon.



By WING COMMANDER T. C. NEWTON

IONS

Canadian servicemen without election or contribution and every serving member should be aware of its benefits.

THE PENSION ACT

The Pension Act is administered by the Canadian Pension Commission under the Department of Veterans' Affairs and in peacetime provides benefits in respect of injury or death directly attributable to military service. It follows, therefore, that disability or death resulting from natural or accidental causes not directly arising from such service is not a qualification for benefits under the Pension Act.

When eligibility has been established to the satisfaction of the Canadian Pension Commission the individual will receive a pension based on the percentage of disability incurred, and this is subject to a

periodical medical review. In the event of death from service causes, a widow's pension would be \$1,656 per annum for all ranks up to and including group captain with additional sums for each child, varying from \$384.00 to \$648.00 per annum according to the number of dependent children. It should be mentioned that a pension under the Pension Act is not subject to either Income Tax or Estate Tax.

In addition to having this protection in the event of disability or death, each service member also participates in a contributory scheme designed to provide a retirement income or a substantial gratuity on cessation of service. The type of plan varies according to the member's terms of service and, to some extent, his personal preference in the past when he had a choice between plans. The three types of contribu-

tory plans administered by the Department of National Defence are:

- (a) The Defence Services Pension Continuation Act (DSPCA)
- (b) The Canadian Forces Superannuation Act (CFSA)
- (c) Deferred Pay Regulations (QR Air) Chap 206.

THE DEFENCE SERVICES PENSION CONTINUATION ACT

Part III of the Militia Pension Act (later incorporated into Parts I to IV of the Defence Services Pension Act and now known as the Defence Services Pension Continuation Act) was passed in 1928 to provide members of the RCAF for the first time with an annuity scheme. This act applies primarily to those who were enrolled prior to September 1939 and subsequently all such personnel have been provided with an oppor-

tunity to transfer to the CFSA.

At the time of writing there are only 78 officers and NCOs remaining under the DSPCA. These were members of the Permanent Active Air Force prior to September 1939 who continued under the DSPCA in preference to transferring to the Canadian Forces Superannuation Act. Under the DSPCA warrant officers and officers are required to pay pension contributions at the rate of 5% of their pay and allowances, whereas those of lower rank make no contributions. Upon reaching compulsory release age, all ranks are eligible for pension benefits, but in the event of death (and here is a major difference between this older act and the CFSA) the pension benefits are not extended to widows and children of personnel below the rank of warrant officer, whereas under the CFSA dependants of all ranks are eligible for this extended benefit.

Over the years, the provisions of this act have been explained in detail to the few members now affected and it is not necessary to elaborate further here. The great majority of RCAF personnel are subject to the provisions of a more recent scheme, the CFSA, and indeed anyone, other than an officer appointed for a "fixed term", who has enrolled in the Regular Force since 31 Mar 46 is automatically subject to this latter act.

THE CANADIAN FORCES SUPERANNUATION ACT

Contributions equal to 6% of total pay and allowances are required from service members subject to the CFSA. The government more than matches this by contributing the equivalent of another 10%. This government support, coupled with the generous benefits available, makes the CFSA one of the most attractive pension schemes available anywhere.

Under the CFSA the term "annuity" is used in place of the more

familiar word "pension" but both have the same meaning. An annuity under the CFSA is calculated on 2% or 1/50 of the average pay and allowances over the best six consecutive years of a contributor's pensionable service multiplied by the number of years' service to a maximum of 35.

Under this act you have the privilege of counting towards your pensionable time certain types of previous service in the Navy, Army or Air Force of Her Majesty, in addition to service in the Public Service of Canada and the RCMP. This "elected pensionable service" can be used to compute the amount of an annuity or other benefit you may receive but cannot normally be used to "qualify" for an annuity. It is important to know this distinction between "qualifying service" and "elected pensionable service".

Normally, in order to qualify for payment of an annuity on retirement, you must complete a minimum of ten years' service in the Regular Forces. The exception is that, in the event of death or upon retirement for medical reasons, certain types of elected pensionable service can be included as qualifying service, and if the combined time totals ten or more years, you will be eligible for an annuity or, in the event of death, your widow and children would be eligible for an annual allowance.

For a member who does not serve until reaching the compulsory release age for rank, there is provision whereby an officer who retires voluntarily may be awarded a reduced annuity if he has served in the forces for at least 10 years and less than 25, but only if the Treasury Board approves the Minister's recommendation that such retirement and the award are in the "public interest". However, if the officer who retires voluntarily has over 25 years' service in the Regular Forces* he becomes entitled to a reduced annuity without this requirement of higher ap-

proval. The term "reduced annuity", by the way, means the annuity is reduced by five per cent. for each full year by which the member is below the compulsory release age for his rank at the time he retires.

An airman also may retire voluntarily under the same conditions as an officer and likewise receive the same reduced annuity benefits subject to the same approval. However, for an airman the reduced annuity becomes an entitlement without reference to the Treasury Board once he has served in the forces over 20 years and less than 25. On the other hand, if he retires voluntarily after serving for more than 25 years in the Regular Force, the airman becomes entitled to a full annuity. In all other cases of voluntary retirement, either of an officer or airman, the only benefit payable is a refund of his contributions.

So there will be no misunderstanding it must be stressed that voluntary retirement after 10 years in the forces does not necessarily carry with it an entitlement to an annuity. If the service is less than 20 years for an airman or below 25 years for an officer, the Minister of National Defence and the Treasury Board must approve the retirement and the annuity as being "in the Public interest". Such approval is rare indeed.

It is of interest to know the provisions which are made for the event of death. If the individual has not become matrimonially involved, all the contributions he has made under the CFSA are transferred to the Service estate and disbursed in accordance with the terms of his Will. In the case of a married person who has served for ten or more years, the widow becomes eligible for an annual allowance equal to one-half of

*Elected service (such as NPAM, Special Reserve, RCMP, Public Service, etc.) cannot be counted towards this 25 year requirement, although all types of approved and elected service such as those mentioned are included when computing the amount of annuity payable.

the annuity that would have been paid had the individual been retired at the date of death. In addition, each child under eighteen years of age would be eligible to one-fifth of the widow's annual allowance up to a maximum of four-fifths of the widow's allowance for four or more children. There is a restriction here that the combined amount payable to the widow and children cannot exceed 90 per cent. of the annuity to which the individual would have been entitled had he been retired at the date of death. Should there be children only surviving, then each child under the age of eighteen would be entitled to receive two-fifths of the allowance which would have been paid to a widow provided that in total this does not exceed 80 per cent. of what the individual's annuity would have been at the date of death. In the case of a married man with less than ten years qualifying service, the widow is entitled to a return of pension contributions or a Cash Termination Allowance, whichever is the greater. A Cash Termination Allowance in this instance means an amount equal to one month's pay and allowances for the rank held at time of death for each year of pensionable service.

A significant point to remember here is the effect of Provincial Succession Duties and Dominion Estate Tax on the allowance payable to the widow. Such an allowance, for the purpose of succession duties and estate tax, is capitalized at the time of death. This means that the value of this allowance in relation to the life expectancy of the widow according to her age at the time, is established and this amount included in calculating the value of the estate for Succession Duty or Estate Tax purposes. To illustrate the effect of this capitalization, an annual allowance of \$1,200.00 payable to a widow at age 37 would increase the value of an estate by approximately \$22,000.00. Because of the many factors

involved in this complex subject, it is merely pointed out as a consideration for estate planning purposes.

DEFERRED PAY REGULATIONS

An officer appointed to a short service commission, either immediately on enrolment, or from the ranks after 1 March 1960, is subject to the Deferred Pay Regulations and cannot come under the CFSA until such time as he may be granted a permanent commission.

Deferred Pay is withheld at the rate of six per cent of pay and allowances and if the officer's commission is later made permanent, the amount withheld is transferred to the CFSA account to pay in full for his short service period. This period then becomes "qualifying time" for purposes of an annuity under the CFSA.

When an officer is released upon the completion of a fixed period of service, he is entitled to a refund of the amount of Deferred Pay withheld, and, in addition, to a gratuity equal to one month's pay and allowances for each year served as a short service commissioned officer.

In the event of death, if single, the same rules apply as under the CFSA—that is, all Deferred Pay deductions are transferred to the Service estate and disbursed in accordance with the terms of the Will. However, if the officer was married and had served for one year or more, the widow would be entitled to a gratuity equal to one month's pay and allowances for the rank at the time of death for each year he had served, and, in addition, all Deferred Pay withheld would be refunded.

SUPPLEMENTARY DEATH BENEFIT PLAN

The Supplementary Death Benefit Plan came into being in 1955 to provide limited life insurance coverage at low cost, and it applies to all officers and airmen except those who specifically requested to be excluded at the time it was introduced. It was

never intended to replace the need for other insurance protection but rather to afford at least a minimum coverage in the event no other insurance was held. The plan comes under the Public Service Superannuation Act and provides protection of \$3,000 for FS's and below at a premium of \$1.20 per month and \$5,000 for higher ranks at a premium of \$2.00 per month with the premium being painlessly deducted from pay.

An individual who, on release from the Service, is entitled to a pension or an annuity, may have his protection under this plan continued, and arrangements are made for premiums to be deducted from monthly pension or annuity payments at the same rate as applied while he was in the Service. Upon reaching age 61, both coverage and premiums are reduced each year until at age 69 all premium payments cease. The individual is then left with a fully paid-up policy for \$500 which became effective at age 65 and continues in effect for life.

In accordance with the basic purpose of this plan, benefits are paid promptly—usually within 24 hours after the notice of casualty. This insurance, therefore, provides immediate cash when it is most needed.

WHEN YOU RETIRE

You may be interested in knowing something of how you are looked after financially when, with final clearance papers signed, you proceed on retirement leave. From this point your final months of pay, as well as your subsequent pension or gratuity, are handled for you by the RCAF Pension Section under the Chief of Finance at AFHQ. From this office you are provided with complete information to show how your pension or other benefits have been computed and what deductions must be made. The most common deductions are for arrears of pension contributions, SDBP premiums and income tax, both a pension and also a

gratuity are (alas) subject to this tribute. The annuity is paid by cheque from Ottawa and is mailed monthly in arrears to the address requested. If this address is the individual's residence outside of Canada, he can be informed about Canadian income tax implications from the local taxation office of the Department of National Revenue.

At time of writing there are over 1500 persons receiving pension cheques each month. These are not only retired officers and airmen but also widows and children of former members. These payments come to a sizable total of over \$2,615,000.00 each year. The first pension payment

to a member of the RCAF was made in June 1935, when a flight lieutenant retired from the Service only seven years after the applicable act came into force. This pensioner is still enjoying these benefits after interrupting his retirement to serve in the Air Force during the period 1939 to 1945. During the current year it is anticipated that some 300 more personnel will reach compulsory retirement age or be retired for other reasons and receive pensions or annuities under the DSPCA or CFSA.

The information in this article is necessarily condensed and simplified and it should not be considered as legal interpretation of the various

acts and regulations or of the benefits which may accrue under the many and varied circumstances of service or release. Readers seeking more detailed information are referred to "The Digest of the Canadian Forces Superannuation Act and Other Terminal Benefits", and, if there is a specific problem, the Unit Accountant Officer can always be called on to assist.

From ancient pillage to modern pensions covers a vast span of our civilization. While the reward of a pension can never become the purpose of serving in the Air Force, it does contribute to that feeling of security so vital to a good working climate. ©

VANCOUVER'S DAWN PATROL MARKS SILVER ANNIVERSARY

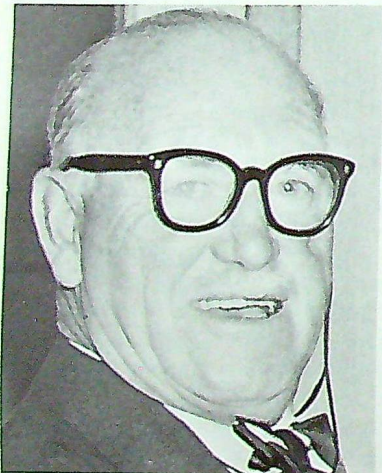
THE Dawn Patrol takes off for the 25th successive year in Vancouver at 0730 hours this 11 November. Essentially a solemn tribute to our fallen comrades of two world wars, the pre-breakfast rally has achieved

some degree of notoriety as one of the most novel Remembrance Day get-togethers in Canada. Over the years, "crews" participating have been strictly limited to those who are members of the Air Force Offi-

cers' Association or serving officers in uniform.

Although best known in some circles for its sponsorship of this annual event, the Air Force Officers' Association of Vancouver has built an admirable record of achievement in several fields during the past quarter century. Formed in 1936 by a group of RFC, RNAS and RAF veterans, the association naturally

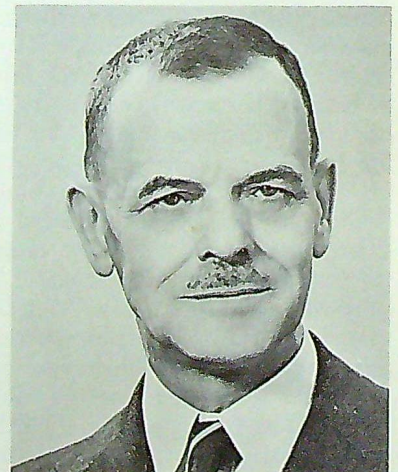
A. W. Carter
Air Cadet League past-president.



A. H. Wilson
1961 AFOA president.



H. E. Freeman-Smith
Perennial secretary.



attracted many ex-RCAF officers after the Second World War. Accordingly, in 1944 the original name, RAF Ex-Officers' Association, was changed to its present one.

President during this silver anniversary year is A. H. Wilson, who was CO of No. 111 (Aux.) Sqn., RCAF, before the war and retired from active duty after the war with the rank of group captain. Secretary and treasurer are H. E. Freeman-Smith and V. R. Clerihue, respectively, both of whom have served in these posts for many years.

In 1940 the association, assisted by other patriotic citizens of Vancouver, organized what was termed the Air Supremacy Drive. At that time an elementary flying training school was being organized at Sea Island. A financial "parcel" for the drive was set at \$7,500, the approximate price of a *Tiger Moth*. Many individuals, companies and organizations bought the "parcel", some took a half parcel, others lesser amounts. Excellent support was given by radio stations and newspapers and a total of \$140,000 was thus raised and turned over to the Receiver General of Canada. Donors of \$7,500 were allowed to have their name, trade mark or crest painted on an aircraft at the EFTS.

When the Air Cadet League of Canada was established in 1941 members of the association formed the core of the British Columbia committee. Two of its members have been national presidents of the League. Many others have served — and still do — on the provincial and local sponsoring committees, and on air cadet squadron staffs. The association itself contributes annually to the financial needs of the air cadet movement in B.C.

Another annual event which has endured through a quarter century is the association's formal mess dinner, called the Birthday Party, held each 1 April. Originally known as the Amalgamation Dinner (com-

AT THE ANNUAL MEETING OF THE R.A.F. EX-OFFICERS' ASSN. TREASURER **VIC CLERIHUE** OLD TIME R.F.C. PILOT RENEWED THE ANCIENT FRIENDLY FEUD BETWEEN THE R.F.C. AND R.N.A.S.

ABOUT 75 AIRMEN ATTENDED THE BANQUET AT JERICHO GOLF CLUB.



THE CASE FOR THE R.N.A.S. WAS UPHELD BY FLT.-LT. **GUY SYMONDS**



R. A. NEWMAN ENJOYED THE FRAY



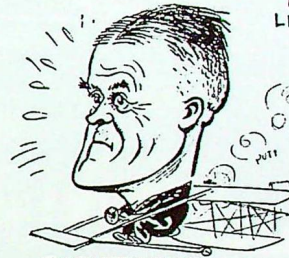
CHAIRMAN WAS **STEVE PLUMMER** ASSN. PRESIDENT



R. E. STANFIELD WILL LIKELY BE THE NEW PRESIDENT



STREAMLINED **STAFFORD BYRN** WAS AN INSTRUCTOR DURING THE LAST WAR.



BOB FELLOWS, R.A.F. PILOT FLEW "BOX-KITES" WAY BACK IN 1911



JACK MARTIN FLEW R.E.8'S IN THE GREAT WAR.

Cartoon appeared in THE VANCOUVER PROVINCE in 1942.

memorating the formation of the RAF from the RFC and RNAS in 1918), it now also marks the RCAF's creation on the same date in 1924. An outstanding birthday party was held in 1957 when all the surviving original RCAF permanent force officers were invited guests. About half of the 45 then living (out of the original 62) were present. Air Marshal C. R. Slemon, then chief of the air staff, was the main speaker.

This September, as part of the Battle of Britain Sunday program, the RCAF ensign was presented to Christ Church Cathedral in Vancouver on behalf of the association by A/C A. H. Hull (ret.). By coincidence, that same day his son, G/C A. C. Hull, was in charge of the RCAF parade in Ottawa at the Commonwealth Air Memorial and, later, at Christ Church Cathedral in that city.

THE TRAIL OF THE COMET

By FLIGHT LIEUTENANT R. J. MACLEOD, DFC

THE BRIEFING had been very complete. All available intelligence information had been given and the weather carefully forecast. The target, we were informed, was of great importance and had to be put out of commission at all costs. We were soon to find out just how high the cost would be.

I was a Canadian flight sergeant in the RAF, serving as a navigator-bombaimer with No. 107 Medium Bomber Squadron. Our squadron was equipped with *Boston* aircraft, well suited to our role of low-level daylight operations. On 27 August 1943 we had the task of destroying the power station at Gosnay, France, which was the only installation supplying power to a large segment of the countryside. Naturally, the Germans weren't going to take too kindly to our activities. We would have a fighter escort covering our withdrawal, but we still had to get there on our own.

Our six *Bostons* crossed the coastline flying "on the deck", hedge-hopping over trees and actually checking the time with church clocks in little towns as we roared through. Flying in echelon starboard, I pinpointed my way across the countryside as we raced towards our objective. Overhead a number of *Focke Wolfe 190s* were climbing to attack a formation of *Flying Fortresses* when they suddenly decided we were easier prey. They made a head-on attack. Somehow we all escaped unharmed but, as we neared the target, heavily concentrated anti-aircraft fire opened up on us.

Meanwhile, the *FW-190s* had

wheeled around and were lazily circling like vultures, waiting for any survivors of the anti-aircraft barrage. On final with bomb bay doors open and only seconds to go, one of the *Bostons* took a direct hit. It disintegrated. The aircraft behind it flew into the debris and it, too, exploded. Now it was our turn.

We had taken a number of hits and our port engine was barely ticking over but we were still airborne. Bombs away, we streaked for home taking as much evasive action as is possible in a medium bomber with only one serviceable engine. Then, down came the vultures. The first *FW-190* blasted away an aileron. The second, not to be outdone,

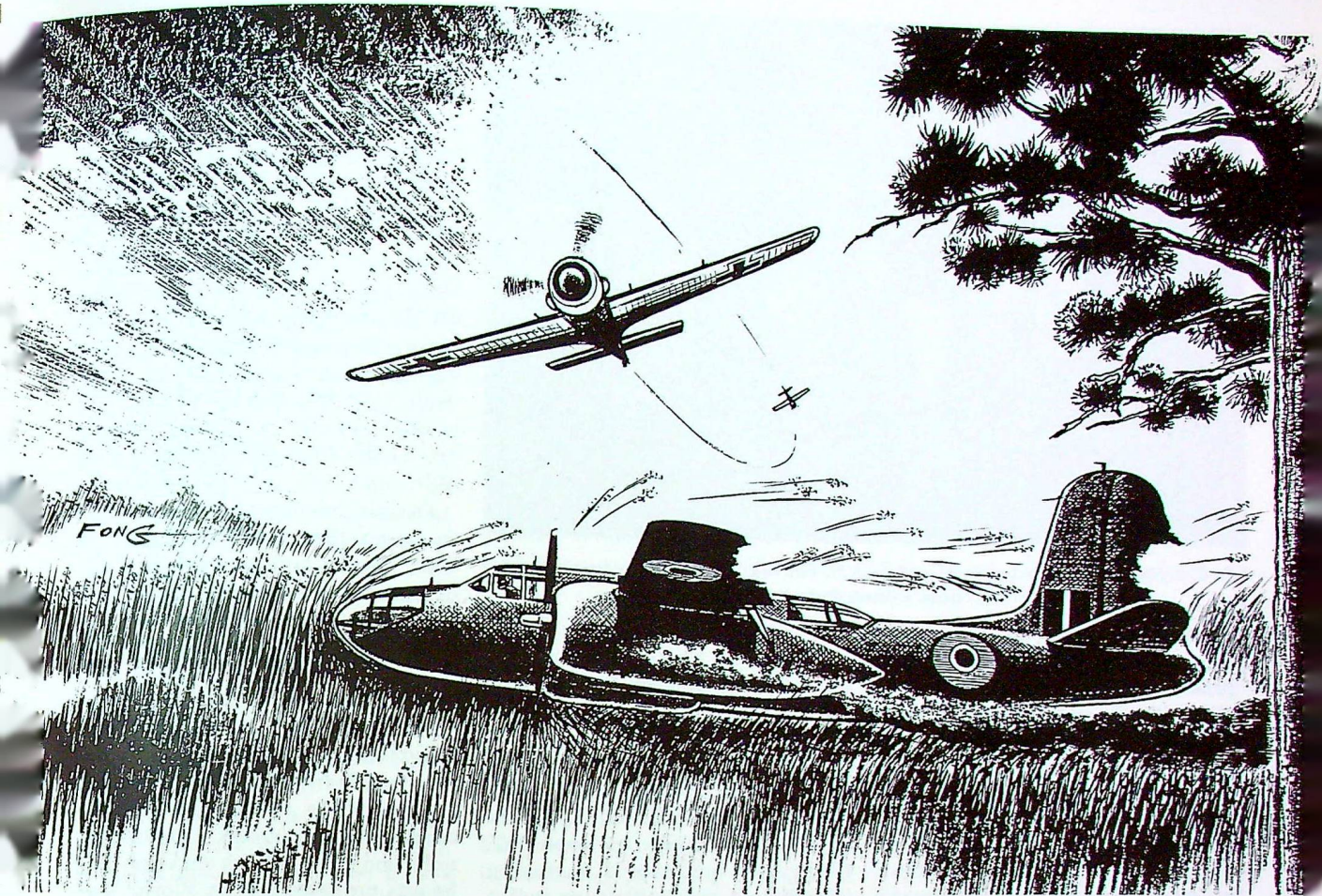
shot off a big piece of our rudder while the third did his bit for the Fatherland by pumping us full of holes. It was just a matter of time. The skipper cranked our disabled bird into a tight evasive turn but it proved to be too much. With one aileron gone the *Boston* tried to roll over on its back out of control. It was the end of the line. For the third time during our tour, F/O James Allison's skill at crash landing saved our lives. Our skipper made a perfect belly landing in a grainfield. Six *Bostons* had set out on the raid; three would fail to return.

I was first out through the emergency hatch, hotly pursued by the pilot and the two air gunners. We threw our parachute harnesses and Mae Wests into the aircraft, then destroyed it by throwing a one-pound incendiary bomb into the fuel tank. The aircraft went up with a roar sending tracer bullets sizzling off in every direction. While this man-made volcano was erupting we went pounding across the field under the amazed eyes of four farmers. As we disappeared into a wooded ravine the farmers casually went back to work as though burning aeroplanes, exploding ammunition and fugitives on the run were all a normal part of the country scene.

As we hid in the ravine watching the *Boston* being consumed by the flames our morale seemed to ebb away in cadence with the melting aircraft. On 16 previous occasions the old bird had carried us into battle and safely home. Now, it was vaporizing in the searing heat. How-

The author today.





"Our skipper made a perfect belly landing in a grainfield."

ever, there was no time for meditation; we had to make plans for escaping. We decided to split into pairs and travel by night.* We drew straws to see who would go with whom. I got one of the air gunners and the pilot the other. We shared a last cigarette together, shook hands, and with high hopes for a reunion back in Old Blighty, we went our separate ways. It was a strange feel-

* Normally we flew as a three-man crew but on this occasion we had a fourth man along, F/O "Skeets" Kelly who was a member of a film unit. He had come along on the trip to get some action shots for newsreels. He got the shots he wanted but naturally they went up in smoke along with the aircraft.

ing to say good-bye under such circumstances. An hour before we had been a four-man team, now we were so many wanted men, deep in enemy-held territory and about to start off on an unknown adventure.

My partner, F/O Norman Fairfax, and I set out in a southeasterly direction walking across fields. We ran into a rural obstacle which I had never encountered in Canada — high, almost insurmountable fences. After several hours of zigzagging our way across the landscape Norman said he wanted a drink. There was a herd of cows in the field we were crossing and, since I was a farm boy from way back, I assured

him I could fill his request. I had Norman lie on his back near the cow then I proceeded to milk bossy, squirting the milk into his open mouth. It was a case of direct service from factory to customer!

By three o'clock in the morning we were exhausted. We had probably covered only about six or seven miles as the crow flies but we hadn't been flying. We had been stumbling around in the dark, making numerous detours and countless backtracks because of those impenetrable fences. It was time to rest. We climbed onto a convenient haystack and fell asleep. It seemed as though we had just dozed off when we



FS R. J. MacLeod, F/O J. Allison and F/O N. Fairfax. This crew photo was taken 11 days before their crash.

heard talking and laughing. The sounds were coming from a nearby village which we decided to reconnoitre. As we crept up to the back of the houses we noticed that they all had telephone wires so we surmised that they must be the homes of wealthy collaborators. Such was not the case, as we found out later; the houses were all wired simply because that rural area of France was completely electrified. We had no way of knowing that at the time, of course, so discretion being the better part of valour, we took off for faraway places.

Some time later we decided to approach an isolated farmhouse and ask for help. It was still very early in the morning and there was no one about as we cautiously made our way through the barnyard. Suddenly, an old man came out of the house to feed the chickens. Norman let out a whistle to attract his attention and the old man went rigid with fear. In my best schoolboy French I attempted to explain our position and to solicit his help but to no avail. He suspected that we were Germans trying to catch French-

men who were helping downed allied airmen. He did, however, invite us into his house for a glass of wine and a glass of beer. While we were grateful for the beverages we would have been happier to receive food. As it was obvious our presence wasn't appreciated, we soon left. Going out the door I noticed a calendar on the wall which had a map of the Pas-de-Calais area. The old farmer gave it to us and it proved to be very useful as all the local towns and villages were named and the roads marked.

We started down the road as hungry as ever, deciding once again to try for some food. About one-half mile away we came to another farm house where a woman was doing her chores. We told her who we were and asked for a meal. The old woman was very suspicious and asked us a multitude of questions. Her daughter came out of the house to help in the inquisition. Then the two of them engaged in a rapid-fire conversation which boiled down to the basic question: were we or were we not "stool pigeons"? It was amazing how our status had changed so

drastically in a few hours. The day before we had been respected citizens in our RAF community, now we were a couple of unwanted itinerants. It was all a bit demoralizing. Our encounter with the two suspicious ladies was a total loss. They did give us a piece of black bread, which we took into the woods to eat, but it was worse than useless. Hungry as we were, we just couldn't eat the foul-tasting thing. Then, to make our day complete, rain came down in torrents and we were thoroughly soaked. We were beginning to think that the adventure of evading wasn't what it was cracked-up to be.

Deciding to make a third contact, we approached a milkmaid and related our by now oft-repeated tale of woe. We reached an appreciative audience. The milkmaid gave us fresh milk to drink and promised to get us some civilian clothing that evening. But we never kept the appointment. While we waited in the woods for the rendezvous with our new-found friend an elderly man came shuffling along a path. As he came closer we noticed that he had only one arm and we decided that he was probably a First World War veteran and would therefore be sympathetic to our cause.

We were right on both counts. I showed him some English currency to convince him that we were a couple of allied airmen then, to clinch the identification, I produced a two-day old copy of the DAILY HERALD. That did it. Monsieur Lavite, from the village of Fief, took us to his humble cottage. He and his aged mother couldn't do enough for us. Mr. Lavite killed a tame rabbit and boiled it to make soup. Then he told his trusted friends and neighbours that we were at his house; in no time at all people were bringing us old clothes to help us in our escape attempt. By midnight the old man's hut looked like a local branch of the Salvation Army with

a small mountain of clothes piled up on the floor. The local farmers were doing what they could to give the "Aviateurs Anglais" a chance to fly another day.

In the pre-dawn darkness our host woke us up, gave us a cup of coffee and a parcel of food each. Then he took us out into the woods and said farewell. Since we were now wearing civilian clothes over our battledress we could travel in broad daylight, but we avoided the main roads as much as possible. We walked all day and, just as it was getting dark, a river barred our way. On studying our map we noticed that a road, a rail line and the river converged so we knew that we would soon be approaching a bridge. Fortunately, the bridge was not guarded but, just as we crossed it, we thought we saw a cigarette glowing in the dark. We froze to the spot and waited in dread for the next move in the little drama. Then, with a flip of its wings a little glow worm flew away, probably to terrify some other poor evaders.

By midnight of our second day in enemy-held territory we had walked, stumbled and run 50 miles. It was time to get some rest. We attempted to sleep in a haystack but the penetrating cold forced us to our feet after three hours of intermittent slumber. We walked until dawn to the village of Croissete. Knocking at the door of a house, we asked for a drink of water but the door was slammed in our faces. We tried again at another house. The reaction proved to be quite a contrast. We were invited in, given a meal and had our first wash and shave since we left England. All the male members of the family were locomotive engineers and all had been subjected to railway strafings by allied aircraft. We had already told them we had participated in train-busting exercises but this didn't seem to dampen their enthusiasm for us in the least. One of the men had been shot up



F/O Fairfax, Yvette Gerault (French underground member) and FS MacLeod.
Photo taken during their evasion journey.

five times and his fireman had been killed in one of the attacks. Since it was quite possible that we had actually participated in some of these attacks we felt that the conversation was getting a little bizarre but the Frenchmen's hospitality and affection for us increased by the hour.

That evening, well fed and well rested, we left our generous and gregarious hosts. This time we set out for a place called Fillievres, about 18 miles away, arriving at 1 a.m.

We had been told that a British parachutist had been dropped near the town to engage in sabotage so we decided to find him next day. We slept on some sheaves in a nearby wheat field until wakened by the morning sun. The village was larger than any we had yet encountered and, on the main highway which ran through the town, long convoys of German trucks rumbled past on their way to the defence of the Western Wall. From the vantage point of a bush on the top of a small hill we spent the day observing the town and its inhabitants' comings and

goings. We knew that if there was, in fact, a British agent in the area the local resistance members and patriotic citizens would know of his whereabouts. But how were we to know who was a member of the resistance, a patriot, or a collaborator? That was the tricky bit. Having no other alternative, we decided to trust our luck.

At dusk we left our hiding place and started walking towards the town. We entered a large farmyard and knocked at the door of a house. Someone shouted in French to enter so we pushed open the door and walked in. There were about 16 people in the large kitchen and when we said that we were English aviators pandemonium broke loose. In the resulting roar of everyone shouting at once and gesticulating like freewheeling windmills a young man beckoned us to follow him outside. He asked us to prove that we were allied airmen. This we did by showing him our dog-tags, English currency and my English newspaper which, by this time, was six days old. With our identity established he

told us that he was the leader of the local group of saboteurs. We had certainly come to the right place.

Our host took us back into the kitchen for a meal. It was obvious that the women were terrified of our presence but the men seemed determined to help us. However, they knew nothing about the illegal British agent in the area. The following morning our young friend, Reni Gerault, gave us fishing rods and instructed us to spend the day in the woods by a small stream. There was little chance of our being seen and, if we were, it would appear that we were just a couple of fishermen. At noon two women from the house brought us lunch. The light of day was fading when Reni came for us that evening. After another night of sleeping in the barn we returned to the woods for our second day of pretended fishing.

At nightfall we were moved to another barn as it was not considered safe to stay in one place too long. En route one of the men walked some distance ahead of us to act as a guard. Whenever he saw Germans coming he would whistle "Lili Marlene" and we would scurry into a ditch until he sounded an all clear. We were actually more concerned about the safety of our French friends than our own safety. If captured we would spend the rest of the war in a prisoner-of-war camp but if our friends were captured they would be shot on the village green as a warning to others who had ideas about helping downed allied airmen. However, all went well and we arrived at the designated barn without incident. In the morning our friend Reni appeared on the scene with a group of men who were the local resistance group responsible for the escape organization handling allied aircrew in the area. The leader of the group, a high school teacher, asked us a number of questions and told us that if the information we gave was correct we would soon be

back in England. On the other hand, he informed us, if our information proved to be incorrect we would be shot as stool-pigeons.

We were exhilarated. Several days went by while we waited with great expectations then, on a Monday morning, we started off for the little town of Frevent and, we thought, liberation. Our hopes were rudely shattered. As we began our journey a formation of US *Flying Fortresses* flew over the town. Suddenly, for no apparent reason, four black specks detached themselves from one of the aircraft and fell until stopped by blossoming parachutes. While we watched in amazement the B-17 flew on, then disintegrated in a thunderous explosion. We found out later that an incendiary bomb had gone off in the bomb bay causing the aircraft to blow-up. But at the time all we knew was that we had had it. As soon as the Germans saw the parachutes coming down they fanned out in every direction, setting up road blocks and extensive patrols and questioning everyone. Our chance of getting out of the area was non-existent. Our departure would have to be delayed. We returned to the farmhouse with heavy hearts to wait for the hue and cry to die down.

The next day we had another setback. A formation of *Marauders* bombed a nearby town and all motor vehicles in the area were commandeered by the Germans. In addition, all railway lines were cut so we had no means of transportation. We would just have to wait some more. Our dream of a quick return to England was beginning to fade. A third attempt to leave was made. Dressed as Frenchmen and well fed, we took leave of the gallant family which had sheltered us at great risk to themselves. Reni escorted us to the butcher's van which was to smuggle us to the town of Frevent. On arrival at our destination we were taken to the home of another

patriot where we all drank toasts to "L'Invasion". Norman was then taken to one house and I to another while we waited for our fake identity papers to be made up.

One day another allied airman was brought to the house. He was an American from the *Flying Fortress* we had seen blow-up. Of the four crewmen to escape by parachute, he was the only one not captured by the Germans. While we waited at Frevent we were told many times that we would be leaving by an aircraft which would land in a field close to a nearby village. Our hosts told us they were only waiting for a secret message which would be broadcast over the French program of the BBC. Neither the message nor the aircraft ever came. We never knew why but we were informed that we would be moved from one resistance member to another all the way to the Pyrenees where we would cross over to Spain. This system was code-named the "Comet Line".

A few days later we started down the long and hazardous trail. The first lap, from Frevent to Arras, was a short distance but, owing to the state of the railways and the almost ceaseless air attacks, the trip could be a long one. We had to change trains at St. Pol and while there I was almost apprehended. While waiting on the station platform I came under the scrutiny of a member of the Gestapo. I had been instructed to act like one of the natives so as not to arouse anyone's suspicion but this was easier said than done. The French people never stopped talking. I couldn't speak the language. Furthermore, the passengers were either very old or children as the young men had been shipped off to Germany en masse for forced labour in factories. I, a 25-year-old-six-footer, stood out like the proverbial sore thumb. Just as my train came rattling in the Gestapo agent came towards me. Trying not to appear over-anxious, I pushed my way into the

crowd and boarded the train. The Gestapo agent started to follow, hesitated, then stopped as the train began to move. That had been much too close for comfort.

Eventually we reached Arras, got off the train, then carefully followed our two guides down narrow twisting streets on a round-about route which ended up at a house only a short distance from the railway station. Within a few hours we were on our way again, this time with two women for guides. The women brought us our railway tickets, then started down the street towards the station. Norman and I followed at a discreet distance so that if we were stopped by anyone there would be nothing to suggest we were with the women. During the train journey a woman handed a parcel to one of our guides and left without saying a word. This gesture was a sign of recognition among resistance members. The parcel contained butter and it was a contribution by a member of the underground to a known helper of evading allied airmen.

When we arrived at the town of Bapaume we got off the train. When I noticed that one of our women guides, who was quite elderly, was having difficulty carrying her suitcase I tried to help her but she pushed me away abruptly. When I tried once more to help her she became highly irate. I couldn't understand her attitude but I ceased my efforts and meekly followed along behind. It wasn't until we were safely out of the station and some distance away that she explained the reason for her action. She said that there was a food inspector at the station gates to search for black market items. If she had been stopped she might have been able to talk her way out of the situation. But if I had been stopped, since I couldn't speak French, I would have been in deep trouble. She was so right! For the next 18 days Norman and I waited in Bapaume for something to happen.

Finally, we received a briefing in the mayor's office.* We were informed that we were to go with our previous guide, Madame Blanche, to Paris making sure that we kept her in sight on the train. On reaching Paris, the mayor continued, we were to follow at a safe distance. When Madame Blanche entered a church and knelt down we were to do likewise some distance away. A man would come in, kneel beside Madame Blanche for a few minutes, then leave. That would be the man to follow as he was our next guide along the Comet Trail. It all sounded very melodramatic and cloak and dagger but, considering the grave risk these people were taking on our behalf, we were determined to follow our instructions to the letter. As a matter of fact, the mayor was later caught by the Gestapo and executed for his loyal service to the allied cause.

Having been told previously that sleeping on a journey was the safest method of avoiding getting into a conversation, we "slept" the three hour journey to Paris. We made our rendezvous with our man, who was a Belgian Count—and known by many evaders as "the Count".

Some time later, he was replaced by a blonde lady who led us into a Paris subway station during the 5 o'clock rush. It was only by bullying our way through the crowd that we were able to keep her in sight. While riding on the subway Norman, the blonde and myself exchanged glances surreptitiously to indicate to each other that all was well. Finally the blonde lady led us to an apartment owned by another member of the underground organization. Like so many of her colleagues engaged in the hazardous work of assisting escaping allied airmen, the blonde

* His Worship the Mayor, Monsieur Guidet, was participating in his second war. For his accomplishments in the First World War, he had been awarded the Distinguished Conduct Medal by the British Government.

was eventually captured and executed by the Gestapo. The people we met in the escape organization never failed to amaze us with their reckless courage and utter contempt for the Germans. One night three members of the organization prevailed upon Norman and myself to go to a show with them. We were extremely reluctant to do so because we didn't feel like tempting fate but they insisted so we went. As the seats were all in little boxes with two to a box, I had to share a box with a German soldier—a situation which added nothing to my enjoyment of the performance. I was worried about him asking me for a match or attempting a conversation with me but, fortunately, my fears didn't materialize. He never said a word.

On 11 October, 1943, after spending a week in Paris under the noses of the Germans, we began the long trip which, if all went well, would bring us to freedom. Our blonde lady friend took us to a park where we met our next guide, an attractive young Belgian girl. We were standing together talking when all of a sudden the girls threw their arms around Norman and myself in a violent embrace. When that pleasant little interlude ended the girls explained that the man that had just walked past was a known Gestapo agent and they had wanted it to appear that we were just two normal young French couples. Such is war.

Our new girl guide took us to a railway station and personally escorted us to Bordeaux, where another agent took over for the next lap of the journey. When we sat down in the railway coach we looked at the two men opposite us. We thought, they can't be French. They weren't. One of the men was an American flight engineer, the other was an RAF navigator. Like us, they were on the Comet Line making their bid for freedom. From Bordeaux we were shuttled onto another train which, unfortunately,

bore a close resemblance to a cattle car. In this antique conveyance we rattled our way to the town of Dax. Once again we saw our fellow evaders on the train but we didn't as much as exchange glances. We spent our time pretending to read German-sponsored magazines. This did nothing to endear us to the patriotic Frenchmen on the train but it did provide some protection against questioning by German policemen.

On reaching Dax the guides shepherded the four of us evaders together while they went to get bicycles. That is where we hit a snag. Norman could not ride a bicycle. This possibility had not even been considered, as it was taken for granted in France that you could ride a bicycle almost as soon as you could walk. Our progress towards freedom was interrupted while Norman was checked-out. He did very well indeed. After a few minutes of swaying from side to side while we held on to him we sent him solo. Norman soon became an accomplished cyclist and within a few days, as we worked our way towards the Spanish frontier, he was cycling 30 miles each day. The six of us, two guides and four evaders, set off from Dax and headed out into the country. We pedalled along in box formation with Norman wobbling along in the centre of the box. After travelling some miles we turned down a lane then into a field, previously selected for its obscurity, and had a picnic.


The peaceful scene was completely incongruous. There we were in enemy-held territory, living under tremendous tension, never knowing whether or not we were going to be picked up but, for the time being, all that was forgotten. We sat in a little clearing in the woods that lovely warm autumn day and munched on sandwiches, fruit and drank the inevitable bottle of red wine. The war seemed very far away.

The trek by bicycle, however, was anything but a picnic. Hour after hour and mile after mile we pedalled our way through hills that became progressively steeper as we approached the Pyrenees. One day we cycled for 12 hours with only a few odd minutes for a break. One of the guides kept urging us on so, in spite of our extreme fatigue, we kept going down that seemingly-endless road. Late at night, completely exhausted, we came to our destination for the day, a little cafe in a remote location. At the cafe we had supper which consisted of very small birds, which I suspect were sparrows, but we were all so famished we didn't really care. After that excruciating day we were given 24 hours off to rest up. But it was not a carefree day. We had to stay indoors and remain absolutely quiet so that the cafe's customers wouldn't know there was anyone in the back room. We had come a long way and had successfully evaded capture. We weren't going to be betrayed now. That evening our supper was brought to us in the back room. Then we were ready to start off again. The four of us signed a log-book for our host, bringing to 200 the number of evaders who had gone through his hands—quite a dangerous hobby for a respectable inn-keeper. Our guides arrived and we set out on the last lap of the French part of the journey.

After we had bicycled about 10 miles we turned off the main highway into a lane. Two tough-looking characters were lurking in the shade of a tree. They were our new guides, members of the Basque Maquis (professional smugglers in peacetime), and this was another transfer point along the Comet Line. The new guides were to see us safely across the frontier into Spain. They told us that they all had a price on their heads and were quite prepared to shoot it out with any German patrols they met. They knew that they had nothing to lose. If they

were captured they would be shot but if they started a gun fight they might escape and, if not, then at least they would have the satisfaction of taking some Germans with them. It all sounded like a pretty dicey operation to us but we had no choice. Our fate was in their hands.

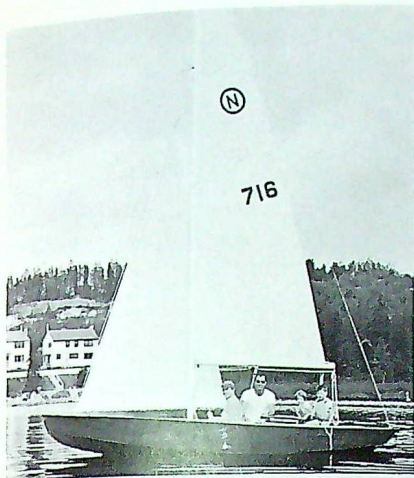
We started to climb. Five hours and several thousand feet later we were still climbing. This part of the escape route made all the rest seem like a holiday. Frequently we travelled on our hands and knees so as not to be silhouetted against the bright moonlit sky. On approaching the border one of our guides said he thought he saw a patrol. Fear and excitement gripped us as it appeared that a gun battle was imminent. Fortunately, it proved to be a false alarm and some time later we were in neutral Spain.

The rest of the story is fairly anticlimactic. We were held for a few weeks by Spanish authorities while they made arrangements for our disposal with officials at the British Embassy in Madrid. We were then taken from place to place in Spain until finally the big day arrived. On 23 October 1943 we passed into British territory, nine weeks and a few hours since we set out from RAF Stn. Hartford Bridge, England, on that fateful low-level attack. We were on our way home, having successfully come down the trail of the Comet. 

BIGGEST CUSTOMS ITEM

The Canadair CL-44 has become the biggest single item among import customs duties at the Port of New York, the New York Times said recently.

The first of these aircraft was delivered from Montreal in June — one of 10 ordered by the Flying Tiger Line from Canadair Limited, the newspaper reported. "The plane, valued at more than five million dollars contributed nearly \$500,000 to the port's customs revenues".



The Serraos, including daughter Lynn Marie, 3, and son Rickey, 5, on Rainbow Lake.



Shirlie and Rene pose with trophies won this past summer in international sailing competition.

ANCHORS AWAY

THESE long winter evenings are made bearable when one has pleasant summer memories to look back on and can plan more of the same for next season. Such is the case with F/O and Mrs. D. R. Serrao, of RCAF Station Parent.

A pilot doing his ground tour on the Pinetree Line, F/O Serrao, who sails his 17-foot Marconi-rigged sloop on nearby Rainbow Lake, decided to spend his annual leave last summer in search of nautical laurels. Accordingly, he and his "crewman" wife Shirlie loaded their sailboat on to a trailer and started out on the rough lumber road that leads from the isolated radar station to civilization.

Their destination was Eagle Lake, Michigan, where the Great Lakes Area Championship was being held. Racing against 27 other competitors from all over the US, the Serraos placed third in four heats and fourth in another to win second place in the meet. It was the first time that either had ever raced a sloop.

After conquering the Great Lakes, F/O and Mrs. Serrao decided to try their luck on the ocean. They headed

for Quincy, Mass., and the World Championship Meet. Racing conditions at this meet were considerably different from those on the Great Lakes. The winds were strong and the water rough. Also, the racers had to battle the tides in

Hingham Bay just south of Boston. Similar to the previous meet, the Serraos found that they were the only Canadian entry.

Racing a dozen other opponents, they placed second once, third three times and fourth once, thus placing third in the overall standings of the World's Sailing Championship — not a bad record for novices. ☺

TRANS-ATLANTIC SWIM

Winners of the RCAF women's giant swim marathon, the team at RCAF Station Parent, swam the equivalent of three times the distance across the Atlantic Ocean.

Nineteen RCAF units in Europe and Canada participated in the swim, organized as part of the servicewide program marking the 20th anniversary of the RCAF WDs. The idea of the marathon was to see if the airwomen of any one unit could swim the distance from Montreal to Le Havre, France. To compute the final figures, the total distance swum by a unit's airwomen in miles was divided by the number of airwomen on strength of the unit and multiplied by 3,000 (the distance from

Montreal to Le Havre). Parent's total was 9,478 miles, over three times the distance to Le Havre.

The individual champion of the marathon was also from Station Parent. Leading Airwoman Anne Horoky swam 44.05 miles (the greatest distance) and, at one stretch she swam five miles (the longest continuous swim). This accomplishment was even more impressive in view of the fact that she swam half of her total distance with a torn ligament in her right knee.

RCAF Station Parent, which is located 150 miles north of Montreal, entered 29 airwomen in the swim marathon. ☺



RCAF ASSOCIATION

BATTLE OF BRITAIN 21st ANNIVERSARY

TEN years ago the RCAF Association determined to ensure that the observance of the Battle of Britain anniversary would become truly a day of air force remembrance in Canada.

That we have progressed in achieving this goal is strikingly evident when we note that memorial services on the Sunday and Battle of Britain banquets during the preceding week were held across Canada in all communities where wings of the Association are established.

In centres where there are units of the RCAF, personnel from the local wings on invitation took part in joint ceremonies but mostly the occasion was sponsored independently by the local wing.

It is fitting that RCAF veterans of the Association should continue to remember on this memorable anniversary those few who through their courage provided such a magnificent contribution during this period and ultimately ensured con-

tinuance of our democratic way of life. Especially is this true today when the peoples of the free world are again facing a crisis. While the deadline for this issue prevents detailed reports from the different wings across Canada, it is evident that at least 50 of our wings participated actively in Battle of Britain memorial services last September.

One hundred and fifty RCAF veterans attended a dinner sponsored by the Toronto inter-wing committee to mark the 21st anniversary of the Battle of Britain. The guest speaker, the Rev. Denton Massey, warned of today's complacency. He said that if the world becomes involved in another war there will be no Battle of Britain to save it in the hours or days which it lasts. Air Marshal W. A. Curtis was the chairman of the dinner and a special guest was Wing Commander P. S. Turner, a Battle of Britain pilot. This was the initial Battle of Britain commemorative dinner and it is the intention of the

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

Toronto inter-wing committee to make this an annual event.

Number 426 Brockville Wing was host to eastern Ontario and Quinte region wings on Battle of Britain Sunday. Ontario Group President Mr. William Caverly headed the parade to the Cenotaph. One hundred and twenty-five members of the Association, together with a RCAF Guard of Honour and the trumpet band from No. 6 Repair Depot, Trenton, took part in the ceremonies. Air Commodore R. J. Lane, Air Officer Commanding, Air Transport Command, took the salute at the march past. On the reviewing stand with A/C Lane were His Worship Mayor J. W. C. Langmuir of Brockville and other civic dignitaries.

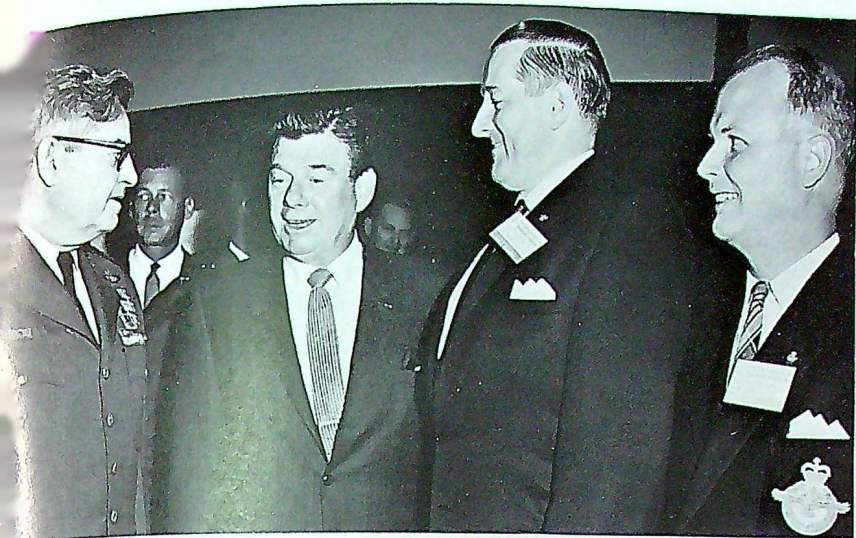
Following the parade Association members enjoyed food and refreshments together with the good fellowship which is always present on these occasions. Congratulations are extended to the President, Mr. Jack Bain, and members of No. 426 Brockville Wing. Also to Mr. E. L. Sayle, Regional Vice-President, for the splendid arrangements.

Eastern Ontario wings, RCAF guard of honour and No. 6 R.D. band at Battle of Britain memorial service in Brockville.



Rev. Denton Massey addressed Battle of Britain dinner sponsored by Toronto inter-wings committee.





Canadian guests at the US Air Force Association 15th anniversary convention in Philadelphia in September are pictured with their American hosts. L. to r.: Gen. Curtis LeMay, USAF chief of staff; Mr. Arthur Godfrey, master of ceremonies; Mr. Thomas Stack, USAFA president; Mr. Leonard Baldock, RCAFA national president. On the right, US secretary of the air force Eugene M. Zuckert chats with A/M Hugh Campbell, RCAF chief of the air staff.

Foster Parent Adoption Plan

Wings participating in the Association's national project, the adoption of needy children in foreign lands, continue to grow in numbers. There are three recognized agencies through which the Association carries out these arrangements: Foster Parents' Plan Incorporated, The Canadian Save the Children Fund and the Unitarian Service Committee of Canada. Wings of the Association are now fully sponsoring as foster parents 17 children. The following wings have adopted the number of children indicated:

No. 150 (North Atlantic) Wing	2
No. 313 (City of Montreal) Wing	2
No. 306 (Maple Leaf) Wing	1
No. 412 (Windsor) Wing	1
No. 440 (Woodstock) Wing	1
No. 437 (York) Wing, Toronto	5
No. 442 (David Hornell V.C.) Wing	5

A number of other wings have indicated that they are planning to assume sponsorship of one or more needy children. The sponsorship of underprivileged children, particularly in the underdeveloped areas, is a new venture in the welfare activities

of the Association and all wings are encouraged to consider this worthy project.

St. John Wing Project

Throughout its years of existence No. 250 St. John Wing has often demonstrated its awareness of responsibility to the community by public spirited gestures. Its latest project, however, will exceed all previous ones in magnitude and scope. St. John Wing has agreed to co-sponsor a housing scheme for senior citizens. When this project is realized life will be considerably easier for a number of elder residents of Saint John, N.B.

As co-sponsors of the Citizens Housing Committee No. 250 Wing have set about the business of getting a number of low rental housing units constructed. This convincing exhibition of good fellowship will be a continuous exercise of goodwill as the homes will have to be maintained and cared for indefinitely after the project is completed.

As an editorial in a local newspaper said in commending the St. John Wing for their benevolence and

generosity, probably one of the most impressive features of the gesture is that the wing members will not be working for themselves since very few association members are of the senior citizen age.

Trophies to Montreal and Vancouver Wings

The WINGS AT HOME trophies for bulletin editorship during 1960-61 have been won by one of the longest established wing publications and a relative newcomer.

THE MAPLE LEAF WING, edited by George Cattiny, No. 306 Wing, Montreal, won the "A" award as the best monthly bulletin published by a metropolitan Wing with more than 150 members.

WING TIPS, edited by Stan Wooten, No. 802 Wing, Vancouver, is the winner of the "B" trophy as the best regular monthly bulletin produced by a wing with less than 150 members.

The WINGS AT HOME trophies, not awarded last year, were won in 1959 by No. 250 St. John Wing's AEROGRAM and No. 302 Quebec City's CITADEL. The purpose of the

awards is to encourage editors in the presentation of clear and accurate reports of wing activities and to stimulate the interest of wing members in their own publications. Judging in the competition is based on clarity of presentation, format, originality and imagination, composition and the overall effect of the bulletin in stimulating participation in wing affairs.

USAFA Inflation?

RCAFA national president L. N. Baldock came home from the USAFA convention duly impressed by the Philadelphia extravaganza, featuring an aerospace display covering 150,000 sq. ft. of floor space. He was particularly interested in the business sessions where, he relates, he found their problems in many instances parallel those of our Association.

An *Argus* of No. 415 Sqn., Summerside, has set a new Canadian endurance record. Captained by F/L W. S. Misener, the anti-sub patrol aircraft stayed aloft for 30 hours without refueling on a 5,200 mile flight.

One resolution recommended an increase in annual dues from \$6 to \$12 per member. "This", observed Mr. Baldock, "makes our dues of \$3 per year look very reasonable." ☉

Letters to the Editor

REQUESTS BACK ISSUES

Dear Sir:

I would like to complete my personal collection of THE ROUNDLE by receiving the following back issues:

Number	Volume	Year
1-3-12	1	1948-49
4-9-10-11	2	1950
2-4-5-9	3	1951
3	4	1952

Cpl. G. Archambault,
No. 412 Sqn.,
RCAF Station Uplands

(Readers who can oblige are asked to contact Cpl. Archambault direct. — Editor.)

EDMONTON REUNION

Dear Sir:

A reunion of all No. 418 (City of Edmonton) Sqn. ex-officers is being planned for 17 November 1961, the twentieth anniversary of the formation of the squadron.

All officers who served with this unit during the war, or with the RCAF regular and auxiliary forces, and who are interested in attending this reunion, are asked to write to the undersigned for further details.

G. L. Blackburn,
10611-117 Street,
Edmonton, Alberta

RELICS WANTED

Dear Sir:

The Canadian War Museum is endeavouring to overcome a serious shortage of relics of the early history of Canada. Although we do have quite a good collection of modern equipment, we need items pertaining to the Riel Rebellion, Fenian Raids, and the earlier battles between English, French and Indians.

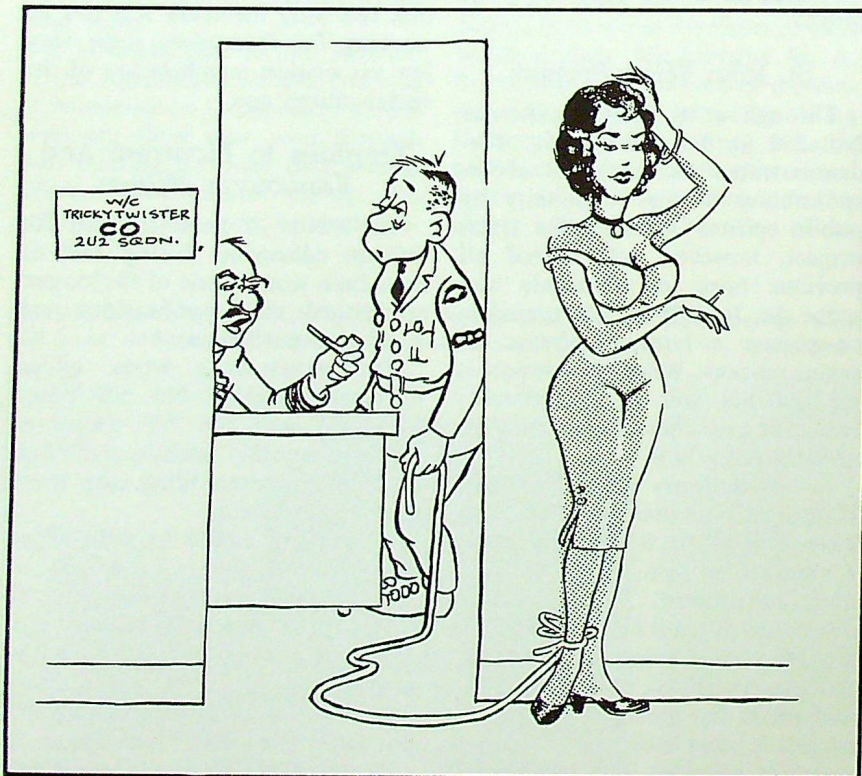
It is possible that some important souvenirs of those days are hiding in forgotten corners. The Museum must depend on the goodwill of all Canadians to locate and report the existence and availability of these relics. It is felt that units of the RCAF active and reserve forces could be of assistance in providing the missing links.

Suggestions and offers of specimens are always welcome. These should be made either by interview or in writing to the undersigned.

L. F. Murray,
Secretary and Curator,
Canadian War Museum,
350 Sussex Drive, Ottawa.

Advice to airwomen: Never play ball with a man unless he furnishes the diamond.

On the line... by LAROCHE



"No, I won't 'take even a peek.' You know our squadron already has a perfectly good live mascot."

The Eleven Steps to Survival

Governments and communities at all levels are planning for the survival of our nation in the event of a nuclear war. But the survival of individuals also will depend upon the preparations that each person makes. You can greatly increase your family's and your own protection by taking these Eleven Steps to Survival:

- (1) Know the effects of nuclear explosions.
- (2) Know the facts about radioactive fallout.
- (3) Know the warning signals and have a battery-powered radio.
- (4) Have some shelter to go to.
- (5) Have fourteen-days emergency supplies.
- (6) Know how to prevent and fight fires.
- (7) Know first aid and home nursing.
- (8) Know emergency cleanliness.
- (9) Know how to get rid of radioactive dust.
- (10) Know your municipal emergency plans.
- (11) Have a plan for your family (and if you are alone, have your own plan.)

A currently best-selling Queen's Printer pamphlet gives detailed instructions for each of the eleven steps.

Roger Duhamel

The Queen's Printer — L'Imprimeur de la Reine

OTTAWA

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



ROYAL CANADIAN AIR FORCE