



THE

# Roundel

VOL. 13, NO. 10

DECEMBER 1961





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# ROUNDel

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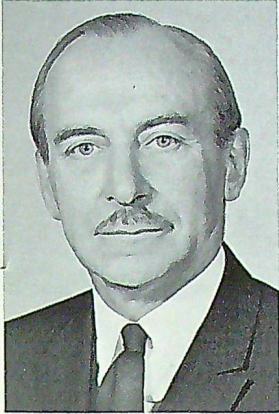


#### THIS MONTH'S COVER

In Metz, where RCAF personnel have been stationed for the past nine years, the annual visit of St. Nicholas is an eagerly-awaited pre-Christmas event. Here St. Nicholas greets a newcomer to the 800-year old ceremony. Sergeant C. Russell, pipe major of the RCAF air division pipe band which led the St. Nicholas parade last year, enjoys meeting the patron saint of Lorraine.

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

## Christmas Greetings



The past year has given me the time and opportunity to meet many of you in the RCAF, on both a formal and informal basis. You have impressed me with your dedication to the task of national defence.

We are passing through difficult times, but I am sure, no matter what the future may bring, that together we can successfully carry our responsibilities.

During the coming year I urge you to hold to the ideals of Christianity, for in these lie our greatest strength in the battle against the foes of freedom and human dignity.

Wherever you may be serving the cause of peace, whether at home or overseas, I wish you and your families a joyous Christmas and a happy and prosperous New Year.

A handwritten signature in dark ink, reading "Lester B. Pearson".

*Minister of National Defence*

A tous les membres de l'Aviation royale du Canada, dans notre pays comme à l'étranger, ainsi qu'à leur famille, j'adresse mes vœux de Noël les plus cordiaux et souhaite sincèrement que l'année 1962 soit une année heureuse et fructueuse pour tous.

Je tiens également à vous féliciter du bon travail que vous avez fait durant l'année qui s'achève. Vous avez raison d'être fiers de tout ce que vous avez accompli en 1961.

Vous devez continuer vos efforts pour la sauvegarde de la paix et des principes chrétiens qui sont tellement présents à l'esprit de tous au temps de Noël.



A handwritten signature in dark ink, reading "Jean Drapeau".

*Ministre associé de la Défense nationale*



I wish to extend warmest Christmas greetings to all members of the RCAF, the RCAF Association and the Royal Canadian Air Cadets.

Throughout 1961, you have worked tirelessly to help maintain peace and to render valuable public services. Your efforts will, I am sure, continue unabated in 1962 and bring us closer to the ideal of lasting "peace on earth and goodwill toward men."

I hope that you and your families will enjoy the Christmas season to the full and that the New Year will bring you a large measure of health and happiness.

A handwritten signature in dark ink, reading "Hugh Crossfield".

*Air Marshal, Chief of the Air Staff.*



## Christmas Messages from the Padres

At this season of the year we are reminded that the true joy of Christmas is that the birth of Christ has brought a promise of hope to a troubled world. It is the spirit of love and good will that in this day of anxiety unites the hearts of nations and pushes into the background for a time the stress and strains of our everyday living.

Love then is the real miracle of Christmas and its setting is in the Christian family. It is only as the spirit of love enters our homes, communities and nations that there is laid a basis of hope for peace in our troubled world. It is not too difficult at Christmas time to visualize the image of "peace on earth and good will to men". The difficulty is in projecting this picture into the whole year so that the spirit that makes it possible will not fade because of neglect; rather it should grow stronger as we realize its importance and strength in bringing about in our time a spirit of love and understanding between the nations of the world.

So let our hearts yield to this spirit of Christmas. May we discover that it is the Holy Spirit who comes to remind us of the only way by which there may be peace on earth and good will among men. May God's supreme gift to mankind be real to us and the remembered love of home and church be caught up and transfigured in the love of the Creator and Saviour of us all so that the blessing of a Holy and Happy Christmas may rest upon each and every heart during this festive season.

G/C E. S. Light

*Director of Religious Administration  
Protestant.*

Every sincere Christian will make the song of the angels his own today. Indeed this is a day of rejoicing for all of us, because God the Father loved us so much that He sent His only-begotten Son to redeem us — yes "Glory to God the Father".

Glory to God the Son... who on the first Christmas day arrived on earth on a sort of "temporary duty" to accomplish His mission of redemption which will take Him to the Cross.

Glory to God the Holy Ghost... who co-operated in our redemption and continues to distribute the graces of that redemption to every "man of good will".

If we are sincere, then we will say a big "thank you" to God on this day of days.

Christmas has become a time of gift-giving and rightly so, for on that day mankind has received its greatest gift from heaven, the Son of God Himself; but we shall remember that Christmas is Christ's birthday.

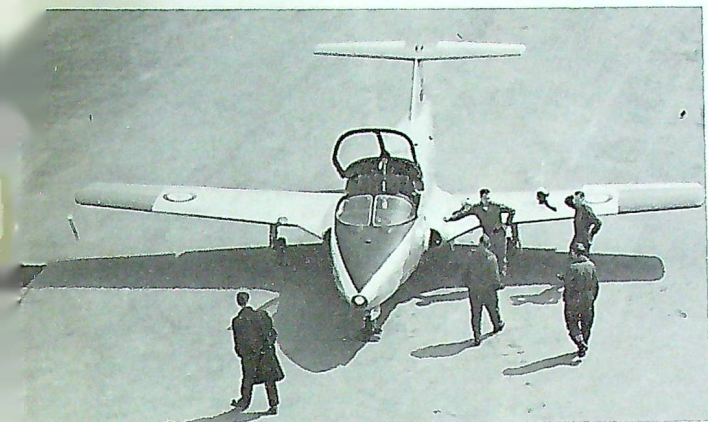
How tragic it would be if we presented gifts to all our loved ones and forgot the Babe of Bethlehem.

Our gift to God should be the offering of ourselves to Him. If this is done with sincerity in our hearts it will be indeed a Holy Day.

"Glory to God in the Highest".

J. P. Davignon G/C

*Director of Religious Administration (RC)*



## PREVIEWING THE CL-41

THE latest in a series of new aircraft to carry the RCAF roundel is an *ab initio* jet trainer, the Canadair CL-41. When this aircraft is phased into service the RCAF will be able to conduct an all-jet training program.

In his announcement concerning the CL-41, the Hon. D. S. Harkness, Minister of National Defence, stated that the aircraft were being purchased for the RCAF from Canadair Ltd. and would be received by 1963. The CL-41 will replace both the *Chipmunk* and the *Harvard* in the regular RCAF training system. The latter aircraft has been a standard RCAF trainer for more than 20 years. Before selecting the CL-41 as a basic trainer, RCAF evaluation teams tested several other aircraft.

For 16 years the Canadair plant has been manufacturing aircraft under licence or modifying existing designs. The CL-41 is the company's first completely original aircraft. The engines for the RCAF's aircraft have not yet been announced.

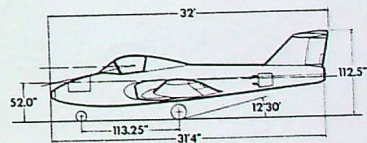
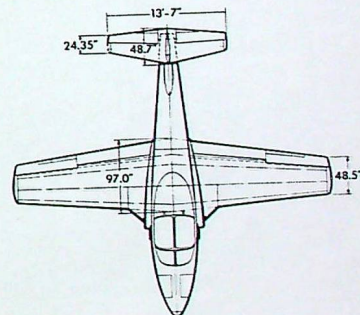
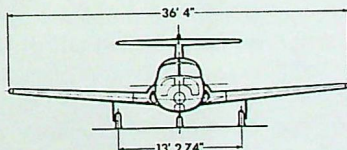
The CL-41 has side-by-side seating. This provides the instructor with excellent visibility at all times. The aircraft has two sets of flight instruments but engine instruments are

centrally located so that they are readily visible from either seat. Pressurization will maintain cockpit pressure equivalent to 25,000 ft. at an altitude of 41,000 ft.

The aircraft has a training mission endurance of about two hours including a thirty minute stand-off reserve. The fuselage is of all-metal construction with the nose, cockpit and centre sections forming one unit and the rear section being removable for engine change or major maintenance.

The aircraft has a maximum level speed of about Mach .72, or 420 knots, at 30,000 feet altitude and has a maximum diving speed of about Mach .8. The aircraft is designed to have good handling characteristics at low speeds while the relatively high speed will give students a chance to experience high speed and high altitude navigation

and jet operating techniques from the outset of their training. The CL-41's diving speed will also introduce embryo pilots to the problems of compressibility. However, the trainer was designed with student pilots in mind, so it is an easy aircraft to fly throughout its flight envelope. ©





## NORTH OF 74

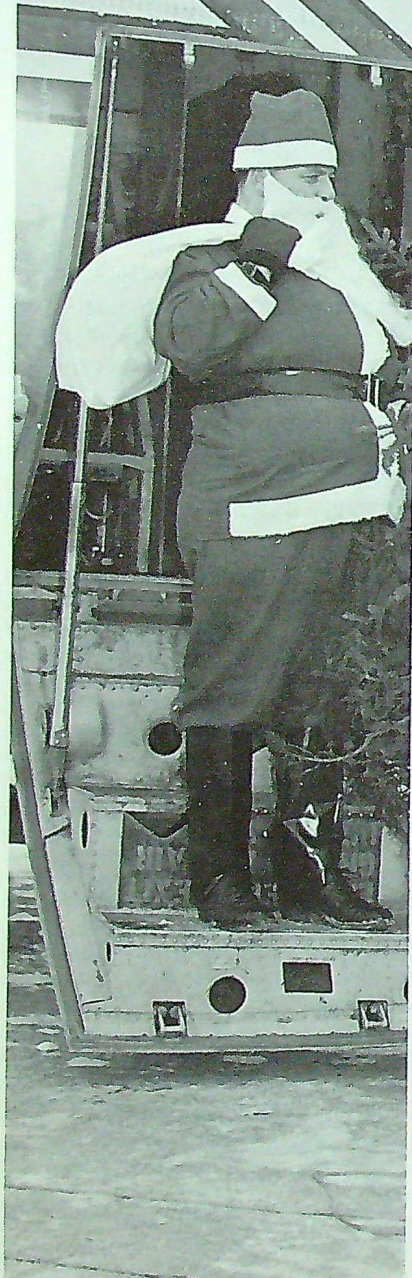
Story by  
SQUADRON LEADER R. M. BOWDERY

Photos by  
CORPORAL W. WHITEHEAD

**E**ACH DECEMBER RCAF aircraft fly over Canada's northern units to airdrop panniers of Christmas mail and supplies to snowbound Arctic weather stations.

The Christmas airdrop, called "Operation Santa Claus", is carried out by Air Transport Command during the full moon period and is, this year, scheduled to begin 20 December. Drops will be made at Isachsen, Alert, Mould Bay and Eureka. All of these stations are well north of 74° N. Latitude, and are under the velvet of total darkness from early December until early February.

The sound of aircraft engines sends the men at the weather stations into hurried activity. Previously prepared "torches", 45 gallon drums full of gasoline and old crankcase oil, are quickly lit and the lights of all available vehicles pinpoint the drop area. Panniers are pushed out of the rear of *Flying Boxcar* or *Hercules* aircraft and gently float to earth under the canopies of time-expired personnel chutes.



Following each drop the aircrew circle and search for the winking light from below which they hope will tell them "All OK. Thanks, Merry Christmas!" before they wheel up and away and head to the next drop zone on their Christmas list.

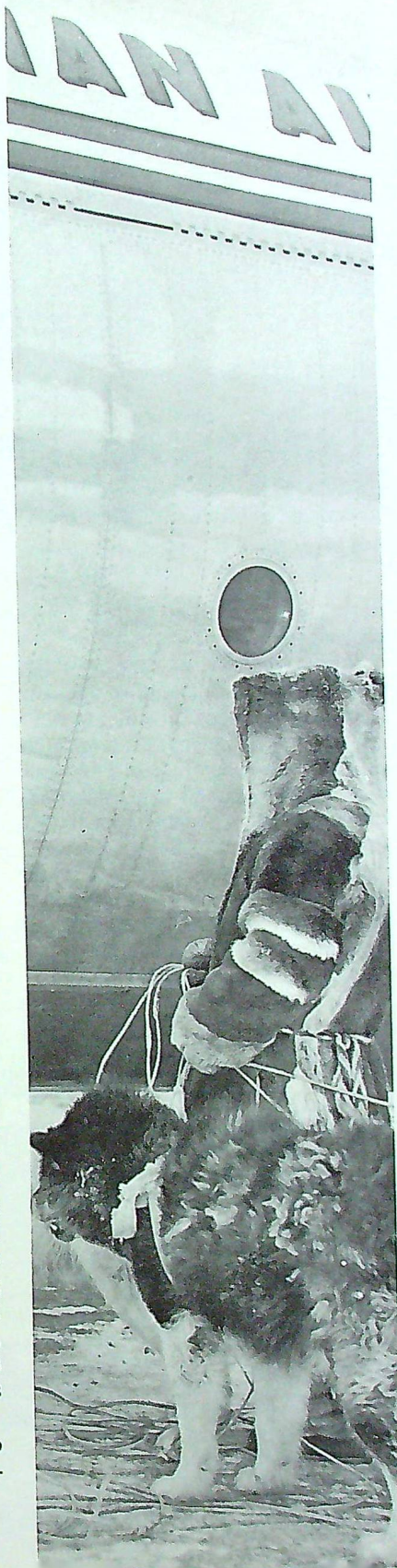
Men at the weather satellites eagerly anticipate the RCAF's arrival at other times of the year as well. Fall and spring airlifts by Transport Command squadrons bring in supplies to last the long months between.

Arctic Airlift 61, carried out by men and machines from No. 435 Sqn. was a typical fall re-supply operation. Over 758,000 pounds of food, freight and equipment were airlifted to Canada's northern weather stations from the USAF base at Thule and the RCAF air base at Resolute.

Two *Hercules* departed RCAF Station Namao, landing at Thule some five hours later. These big, work-hungry transports carried a complement of three full aircrews and a 27-man maintenance crew under F/L J. H. Oldham and FS L. J. Funk. A troop of 21 air movements men under F/O T. A. Robson and Sgt. R. G. Rogers accompanied the aircraft to assist in loading.

The first phase of the operation was performed from Thule AFB on the west coast of Greenland. Over 137 tons were carried between the US base and Alert. On the northern tip of Ellesmere Island, F/L C. N. Agar, skipper of one of the first trips into Alert, waved a perfunctory hand in a northerly direction and said, "There's nothing between us and Ivan but a lot of ice, snow and cold clear water." Alert is Canada's most northerly inhabited spot, lying a mere 450 miles from the North Pole. The nine flights into Alert, each averaging over 31,000 pounds payload, were completed in less than 48 hours.

The operation then moved to Resolute Bay, where the sudden in-



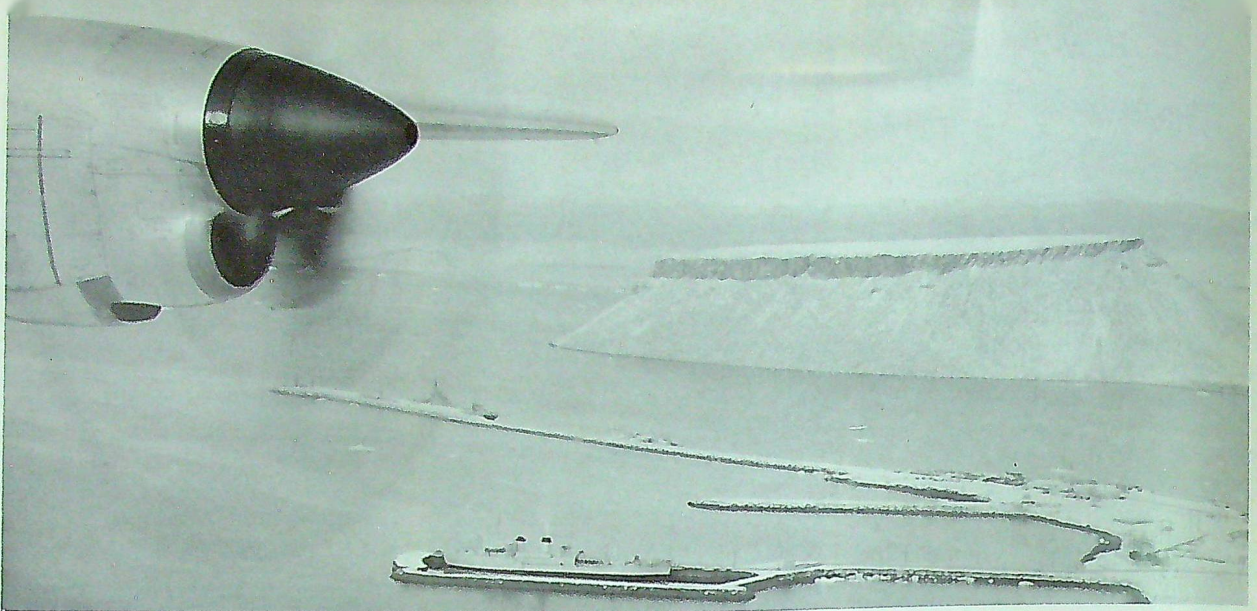
crease in population had men sleeping in improvised quarters in the warehouse, the canteen and every other available nook and cranny. One tired soul was roused from a fitful slumber on the pool table by S/L E. D. Stuart, Command padre, as he prepared to set up a Thursday morning church service.

"The boys didn't worry too much about the tight accommodation," wryly commented FS Funk. "Most of them were working a full 18 hour day and could have slept standing up."

Air Transport Command's motto "Versatile and Ready" was graphically illustrated when F/L Agar and F/L F. J. Fay, within a week of flying their aircraft to a field 450 miles from the North Pole, landed their C-130B at Nijili airport, four degrees below the equator\*. Two *Flying Boxcars* were dispatched to Resolute to replace the *Hercules* which had been rerouted to the Congo.

The operation progressed despite poor weather at the satellites. Marginal weather at destination airfields means changed flight plans and delayed decisions. Under these conditions aircraft loaded and ready to go to one station might have to be unloaded and re-loaded with freight for another field which might suddenly clear. Eureka proved to be the base most plagued by weather. Other satellites were serviced in rapid order. Mould Bay, some 375 miles distant on Melville Island, received 257,000 pounds in six C-130B and four C-119 trips; 209,000 pounds travelled the 275 miles to Isachsen on Ellef Ringnes Island in seven C-130B and four C-119 trips. The 26,000 pounds destined for Eureka were flown in as weather permitted, usually as partial loads on other

\* Two *Flying Boxcars* from No. 436 Sqn. in Toronto had been ordered to the Congo for United Nations Air Transport Force Support. The *Hercules* out of Resolute has been re-routed to the Congo as back-up for the C-119s on their long flight.



Dundas mountain pinpoints the way into Thule for a No. 435 Squadron Hercules. The encased ship serves as a powerplant for the USAF installation.

flights. F/L F. B. Dimond set something of a record—four C-130B trips from Resolute to Isachsen in 12 hours, flying in nearly 72 tons of freight.

Return trips were usually empty; however, there was a requirement for retrograde airlift of 1500 empty 45-gallon oil drums and a D2 caterpillar tractor. C-130B loads of drums gradually increased from 250 towards the 300 mark as crews became more experienced at loading them in their aircraft. Again, F/L Dimond and his crew were “top


dogs”, with a load of 323 oil drums on one trip.

Speaking of dogs, Corporal W. D. Carmichael doesn’t want to hear the word for a good long while. He and a group of friends made a fine catch of Arctic char, carefully cleaned and cached the wrapped fish in a snow drift near their barracks. On “D Day” (Departure Day) they found that most of the trout had been either eaten or severely mutilated by a band of marauding malemutes from the local Eskimo village.

Last plane out of Resolute was a

C-119 piloted by S/L W. J. Buchan, operation commander.

“That’s another one over”, he stated as he lifted his aircraft off the snow covered runway at Resolute and set course for Namao. “You know, it never ceases to amaze me how hard and cheerfully everyone works on these operations, Must be this sharp northern air.”

Or perhaps it’s a keen sense of pride in doing a worthwhile job and making sure that Air Transport Command is always “Versatile and Ready”. 

Corporal R. J. Timmerans prepares to drop a pannier of supplies to a remote arctic outpost.



Among its many talents the Hercules is capable of airlifting 73 full or as many as 323 empty oil drums.



## The Jet Trail

By DIANA TOWNSEND

Man upon this earth was born  
To walk in splendor mid fields of corn,  
Of wheat, of grass, of stone and sand.  
But man no longer walks; he strides  
The very firmament in birds of steel, with pride  
No ancient man could feel.  
From frosty earth into the sky he leaves a trail,  
So down below upon that earth mere mortal male  
Can point a finger to the sky  
And cry  
The Jet Trail.

Up in the blue, alone, apart  
From fear and vice he starts  
Away upon a journey; endless  
But beginning in an end  
So far, so near, to that one star and so to wend  
A trail into eternity.  
The pilot looks behind and heeds  
That milky white of bird-like steed's  
Most vital breath. It shows  
He knows  
The Jet Trail.

The sands of time soon shift  
The thoughts of man's once newest gift  
To swifter wingless birds.  
That former toy so far on high,  
With wing tips glinting in a sky  
Of blue and gold, is now ignored by those  
Below who crawl oblivious in the gathering haze  
Of those above. For they no more in rapture gaze,  
No more in pleasure sigh.  
None cry  
The Jet Trail.

"Will there be anything else, sir?"  
the bellhop asked as he made the  
lady and gentleman comfortable.

"No thanks", answered the man.  
"Anything for your wife?"  
"Why, yes," the man replied,  
"bring me a post card!"

### TOO LATE

Backward, turn backward,  
O Time, in thy flight —  
I've thought of a comeback  
I needed last night.

## The Suggestion Box

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



LAC T. A. C. Wilkinson of Stn. Gimli made a suggestion concerning the manufacture and use of a "go and no" gauge for checking the labyrinth seal clearance of Nene 10 engines used on T33 aircraft which was adopted officially by the promulgation of EO Advance Revision 10B-15B-2, 16 March 1961. Other award winners:

F/O C. G. Eyres  
FS A. F. Gordon  
Sgt. J. K. Brinacomb  
Sgt. J. G. Fisher  
Sgt. C. R. Collier  
Sgt. J. P. Worth  
Cpl. J. R. Hodgson  
Cpl. G. E. Arnold  
Cpl. N. L. Westfall  
Cpl. A. R. Chartrand  
Cpl. R. W. Cochrane  
Cpl. A. J. Martineau  
Cpl. W. Pitz  
LAC B. Shaw  
LAC G. C. McNaughton  
LAC G. R. Todd  
LAC H. J. Cutler



Cpl. L. L. Leroy and the author discuss the merits of . . .

## THE BIGGEST IGLOO IN THE ARCTIC

By FLYING OFFICER H. R. NOBLE

A NEW landmark has appeared at RCAF Unit Fort Churchill. Looking like an enormous multi-coloured igloo and located alongside the main runway, the radome covers the Ground Approach Control Quadraradar unit. This somewhat unorthodox structure is, nonetheless, an excellent example of the splendid co-operation which exists between the RCAF and the National Research Council.

For the uninitiated, quadraradar is a short range (approximately 40 miles) radar unit which is used to locate an aircraft approaching an aerodrome, then display its position as a moving dot on something much like a TV screen. A man sitting in front of this screen is in constant radio contact with the aircraft. He sees the moving dot representing the

aircraft's position and also a line along which this dot must move if the aircraft is to execute a proper landing.

By the use of two displays, one showing the aircraft's position in azimuth (direction) and the other in elevation (height), he can tell the pilot to go up or down or from side to side, in order to execute a safe landing.

At Churchill the actual radar transmitter, receiver and antennae are located beside the runway, whereas the display and operator are generally located about a half a mile away. To cover this unit, protect it from the weather, and shelter the technicians who maintain it, this giant radome became a necessity.

RCAF Unit Fort Churchill received the first radome of this type

ever built, probably because it is just about the coldest spot in North America, as far as the effects of cold weather on the human body are concerned. Churchill is unique in that it experiences fairly cold temperatures (although colder temperatures are experienced further north) and almost continuous high winds (not common further north). It is this wind that presents the problem. As an example, a temperature of 20°F above zero, with a 40 mile per hour wind, has the same effect on the human body as 20 degrees below zero and a five mile per hour wind. The equivalence is expressed by the "windchill factor", which combines wind and temperature to produce a discomfort index for northern climates. Churchill claims the doubtful distinction of having the highest

average windchill factor on the continent.

Thus it should be readily evident that this cold, combined with almost continuous blowing snow, made the need for a shelter for quadradar operators imperative. In addition, it also was needed here because of the difficulties experienced in the maintenance of the equipment outside in this climate. Further, the quadradar is required to be continuously reliable and is in constant use by virtue of the abnormally bad flying weather experienced in this locale. Two other factors lending prominence to this unit, are the great distances from Churchill to the nearest fully-equipped aerodromes, combined with the fact that Churchill is the base of a refuelling squadron of the USAF Strategic Air Command.

The RCAF applied to National Research Council in 1955 for a suitable covering for the various quadradar antennae across Canada. For the technically minded reader, the original specification was that the radar range should not be reduced by more than 10% (the present

design reduces it by only 2%), that the beam shift in azimuth would not exceed two-tenths of a degree and in elevation one tenth of a degree. The existing design is several times better than was required by the specifications.

NRC personnel were most interested in the RCAF request as they had been working in this field previously. The original work was done with stressed skin and rigid plastic radomes, but it became apparent that foam radomes were superior at the higher microwave frequencies. The work with foam commenced in 1957 and as a result of experiments conducted along these lines, it was decided to construct a radome of polystyrene foam (known as Dylite). It was made up of diamond-shaped moulded panels with glued joins. Unfortunately, it was found to be both technically unacceptable and also very flammable.

As a result, the search was continued for a suitable material. Then the NRC struck upon polyurethane. Using this new material, another radome was constructed in the fall of 1959. It was again made of

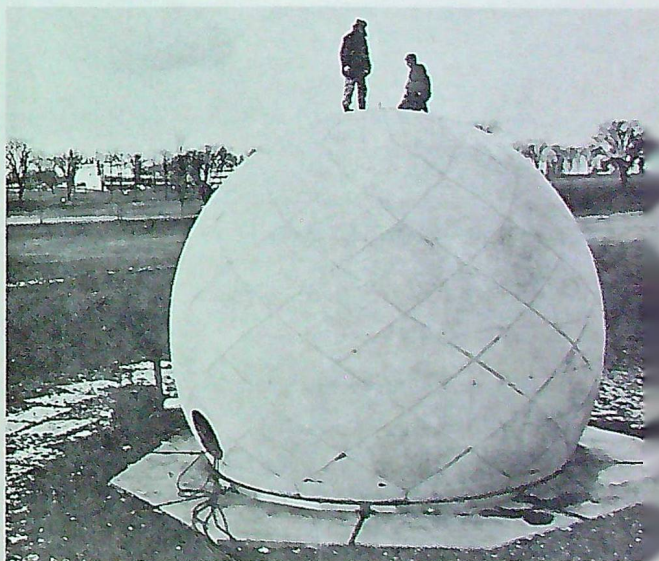
diamond-shaped panels, typically measuring 56 x 83 inches on the diagonals. The panels are moulded in a concave fashion to a 13-foot radius and are 3½ inches thick. The density of the foamed plastic is only six pounds per cubic foot and hence it is quite true to say that by far the largest part of the construction material is air, enclosed in the plastic as bubbles. In order to join the panels together, the edges, instead of being straight across, are hollowed out. Thus, when two panels are joined together, there is a cylindrical hole the entire length of the join.

The radome was assembled this way using special U-shaped pins to hold the panels together, then the joins were filled by a chemical mixture which is of the same density as the panels themselves. (It is very important that the density of the radome be the same all over, including the joins, or else false readings could be received by the radar.) This mixture bonded the panels together, whereupon the construction pins were removed and the resulting holes plugged with dowels, also of foam.

One igloo coming up.



The completed foam radome.



The result is a spherical radome, 26 feet across and 3 1/2 inches thick. Several men can stand on it and it can be easily cut with a knife or a saw. It is extremely light and is practically perfect insulation against heat loss from inside. It is also fire retardant and has extremely good radar characteristics. It is painted red and white with special paint so as to be clearly visible from the air. This is necessary because of the radome's close proximity to the runway.

The radome was tested at Ottawa throughout the winter of 1959 and the summer of 1960 and then taken apart (sawed into diamond shaped panels and then the edges hollowed).

It was reassembled in the hangar of RCAF Unit Fort Churchill in the fall of 1960 and then transported to its new location, dangling from the boom of a 50-foot crane. The whole reconstruction only required about four days by a team of four NRC personnel. Since its installation at this aerodrome, the radome has been undergoing testing and reports have been sent to AFHQ and AMCHQ on its performance. This unit has the first and only one in existence at the present time and it has proved to be a tremendous asset. From our testing of the radome at this unit, it has been found that its radar characteristics are excellent and that it fulfills our requirements in every possible way.

It is of interest to note that the air force intends to place an additional nine of these radomes at various RCAF units, and that the navy is also obtaining two. The United States forces have shown great interest in this design and it is fully anticipated that further models will be used in the USA. The whole project reflects the working together of government agencies, in this case the RCAF and National Research Council. For the safety of aircraft flying in the Arctic and for the personal comfort of the quadradar technicians in the RCAF, the air force must take its hat off to National Research Council for a job truly well done. ☉

## HERCULES HURDLE

Flight Lieutenant H. P. Berk recently received a plaque in honour of his completing 1,000 hours in C-130 *Hercules* transport aircraft. F/L Berk, who now flies the turbo-prop giants with No. 435 Squadron, is the first Canadian to top the 1,000 hour mark in this aircraft type.

Mr. Erik Nelson, director of sales in Canada for Lockheed Aircraft Corporation, made the presentation at F/L Berk's home base, RCAF Station Namao.

F/L Berk flew *Hercules* for two years from July 1958 while on exchange duties with the USAF at Sewart Air Force Base, Smyrna, Tenn. He completed his last 300 hours on No. 435 Sqn. since the planes were acquired by Air Transport Command in 1960.



## "E" AS IN "EVERYWHERE"

Did you know that the letter "e" is the most used letter in the alphabet?

It is also said to be the most unfortunate letter of the alphabet, because it is always out of cash, forever in debt, never out of danger and in torment all the time. All of which is true.

Still, it is never in war, always in peace and always in something to eat. It is the beginning of existence, the commencement of easy, and the end of trouble. Without it there would be no love or heaven. It is the centre of honesty and always in love!

Alcohol is a liquid good for preserving almost everything except secrets.

# AIRWOMEN'S ANNIVERSARY YEAR REVIEW

By FLIGHT LIEUTENANT EDITH COX



LAW Norma McLellan, Queen of the Ball at Stn. Winnipeg.

THE events of today become the traditions and the history of tomorrow. To the war-time airwomen and officers, of whom quite a number are still serving in the RCAF, the inception of women into the service in 1941 seems very recent indeed. But when one considers that many of our present-day airwomen were not even born at that time, then it is apparent that the creation of the Women's Division of the RCAF has already passed into the realm of history.

The proposal to commemorate the 20th anniversary of airwomen in the service, and the 10th anniversary of their return to the regular force, was received with enthusiasm and a varied program of events has been carried out throughout the year at stations across Canada and overseas where airwomen are employed. These events have included teas, receptions, banquets, dances, mess dinners, church parades, and recreational competitions, and have

ranged in variety and interest from a formal reception at the Council House of the City of Nottingham to an indoor rodeo at the Edmonton Gardens, at both of which airwomen were honoured guests.

The most elaborate celebration was undertaken at RCAF Station St. Jean, where a torchlight pageant and buffet supper were held in June. The pageant featured an historical parade with floats showing the development of the women's services from the time of Florence Nightingale to the present. Dramatic highlights of the pageant were the precision drill display, presented with professional smartness, and the physical fitness display in which spotlights were used to silhouette the graceful and rhythmical movements against the night sky. The ceremonies concluded with a parade and march past of more than 350 women personnel.

A feature of many of the anniversary celebrations was the display

G/C A. M. Cameron, AFC, S/L S. I. Evans and A/M Curtis (ret.) admire birthday cake at RCAF Station Saint John.

Dr. Llewellyn Davies, Lord Mayor of Nottingham, chats with airwoman at Reception.



of the Gold Cup. This beautiful and artistic trophy was presented by HRH Duchess of Gloucester at a special parade held at Wellington Barracks, London, in the fall of 1943. The inscription on the cup reads:

*To the Royal Canadian Air Force  
(Women's Division) Overseas  
from the  
Women's Auxiliary Air Force  
(Royal Air Force)  
in token of  
Comradeship and Esteem  
Among the guests and guest*

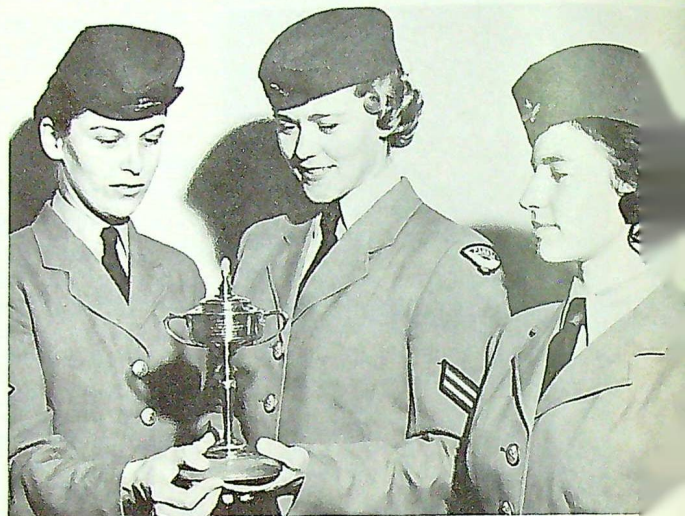
speakers at the various functions were former airwomen and women officers, distinguished civilians and members of the services. These included Air Marshal W. A. Curtis (ret.), former chief of the air staff; Air Vice Marshal J. G. Kerr, chief of staff, 4 ATAF, Europe; Mrs. C. Walker and Miss W. Taylor, former wing officers, each of whom served as senior staff officer for the wartime Women's Division; Wing Officer Marshall of the Women's Royal Air Force, and Dr. Llewellyn

Davies, Lord Mayor of Nottingham. And now, as the Airwomen's Anniversary Year draws to a close, the events described also take their place in the annals of RCAF history.

It has been a significant year for the airwomen in the service, marking their first service-wide birthday celebration. It has provided them with an opportunity to look back with justifiable pride upon their achievements of the past, and in so doing, to clarify and reconfirm their ideals of service for the future. ©



HRH Duchess of Gloucester presents Gold Cup to Wing Officer Walker at Presentation Parade, Wellington Barracks, London, 1943. In background are A/V/M W. A. Curtis and the Hon. Vincent Massey, then Canadian High Commissioner to the UK.



LAW S. B. Wood, Cpl. M. Theilade and LAW L. Martineau of Stn. Rockcliffe admire Gold Cup.

Torchlight pageant at Saint Jean, Que.





CBC programs are provided for rebroadcast to servicemen and their families overseas, through outlets such as this at Langar.



On the DEW Line, Station Dye personnel F/O A. R. Haskill and F/L F. W. Eddy listen to a CBC northern news broadcast.

## THE C.B.C. IS 25 YEARS OLD

By LESLIE A. REED,

Canadian Broadcasting Corporation Information Services

**T**HE often-times nomadic life of RCAF personnel and their dependents makes it difficult for them to enjoy the maintenance of links with home which are accepted as normal by most other citizens of Canada. The problem isn't acute for those personnel stationed in southern Canada, but it becomes very real for servicemen and their families in the far north and overseas.

The Canadian Broadcasting Corporation — which celebrates its 25th anniversary this month — joins with other agencies in attempting to alleviate this problem for servicemen. The CBC is charged with the task of providing a link between Canadians in all parts of the country, a link which is not available because of the lack of national daily news-

papers and which must be maintained through operation of the world's longest and most complex radio and television networks.

As part of its task in serving all Canadians, the CBC has established a special service for the armed forces, providing shortwave and local radio transmissions overseas and to the north. For the RCAF overseas, the CBC provides a comprehensive radio service. Two CBC officers have been seconded to the Department of National Defence to supervise the five-station FM network linking the 50-watt radio stations at Metz, Marville, Gros Tenquin, Zweibrucken and Baden-Soellingen. These stations, which have become a vital part of the Canadian community in eastern France and western Ger-

many, receive the bulk of their programming from the CBC. Approximately 60 hours of CBC network features — plays, music, school broadcasts — are flown from Montreal each week. News and sports broadcasts are picked up for rebroadcast in Europe from the CBC's shortwave transmitters in Sackville, N.B. On special occasions, such as the Grey Cup, circuits are rented on the Trans-Atlantic cable so that Canadian servicemen in Europe can be linked directly to the CBC's domestic networks for live participation in these major national events.

For RCAF personnel in other parts of the world, a 15-minute news and sports broadcast is transmitted on shortwave from Sackville each day. The programs are heard regu-



Airmen and women volunteers manned several "homemade" radio stations in isolated communities, like CFGB Goose Bay, until . . .



. . . the facilities were taken over by the CBC in February 1959. L. to r.: G/C W. H. Swetman, RCAF Stn. Goose Bay CO; Cecil V. Hobbs, CFGB's new manager; Andrew Corvan, director of CBC northern detachments.

larly by armed forces personnel in Egypt and the Congo. Tape recordings of CBC programs are provided to the Department of National Defence for shipment to a number of military bases in northern Canada, including the RCAF detachment at Resolute Bay.

This year, for the first time, CBC television programs have been added to the links with home enjoyed by Canadian airmen abroad and in the north. A "kine-package" made up of films of such CBC-TV features as "Front Page Challenge", "General Motors Presents" and "NHL Hockey" is delivered in Toronto every Monday, for shipment to Canadian bases in Egypt, the Congo and the far north. The films are screened at "TV Evenings" in canteens and messes.

In the far north, the CBC assists the RCAF by providing programs for RCAF-operated stations at Bird, Man., Winisk, Ont., and Great Whale River, P.Q. The former RCAF-operated stations at Whitehorse and Goose Bay were placed under CBC management after the

communities which they served ceased to be predominantly made up of servicemen and dependents.

Another service which occurred earlier this year was the provision of live entertainment to servicemen at NATO and UN bases. A concert party consisting of some of the top stars of the CBC's entertainment programs made a 16-day tour of bases in Europe and the Middle East, providing on-the-spot entertainment and relaxation for servicemen.

It was in 1936 that the corporation was given the responsibility for providing Canadians with a national broadcasting service — a service which, with assistance and co-operation from private industry, has far exceeded even the highest expectations of a quarter-century ago.

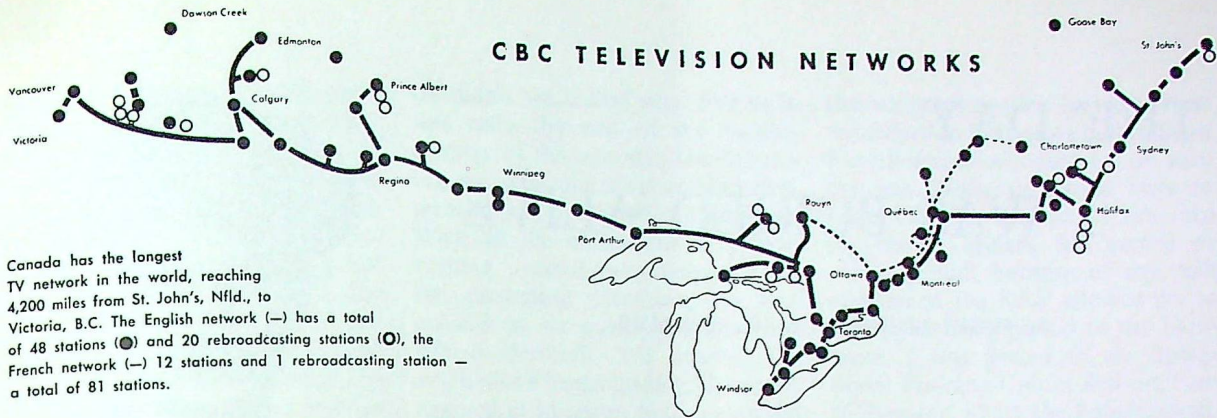
The CBC of today is big business. It employs more than 7,000 people and last year operated with a budget of \$101,000,000. Of this amount, a little more than \$59,000,000 came from public funds.

For this money, the CBC provides a formidable list of services,

including: two complete and distinct broadcasting services, in English and French; three national radio networks; seven regional radio networks; radio service to the north; a bilingual FM Network; CBC-owned radio and television stations and production facilities; two national television networks; regional television networks; station management and programs to Canada's armed forces; operation through seven time zones; program operations offices overseas; radio and TV interchanges with foreign countries; more than 100,000 programs per year, up to 17 hours a day in English and French, on radio and TV.

Today, Canada's three radio networks — the Dominion, the Trans-Canada and the French — total 133 stations. Of this total, 31 are CBC stations, while 102 are privately-owned. Canadian radio service is available to almost 98 per cent of Canada's population.

Canadian television has been made available to more than 94 per cent of the population since its inception in 1952. CBC production centres at



Toronto and Montreal rank next to Hollywood and New York as the leading North American television centres.

Although the national broadcasting system is autonomous in the sense that it is free from governmental direction or control, its operation has been constantly and searchingly supervised by Parliament itself through special committees on radio broadcasting.

The past 25 years have brought Canadian broadcasting to a place of prominence among the great broadcasting systems of the world. Despite tremendous obstacles imposed

by vast distances and small population, Canadians have built a system which today is the most extensive in the world. The CBC operates more stations and broadcasts in more time zones than any other system. Its network lines, if laid out in a straight course, would more than circle the earth.

The public system of broadcasting in Canada resulted from the natural desire and the need for a high standard of broadcasting that would express the varied facets of Canadian life and would interpret the different regions of Canada each to the other. In this way it was felt that broad-

casting would be a powerful instrument for the encouragement of Canadian unity. The CBC was created out of the conviction that these aims could best be served by placing the control of broadcasting in the hands of an independent public corporation acting as a trustee for Canadian listeners. It is interesting to note that this public corporation, working in partnership with private enterprises, and receiving the interested support of Canadians in all walks of life and all parts of Canada, has developed as another great national venture by determined Canadians.



In April 1961 this group of CBC entertainers toured Canadian army and air force bases in Europe. They were welcomed at No. 1 Wing, Marville, by the station commander, G/C D. P. Hall.



In December 1959 CBC's Juliette and Gordy Tapp were welcomed to Resolute Bay by RCMP Constable T. Jenkins and RCAF detachment commander S/L J. R. Marshall.

# THE DAY

## I WAS BURIED ALIVE

By FLIGHT LIEUTENANT M. R. KOWALSKI

*(In this, the last in our current series of escape stories, we depart from our previous pattern of relating only the incident which resulted in the author becoming a prisoner or evader. Flight Lieutenant Kowalski's story is somewhat unique. He flew with three air forces and his account of being shot down and subsequent evasion is only one episode in an adventure-packed career. We have gone back, therefore, to the beginning of the Second World War when Polish Sergeant Kowalski and his badly outnumbered colleagues made a gallant, but futile, attempt to stem the German Blitzkrieg. Today F/L Kowalski lives in Montreal, where for several years he has been an enthusiastic member of the RCAF Auxiliary.—Editor.)*



F/L Kowalski's service began as an officer in the Polish Air Force . . .

**I**N 1938 I reached a very important milestone in my life. I graduated from the Polish Air Force College at Bydgoszcz and was posted to a bomber squadron in Warsaw as a radio-operator. The joy of realizing a lifelong ambition, however, was tempered by the knowledge that the clouds over Europe were darkening. That year was the year of uncertainty. Everybody sensed that something was brewing, but we were not sure what.

Soon, everything was clear. On 1 September 1939 Hitler's army and Luftwaffe attacked Poland. As the German motorized division overran our country we were forced to change our base quite often and, at the same time, try to stem the tide of advancing Panzer Divisions. The situation became hopeless. There was no way of winning the war. We were greatly outnumbered and were inferior in our equipment. The Polish General Staff ordered our forces to withdraw towards Rumania and Hungary to re-organize and con-

tinue the fight. Unfortunately, it was not to be. When we Poles crossed into Hungary on 19 September we were interned. This proved to be only a temporary setback. From a radio we had built from scrounged and smuggled parts we learned that General Sikorski, who was in Paris, had signed a pact with the French government and obtained permission to form a Polish army and air force on French soil. General Sikorski appealed to Poles all over the world to join him there. Poland needed us; we were coming.

For the next three weeks the Hungarian guards must have thought that the 10 of us in our cell had become obsessed with singing. We had a perpetual sing song going. The longer we sang, the louder we got and the louder we got the better chance we had of covering up the noise we were making as we hacked a hole through the prison wall. Finally one night, under the cover of darkness, we made our escape and reached the French embassy in

Budapest. The embassy staff arranged for us to leave Budapest and travel to Greece via Yugoslavia. In Athens we boarded the Polish liner S.S. Pulaski bound for France. After about three weeks internment and two weeks of travel it was a great sensation to be on something which was flying the Polish flag. On 23 October 1939 we docked at Marseilles. We were on free soil with no danger of prison camp or internment and we were anxious to get back into the fight. We thought that with England and France beside us, we would be home for Christmas. Some of us didn't see our homeland again for almost six years.

From Marseilles we went by train to the French Air Force base at Lyon-Bron which was to be our home for the next eight months. Each day more patriots arrived at the base to form a nucleus of the new Polish Air Force. One day I recognized a very familiar face, that of my pilot Stefan whom I hadn't seen since we were shot down during

a raid on German columns near Plock. It was indeed a happy reunion. Unfortunately, France was not prepared for our influx. Instead of undergoing training at a feverish pace, we had little or nothing to do. The year 1939 ended and still not very much had happened. In the spring of 1940, in spite of the fact that Stefan and I had wanted to crew up again as we did in Poland, he was sent to a bomber squadron in England and I went to a reconnaissance squadron in France.

we didn't see it that way. For us it was only the end of the second chapter of the episode. The following morning our crew decided that we would fly our aircraft to England. With all the excitement of people rushing around in anticipation of the oncoming Germans, no one noticed as we quietly boarded our *Martin* aircraft. We started the engines and began taxiing. The tower ordered us to return to the ramp but we ignored it. However, before we could get onto the runway a fire

that we faced another barrier. When we arrived in France we had to learn French before we could get on with the war. Now, we would have to learn English. One day I ran into my friend, Stefan. We agreed to crew up and, because of my past experience, the RAF allowed me to cut my training period to the minimum. I was posted to an Operational Training Unit at Benson, then to Syerston where the Polish squadrons were being organized. The time of our revenge was nearing. The official date was 4 May 1941 when we assembled in the operations room for a pre-take-off briefing.

#### BACK ON OPS

Our target for the night was the German submarine base in the French city of Le Havre. We pounded it with a vengeance and returned home weary but with a happy feeling. One day, after several weeks of operational flying, Stefan and I acquired a mascot, a mongrel which we called Chappy. Regulations not-

... and became a flight lieutenant in the RCAF.



... he won the Virtutti Military Medal while a sergeant in the RAF ...

The morning of 10 March 1940 I was awakened by the rattle of machine guns, the booming of exploding bombs and the roar of aircraft. Swastika-painted aircraft were bombing our airfield. War had come to France. From Lyon I was transferred to Toulouse and there at last I became part of a Polish aircrew that began training for operations and for the repayment of our debt to the Germans. Unfortunately, this pleasure was short lived. On 17 June 1940 the French surrendered unconditionally to the Germans. They thought the war was over but

truck blocked our passage. We were out of luck. We were paraded before the station commander but he was sympathetic to our cause. He said that it was only because of orders that he had stopped us from taking the aircraft but we were free to go ourselves with his blessing. Within hours we were on a train bound for the south coast of France. A few days later we docked at Oran in North Africa. It was not long before we were sailing for England.

On 17 July 1940 we docked at Liverpool. As we were being greeted by British authorities we realized



withstanding, we took Chappy flying with us. One of the groundcrew even made an oxygen mask for him. Chappy loved to fly. When we went out to the aircraft for a sortie we didn't have to coax him into the aircraft — he was there ahead of us.

On 6 August 1941 we were briefed for an attack on a German munitions factory at Aachen. We then gathered up our gear and went out to our *Wellington* bomber. Chappy, instead of climbing into the aircraft as he always did, sat nearby and trembled. It seemed as though he sensed the coming danger and was trying to explain it to us. At twilight our aircraft lumbered into the air and set course. It was dark as we crossed the English Channel. Approaching the German coast near Ostende, Belgium, German anti-aircraft artillery opened up. This incident did not disturb us unduly and we continued to climb to 18,000 feet. Finally, we started our run in on the target. Since we had to maintain strict radio silence my position in the aircraft, by order of the captain, was in the astro turret for observation against fighter attacks from the rear. I looked to the rear and there was nothing in sight. I looked to the front and in came an enemy aircraft in a head-on attack. He fired a burst at our starboard engine and his bullets perforated the dinghy which was housed behind the engine. The dinghy fell out of its housing, flew back to the tail and jammed itself against the elevator, forcing the aircraft into a diving position. The captain struggled to regain control of the aircraft but it was no go. The trip had reached the point of no return. We were ordered to bail out.

I clamped on my chute and headed for the escape hatch. I didn't make it. The aircraft was scorching earthward and accelerating by the minute. Try as I might I just couldn't make it to the emergency exit. The next few confused minutes were full

of sound and fury and it wasn't until some time later that I found out what happened. The two pilots were able to bail out. Then, as the aircraft hurtled downward it was overstressed, the starboard wing snapped off and smashed a hole in the fuselage. As the aircraft began to corkscrew I was pitched out through the hole in the fuselage. I pulled the ripcord, the chute opened with a bang and a few seconds later I



"Chappy" picked the right time to refuse to fly.

slammed onto the ground with a bone-crushing impact. The *Wellington* augered in, carrying three of the crew to their deaths.

I did not know whether I was in Germany or Belgium but in any case I was in enemy-occupied country. I buried my parachute and headed for a hiding place in the woods. Travelling was difficult because I had lost my flying boots during the jump and had injured a leg during the landing. Finding some dense underbrush, I crawled into them in order to hide. I spent the rest of the day planning my next move. When evening came I started

out in a westerly direction intending to get to France. I was very fortunate I soon had help. I met a Belgian worker and told him who I was. The Belgian took me to a friend's house where I was outfitted with civilian clothes and given something to eat. Another Belgian at the house said he would take me to Brussels and put me in touch with the underground. Getting to Brussels was easy, finding a member of the underground was not so simple. We walked for hours. We had addresses to go to but you can't just walk up to a house and say to whoever answers the door, "Pardon me, sir, but are you a member of the underground?" We may have spoken to several members of that clandestine organization but, if so, none of them admitted it. But finally, we made a contact.

From that moment on my life became more pleasant and I had something to look forward to; namely, the return to England. During my first week with the Belgian underground I learnt of the fate of my crew. The navigator, nose and tail air gunners were killed in the crash, the captain was taken prisoner and the co-pilot, my old friend Stefan, was alive and in hiding. Two weeks later Stefan and I were reunited. This was getting to be a habit with us. Shot down over Poland, we met again in France. Separated by transfers in France, we met again in England; now, after being shot down over Belgium we met again.

#### LIVING DANGEROUSLY

For three months Stefan and I stayed as the unexpected guests of a Belgian family. It was a dreary three months. The Belgians were wonderful people and they did their best to make our waiting time as pleasant as possible but we were impatient to get on our way back to England. Naturally, we couldn't go out of the house without an escort as that would be tempting fate. One day we were informed that two

Scottish soldiers, who had been hiding in Brussels since Dunkerque, were caught by the Gestapo shortly after they left our house. The question was, would the Gestapo learn about the house where we were staying? There was no point hanging around to find out so, as a precautionary measure, we were taken to another hiding place. I remember the date well as it was my 23rd birthday. I celebrated my 21st birthday in a Hungarian prison and 23rd in a Belgian hiding place. Things were looking up; I had great plans for the 24th.

The underground began to move. One of its members told Stefan and me to be in front of the Palace of Justice at a certain time. We were to carry a copy of a Belgian weekly magazine as a mark of identification. The magazine was called, appropriately enough, "The Signal". About 10 minutes after our arrival to the assigned rendezvous a man came up to us and carefully displayed a torn five franc note. From my pocket I extracted a torn five franc note. The torn sections matched perfectly—we had made our contact. The agent took us to our next place of hiding which, he told us, would be only temporary. Then we would go to our final hideout before starting our homeward journey. Two weeks later we moved to our alleged last hiding place. I just couldn't believe it, though. We had been told so often that we were finally on our way that I took the statement with a grain of salt. Our reception at the latest "rest home" was quite pleasant, however. On the assigned evening we rang the door bell of a house not far from the Royal Palace. An elderly gentleman greeted us to his home with the words "Vive la Pologne". We were deeply touched. An elderly couple lived in the house and they treated Stefan and me as sons. Their own son had escaped from Belgium and was fighting somewhere for the Allied cause.

During our stay with these good people a member of the underground took us to a photographer to have our pictures taken for fake identity cards. Since neither Stefan nor I spoke a word while we were in the studio, the photographer became quite suspicious. Upon returning to our house we grew mustaches by way of disguise. Even today I still have the mustache which originated in wartime Belgium.

Finally, the important day arrived. Departure was arranged for us from Brussels' Gare du Nord. A Belgian girl was our guide. We travelled to the frontier, between Belgium and France, by train. From there we crossed occupied France partly by foot, which included swimming several rivers, and partly by train. In Paris our guide bought us train tickets for the trip to a certain little town near the Spanish border. As we were about to board our coach we made a startling discovery — we were going for a ride on a troop train. It was an unexpected and undesirable development but it was too late to turn back.

In our coach one small compartment was reserved for "civilian" travellers. The "civilians" were Stefan, our Belgian guide, a Canadian flier and myself. It was not the most relaxed journey I have ever made. We left the lights out in the compartment so the conductor must have thought it was occupied by German soldiers. At any rate he didn't come in to check and the German soldiers didn't bother us. I was beginning to think that we were over-extended on our quota of luck. We completed the journey without incident but we were never so glad to get off a train in our lives.

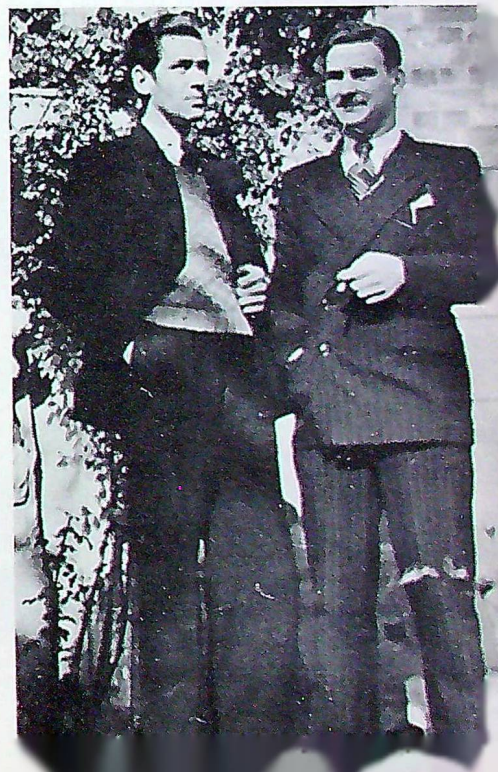
We rested for two days in a little French town nestled in the shadow of the Pyrénées. Our brave little Belgian friend returned to Belgium to carry on her precarious occupation of guiding people such as ourselves. Her contribution to the

Allied cause was substantial and her reward would be seeing her country liberated in due course.

#### RETURN TO FREEDOM

In the evening of the second day our final guide arrived to take the Canadian, Stefan and myself over the mountains. It was a dark night when we started out on our arduous climb. Climbing mountains was a little out of my line but, like the others, sheer determination drove me on. For 26 gruelling hours we walked, ran, staggered and fell until finally, utterly exhausted, we entered San Sebastian. With the sleep of the just, we slumbered away the next 24 hours. After the mountain climb, the trip through the rest of Spain to Gibraltar was a breeze. It was an exhilarating experience to be on free soil again. For the first time in three months I could live without fear.

In spite of the casual appearance this picture was taken while F/L Kowalski (right) and his co-pilot were in hiding from the Germans.



On our second day in Gibraltar Stefan and I were brought before an intelligence officer for an interrogation. He asked which one of us was Mike Kowalski. When I told him it was me he said that an investigation would have to be carried out because according to intelligence reports I had been killed on 6 August and buried in the cemetery of Charle-roi, Belgium, on 9 August 1941. Something was wrong. Nobody had buried me, I was very much alive. However, in wartime you can't afford to take chances. As far as they knew I was an impersonator, so I was kept in Gibraltar for three weeks while my photo and finger-prints were returned to England for verification.

Finally they let the "dead" man go. I was grateful but puzzled. What gave them the idea I was buried? I found the answer in England. When I failed to return from the operational sortie a friend of mine asked the International Red Cross to find out what had happened to me. The first reply from the Red Cross said that they were starting an investigation. A second letter said that I was missing and presumed killed in action. The third, and final, letter said that I had been killed in action. Consequently, my friend was more than a little surprised when she opened her door and there I was. What had happened was that the captain of the aircraft, who ended up in a POW camp, told the Red Cross the names of the crew which he believed had been killed in the crash. He was of the opinion that one of the crew members, Wacek, had escaped and I had been killed. The exact reverse was true and poor Wacek had been buried under my name.

With everything squared away to everyone's satisfaction, particularly mine, Stefan and I returned to our squadron. As the first Polish members of RAF Bomber Command to return to England after being shot

down, it was a moment of triumph and joy to walk into the mess once again.

After the war I immigrated to Canada where I was fortunate to obtain a good job as technical assistant in a large electrical company.

I am still employed here, but my greatest passion is always the air force. The love for it remains deep in my heart and I am proud to serve today as an officer in the RCAF Auxiliary. ©

**WAR ORGANISATION  
OF THE  
BRITISH RED CROSS SOCIETY and ORDER OF ST. JOHN OF JERUSALEM**

**FOREIGN RELATIONS DEPARTMENT**

*Director:*  
THE RT. HON THE EARL OF CLAHENDON, K.G., G.C.M.G., G.C.V.O.

*Deputy Director:*  
MISS S. J. WARNER, O.B.E.

TELEPHONE NO.:  
ABBKEY 2511/5

WARWICK HOUSE,  
ST. JAMES'S, LONDON, S.W.1

PLEASE QUOTE REF. **EC/CV  
P/C**

19/8/41

Miss V. Bates,  
32B, Laurier Road,  
London, N.W. 5

Dear Madam,

re. Kowalski, Sgt.

Thank you for your letter of August 12th. We have just had a cable from the International Red Cross at Geneva confirming the sad news about Sgt. Michael Kowalski.

He died on August 6th and was buried in the cemetery of Cherleroi (Belgium) on August 5th.

With deep sympathy,

Yours faithfully,

*Edith Cameron*  
for M.G. Gampion.

Official confirmation of the death of Sgt. Kowalski.



## AU REVOIR TO DOCKSIDE BON VOYAGE PARTIES

"FROM LITTLE acorns mighty oak trees grow". This familiar quotation could be applied to the founding of the Royal Canadian Air Force Association's Bon Voyage parties which, from a humble beginning about a decade ago, have brought convenience and pleasure to many thousands of overseas-bound RCAF personnel and their dependents.

A chance sighting of a newspaper clipping concerning a ship departure launched this campaign of goodwill. From that spontaneous inception the project has been expanded until now every member of the 11,000-strong RCAFA contributes either directly or indirectly to the Bon Voyage program.

Number 250 (Saint John, N.B.) Wing originated the farewell parties when Mr. P. F. Connell, then an executive member of the wing, read that a ship was sailing from that city's port in February 1952 with a number of air force personnel on board. Mr. Connell felt that some sort of dockside party should be arranged for them. The rest of the executive and wing members agreed and the praiseworthy affair quickly gathered momentum.

It was a pleasantly surprised group of weary travellers who, on arrival at Saint John by special train from Montreal, were met, greeted and assisted by members of the St. John Wing. Since this was a new endeavour on the part of the Association members they didn't know what to expect nor how they could help.

The answers to both these questions soon became clear. The arriving personnel were greatly pleased at having somebody meet them. After distributing gifts to the adults and toys to the children the Association members busied themselves helping the mothers with their children and baggage and generally providing assistance wherever it was required.

The appreciation of the RCAF personnel and dependents towards the Association members for the warm send-off was obvious and the displayed pleasure added to the enjoyment and satisfaction of the RCAFA members. So successful, indeed, was the initial venture that

Bon Voyage parties soon became a regular function for Association wings at Halifax, Quebec, and Montreal as well as Saint John. Because there are only four seaports in Canada where RCAF embarkations take place, a special fund was created at RCAFA Headquarters so that all Association members could share in this display of comradeship between air force veterans and present day members of the RCAF.

The Maritime section of the Association not only provided the beginning of Bon Voyage parties, they also supplied an unique feature to them. No. 100 Wing in Halifax, which participated in Bon Voyage

LAC R. W. Peel and his family wait in a ship's theatre for the RCAFA Bon Voyage party to get underway.





No. 302 (City of Quebec) Wing prepare a table of gifts for a ship load of departing RCAF personnel and their dependents.

parties from that port, is made up exclusively of former airwomen. Number 100 Wing and No. 101 Wing, also of Halifax, combined forces to handle Bon Voyage parties during the winter months when the St. Lawrence River and the ports of Quebec and Montreal are closed because of ice.

As in most founding enterprises, a few snags developed as the wings attempted to establish standard operating procedures. One early morning, for instance, a Bon Voyage committee from No. 306 (Maple Leaf) Wing, laden with packages and brim full of goodwill, arrived at the Montreal dockside to find not a trace of the liner "Ivernia" or the RCAF personnel and dependents they had hoped to cheer with a happy send-off. For the first time since the wing received its charter 11 years before, a No. 306 activity had really missed the boat. There was a very good explanation to cover the mystery of the missing ship. The possibility of a dock workers strike had advanced the liner's sailing time to the night before and the train carrying the RCAF passengers had sped through Montreal to Quebec where overseas travellers were embarking at the same time the Bon Voyage committee were exchanging

puzzled glances on the deserted Montreal docks. In the scurry of last minute changes someone had forgotten to inform them of the revised plan.

There have also been incidents where ships have suddenly been moved to another pier, resulting in wing members scurrying along the waterfront looking for them. On one occasion a liner was due to dock in Quebec City at 1400 hours but, for some unknown reason, it was delayed for five hours. The shipping company neglected to advise the RCAF movements unit in Montreal of the change of time. Consequently, No. 302 (City of Quebec) Wing found itself meeting a boat train of 250 people with nowhere to go for five hours. This was to be a real test for the Bon Voyage committee but they rose to the occasion. Since there is no air force unit in Quebec City, with the exception of a recruiting unit, the Association members turned to the Army for assistance. The Army very kindly loaned the RCAFA Wing two enormous buses complete with drivers. While some of the wing members hurried ahead to open their clubrooms and prepare sandwiches and coffee, buy milk and baby food and set up the gifts,

other members directed the buses to the railway station to begin the shuttle service between the station and wing headquarters.

The end result was that, instead of a group of people being left to fend for themselves and taking care of their children as best they could under the circumstances, they and their children were fed and the adults were later taken on a sight-seeing tour of the city while the youngsters played with gifts given to them by Association members. Then, when the wayward ship finally made its appearance, men, women and children were all escorted to dockside.

Such happenings as a train being re-routed or a ship delayed, at least without notice being given, are rare occurrences nowadays. The Association and its Bon Voyage parties are well known and much appreciated by shipping companies and the RCAF as well as by the recipients of Association generosity. The shipping lines, for instance, give the Association committees the use of their ships' theatres or lounges for their Bon Voyage parties. In Montreal they also allow the committee members to park their present-laden cars in the departure shed — a rare privilege because space is so limited.

In order to co-operate with this worthy undertaking the AFHQ personnel movements unit promptly submits sailing lists to the appropriate RCAFA wing. From these lists wing members ascertain the number of servicemen, servicewomen, wives and children departing for overseas from each city. Then appropriate gifts are purchased for everyone. In the case of children, toys are provided according to age and sex and all items are then gift wrapped. Even pets are remembered and are given either a rubber mouse or a rubber bone. Enclosed in all gifts to adults is a card wishing them "bon voyage" and explaining the purpose of the Association. Special attention is given to women accompanied by children who are travelling to join their husbands already overseas. Particular emphasis is also given to large families. These are assisted off the boat-train by Association members and taken aboard ship either to their cabins or to the lounge that is reserved for the distribution of gifts. The members assist those who are worried about luggage sent ahead, by ensuring that it has, in fact, arrived and been loaded on board. They collect and mail any letters that have been

written in transit, supplying stamps if necessary, and purchase flowers according to cabled instructions from any serviceman who wants flowers in his wife's cabin when she sails.

If everything went according to plan Bon Voyage parties would be a routine and enjoyable task. They are always enjoyable but are seldom, if ever, routine. Additions and deletions to the list of names up to and including sailing time make for a number of problems. For instance typographical errors have resulted in offering a charming 13-year old miss a toy doll purchased for a three-year old or worse still, more children have shown up than there were presents available. In these cases, a last minute rush for additional gifts has set matters right.

During the many sailings there have been such problems as: howling children who strike off alone only to get lost in the milling crowd of passengers and visitors at the dock shed, while mothers counting their broods and finding one missing add their voices to the uproar; the pregnant women who neglect to advise the RCAF of their condition, refused admission aboard by the ship doctor as there are no facilities for



Two members of No. 306 Wing familiarize an RCAF family with a standard shipboard pastime — shuffleboard.

childbirth; the child that arrives ill with what is diagnosed as a contagious disease and who must be hospitalized. To all these difficulties must be added the fact that Bon Voyage committees themselves en-

Two members of No. 100 Wing, an all-female branch of the RCAFA, hand out gifts to airmen and their dependents departing from Halifax.

Mr. Howard Karp of the Royal Canadian Air Force Association bids "bon voyage" to LAC J. W. McDougall and his dependents before they sail for duties overseas with No. 1 Air Division.






Three members of the RCAFA board the Ivernia in preparation for another Bon Voyage party.

counter difficulties. Staffs for afternoon sailings are hard to find due to the fact that Association members are either employed or in business for themselves and time off results in loss of pay. Evening sailings permit larger staffs but are harder to handle since the late hour of train arrival results in weary adults and children being aroused from sleep.

But, in spite of all adversities Bon Voyage parties have been conducted

faithfully and continuously by RCAF Association members since the idea was first conceived. The knowledge that they were able to help so many people and the justifiable pride in a job well done was the only reward they asked for. Soon dockside departures will be a thing of the past. Beginning early in the new year RCAF personnel and dependents will be travelling by air to duties in Europe. The RCAFA,

however, is not giving up Bon Voyage parties. Although final details have not been worked out, the Association will continue to provide appropriate going away mementos to the adults and toys to the children. In this way the tradition of esprit de corps and of service warmly rendered to overseas-bound RCAF personnel and their dependents by former members of the RCAF will be continued. 

## RCAFA PRESIDENT'S CHRISTMAS GREETING



Throughout the year I am happy to say that our Association has made significant progress on a number of projects which will be of benefit not only to our own people but also those less fortunate in other lands.

I sincerely thank all members of the Association for making this result possible. It has been a year of real accomplishment and I would again remind every member that new challenges lie ahead and we must face the future with courage and determination to put forth whatever effort may be required of us. I extend to the Chief of the Air Staff and all RCAF Unit Commanders our sincere thanks for their help during the year.

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

National President



# AIR CADET LEAGUE OF CANADA

*This section of the ROUNDUP is prepared by Air Cadet League Headquarters, 424 Metcalfe St., Ottawa, Ont.*

SINCE the Air Cadet training year commences in the fall, it has become traditional at this time of year for the League to look back over what has been accomplished in the previous 12 months and make plans for the year that lies ahead. Certainly one of the bright spots in the picture in this 21st year of Air Cadets is that the movement continues to enjoy the support of so many hundreds of men across the country whose service as officers, instructors and civilian committee members is the real reason for the success of the Air Cadet program in Canada.

Here, in capsule form, are the highlights of the training year just completed, along with information on other matters of interest.

## SUMMER CAMPS

Summer camps this year were held at four locations: Sea Island, B.C.; Trenton, Ont.; Saint-Jean, P.Q.; and Greenwood, N.S. Through the kind co-operation of the RCAF, the attendance quota was raised this year to 6,500 cadets. This annual two-week stay on an RCAF station, when cadets enjoy a healthful outdoor sports program and take a close look at the Air Force at work and at play, is looked upon by cadets as an exciting reward for hard work and regular attendance during the training year. Preliminary planning for 1962 summer camps is presently underway at AFHQ.

## SCHOLARSHIP FLYING TRAINING

Flying training courses are conducted at flying clubs and schools

across the country and successful graduates qualify for a private pilot's license and the coveted Air Cadet flying badge. RCAF-sponsored courses for 250 cadets this year covered the full 35 hours of flying required to qualify for a private pilot license. An additional 109 scholarships were provided through League committees at local and provincial levels, for a total of 359 scholarships across Canada.

The top Air Cadet pilot for 1961, Gerald Preston of No. 1 West Montreal Squadron, has been awarded the Banker Bates Trophy and, in addition, will receive the new Canadian Pacific Airlines Award which takes

the form of a holiday trip by DC-8 jet to Hawaii.

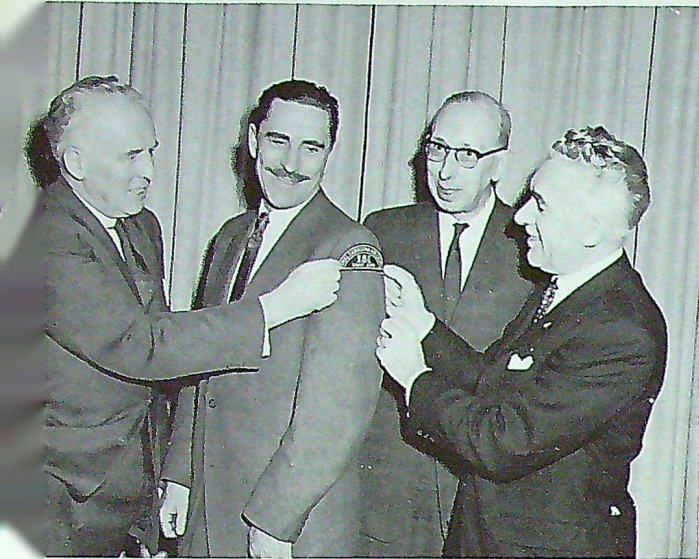
## SENIOR LEADERS COURSE

The two summer training courses for a total of 200 cadets held in previous years at RCAF Station Camp Borden were this year consolidated into a single course known as the senior leaders course. The syllabus of training was re-written so as to provide valuable instruction in the leadership subjects and also to turn out qualified drill instructors.

The revised aims of the course were admirably met and it is the opinion of the League that the graduates of the 1961 course at

George LeBlanc takes the Oath of Allegiance from W/C J. D. McCallum, AFC, and thus becomes the 100th former Yarmouth air cadet to join the RCAF.





Members of the Ontario provincial committee examine the new air cadet shoulder flash which will come into being at the beginning of the 1962 training year.



Cadet Cary Fedun of Fort William takes the high jump during track and field meet held at air cadet summer camp, RCAF Station Saint-Jean.

Camp Borden are better equipped to assist their home squadrons as senior cadets and instructors than in any previous year.

Top cadet on the senior leaders course was George T. Findley of No. 51 Ottawa Optimist Squadron. In second place was George Jorg Geissler of No. 592 Canadair Squadron.

In addition to winning the Garner Trophy awarded to the top cadet on the course, Cadet Findley was named first winner of the Trans-Canada Airlines Award which comprises (a) a beautiful bronze plaque inscribed with the winners' names; (b) replicas of the plaque in the form of book-ends for permanent retention by the cadet; (c) a return pass for a trip aboard a TCA airliner to any point on the company's domestic network.

#### NATIONAL DRILL COMPETITION

Competing in the national drill competition this year were the six flights into which the senior leaders course was divided at Camp Borden. A preliminary competition was held

to select two teams to meet in the finals during the graduation ceremonies. The winning team was Typhoon Flight, captained by Cadet Peter Day of No. 155 Sault Ste. Marie Squadron.

#### EXCHANGE VISITS

In line with the established pattern, 58 cadets were selected from all provinces for the international air cadet exchange visits program which enjoyed another extremely successful year in 1961. Canadian exchange groups were sent to the United Kingdom, United States, Norway, Sweden, Holland and Denmark; while return parties of cadets from these countries were entertained by the League and the RCAF in Canada.

Congratulations go to FS Pieter Den Heyer of No. 1 West Montreal Squadron, who was awarded the Dawson Shield upon the recommendation of his escorting officers on the overseas exchange, as the cadet "whose conduct best typified the spirit of exchange visits".

For 1962, important changes will be made in the exchange visits

program, with five additional overseas countries being added to the list. The total number of Canadian cadets to be selected will remain at 58, to be distributed as follows: 25 cadets to the United Kingdom; 15 to the United States; and two each to Norway, Sweden, Holland, Denmark, France, West Germany, Italy, Belgium and Israel. Return groups from all of these countries will visit Canada as guests of the Air Cadet League and RCAF.

#### STRENGTH AND QUOTA FIGURES

Information available at the time of writing indicates that Air Cadet strength in Canada's 332 active squadrons is running very close to the authorized establishment of 25,500. In most cases, provincial and squadron quotas have been filled, and waiting lists seem to be the order of the day.

#### ENLISTMENT STATISTICS

From January to the end of August of this year 448 former Air Cadets joined the Regular Force. This compares with 343 for a similar

period in 1960. In the calendar year, 653 former Air Cadets enrolled in the RCAF. This represents 22.5% of the total male regular force enlistments for the year compared with 15% and 14% the two previous years. In 1960, 228 former Army Cadets and 85 former Sea Cadets joined the RCAF, the total cadet intake representing 35% of all regular force enlistments.

### SQUADRON SHOULDER FLASHES

As announced at last year's provincial committee meetings, a new pattern shoulder flash has been developed for wear with the Air Cadet uniform to replace the "Canada" badges and individual squadron patches presently in use.

The new design incorporates the words "Royal Canadian Air Cadets", with space for the individual squadron number and squadron identification to be embroidered. AFHQ has decided that the initial and subsequent issues of the Air Cadet shoulder badge shall be the financial responsibility of the RCAF. Administrative procedures are to be set



FS George T. Findley, left, and FS George A. Doolittle, right, proudly show their trophies for coming first and second at the senior leaders course held at Camp Borden.

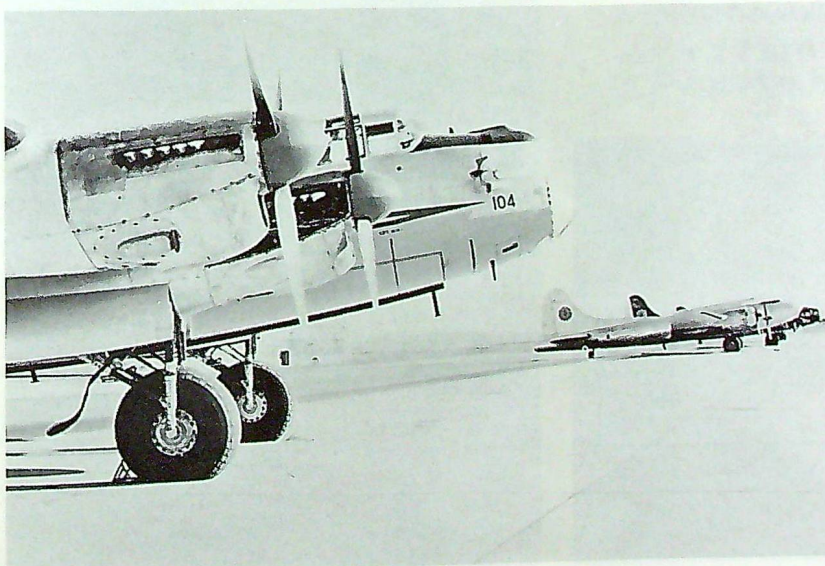
up between the League and the RCAF to enable the production of the badges to commence. It is expected they will be available in squadrons commencing the training year 1962.

### PROVINCIAL COMMITTEE MEETINGS

The annual meetings of provincial and zone committees have been held all across the country. These important gatherings, at which every squadron in Canada was represented, provided a first-class opportunity to assess the current position of the League and to determine what changes should be made to bolster and advance the movement in the future.

The provincial committee meetings were followed by a meeting of the national executive committee in Ottawa, during which the League talked over its plans and problems with the Chief of the Air Staff and other Air Members. The special activities program for 1962 was submitted for approval by the RCAF and announcements regarding this will be made in the very near future.

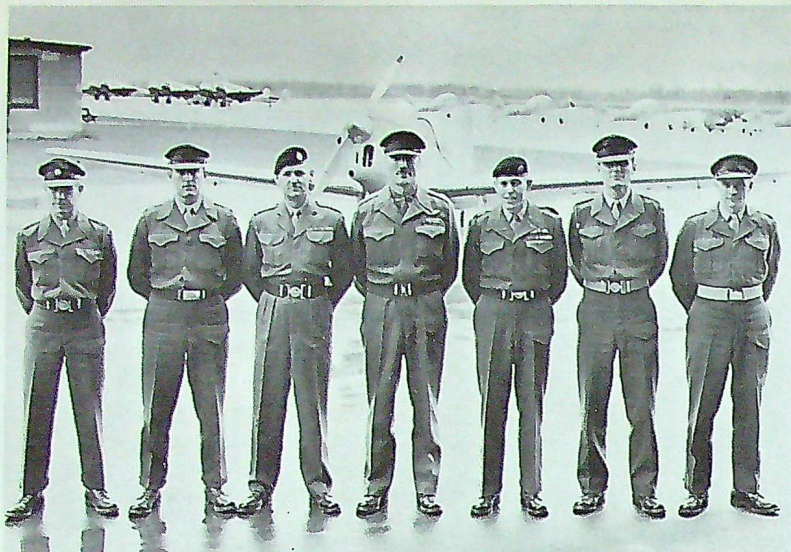
All of these meetings have had the effect of preparing the ground-work for the annual meeting of the League to be held at the Seignior Club, P.Q. on 7th and 8th February 1962.



### WHEN WAS IT?

When did you last see a *Lancaster* and a *Flying Fortress* side by side on a tarmac? (Our guess as to when this photo was taken was almost 15 years out, too.) F/L W. M. Monkman shot the wartime veterans at RCAF Stn. Torbay, Nfld., on 5 Oct. 1961. The RCAF *Lanc* is flown by No. 107 RU; the B-17s owned by Columbia Pictures (British) Ltd., were enroute to the U.K.

# TRI-SERVICE

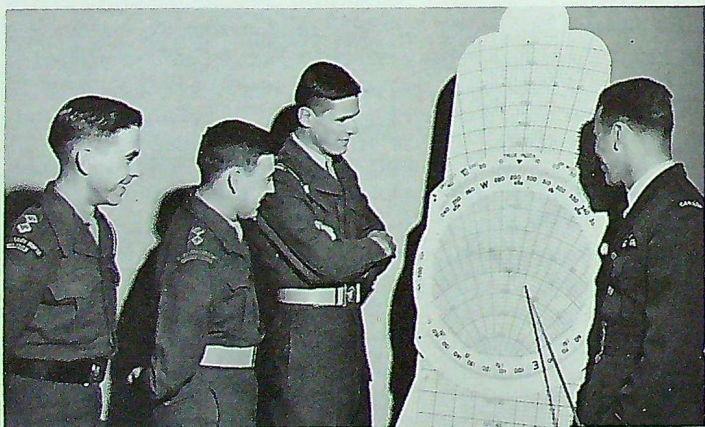


Army pilots are trained to wings standard at RCAF Stn. Centralia.



F/O K. Chapman gives pre-flight *Chipmunk* briefing to Lts. S. D. Werry and J. P. Cheevers.

Dalton computer session involves (l. to r.) Lts. J. K. Martinson, M. B. LeBlanc, S. D. Werry and instructor F/O W. Christie.



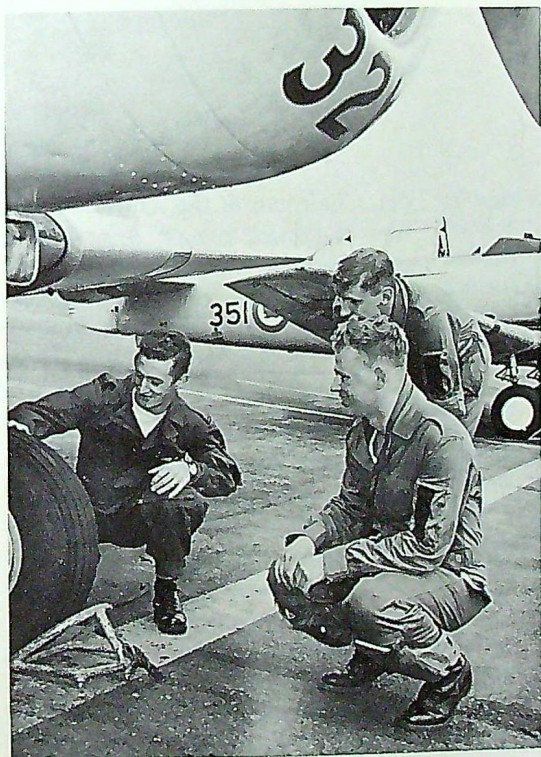
On Centralia flight line, Lt. C. A. Sangster and Lt. Col. D. J. Hunden.

# PILOT TRAINING

student pilots there also. Today, navy blue and army khaki blend with air force blue on the flight line as embryo pilots from the three services spread their wings.

In addition to Centralia other RCAF stations are engaged in training naval fliers. For flying training on *Harvard* aircraft naval aircrew are sent to Station Penhold and then to RCAF Station Saskatoon for advanced flying training on *Expeditors*. The Army fliers remain at Station Centralia until they attain their army wings, then they proceed to the CJATC at Rivers for operational training on L-19 aircraft or helicopter conversion.

On Penhold flight line, F/O J. Lambert and navy trainees A/S/Lts., W. P. Breckenbridge and F. N. Clarke.

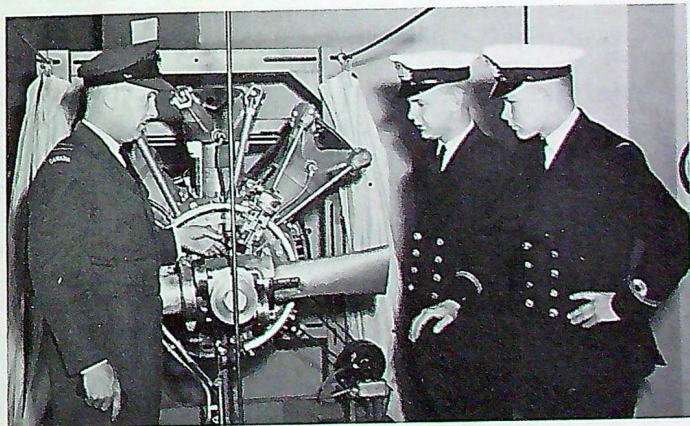


Commodore J. V. Brock takes salute at RCAF Stn. Saskatoon after presenting wings to one RCAF and 19 RCN pilots.



A/S/Lts. B. E. McKay and E. Neilson learn link plotting desk tracking methods from F/L D. J. McCaul.

S/L H. Vincent briefs A/S/Lts. R. Jackson and G. F. Youngson on *Harvard* engine at Penhold.

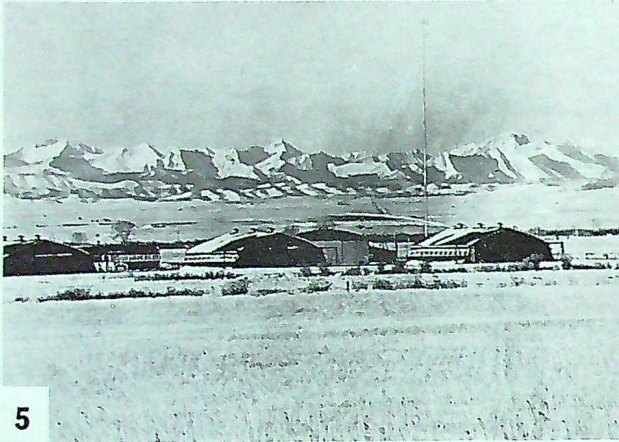




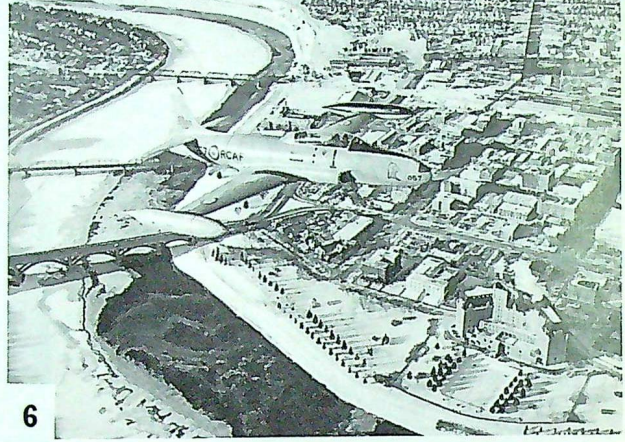
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## *What's the Score?*

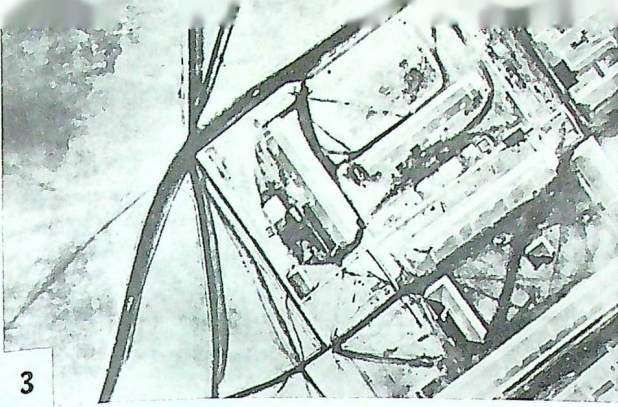
This month we present the fifth in our current series of picture quizzes, as selected by the Air Historian. This time we are asking two questions: "when was it" for the first three photographs and "where was it" for the remainder. Two of the photographs should be no problem to faithful **ROUNDEL** readers since they have appeared in the magazine before.

**1**  
**Toronto, Ontario.** Many readers will recognize the east entrance of the Canadian National Exhibition grounds in Toronto. This is No. 110 (Aux.) Squadron and the time is 1936. No. 110 Squadron was the first RCAF squadron to go overseas in the Second World War.

**2**  
**Near Whitehorse, Yukon Territory.** If you have recognized the observation car as narrow gauge, you are well on the way to solving this one. The time is some period during the Second World War and the presence of Canadian officers of the three services suggests that they might have been hosts to their American colleagues. The scenery is on the White Pass and Yukon Railroad and the occasion is an inspection of facilities along the north west Stag-

ing Route by Mr. Fiorello La Guardia, Chairman of the American section of the Permanent Joint Board of Defence.

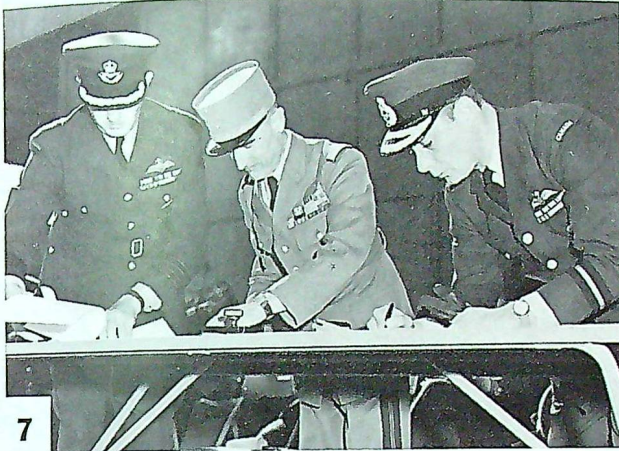
**3**  
**Halifax, Nova Scotia.** Loyal readers of *The Roundel* will remember this photograph from the June 1956 issue of the magazine. It is Canada's first aerial photograph and was taken in 1883 by Captain H. Elsdale of the Royal Engineers, who used an automatic camera suspended from a captive balloon. The area photographed is part of the barracks of Halifax Citadel.



3



4



7



8

**4**  
**Fort Worth, Texas.** The RFC uniforms, the American soldier, and the crashed *Jenny* are the helpful clues in deciding where this photograph was taken. During the winter of 1917-18 the RFC/Can had accepted the kind invitation of the U.S. Army to transfer most of its flying training operations in Canada to three large American bases just outside Fort Worth.

**5**  
**High River, Alta.** Prairie and mountains narrow the location of this air base. It is, in fact, the High River Air Station, established in 1921 for forestry patrol work. On one occa-

sion the base figured in an unusual mail service. When roads became muddy in 1924, RCAF aircraft dropped mail to H.R.H. the Prince of Wales at his ranch nearby. We are indebted to A/V/M Walsh (deceased) for this photograph.

**6**  
**Saskatoon, Sask.** The RCAF's Red Knight is over a prairie city. The river and the hotel are the clues, marking this as Saskatoon in November 1960.

**7**  
**Zweibrucken, Germany.** The presence of G/C A. C. Hull, General Roger Noret and A/C (now A/V/M)

W. R. MacBrien is the clue to the location and the time of this event. The documents being signed are the agreement covering the RCAF's occupancy of No. 3 Fighter Wing's base at Zweibrucken. The three officers in April 1953 were the CO of the station, the C-in-C of French forces in Germany, and the AOC of No. 1 Air Division.

**8**  
**Ceylon.** Number 413 Squadron was deployed to Ceylon in March 1942 and was stationed for 35 months at Koggala where this photograph was taken. This was the squadron which gave warning of the attack which was carried out on the island.

## AIRCRAFT

<i>Hercules</i> in Harness	Mar.
Concerning the <i>Caribou</i>	May
Flying the <i>Starfighter</i>	Sept.
Introducing the CF-101B	Sept.
Checking Out the Yukon	Oct.
Previewing the CL-41	Dec.

## CURRENT OPERATIONS

Supporting Mutual Aid in Greece and Turkey	Jan.-Feb.
Red Wings Over Canada	Apr.
"No Sweat" in the Arctic	Apr.
One Hundred Million Miles By Air	May
Golden Hawks On Tour Again	May
A Year in the Congo	Sept.
Maritime Air Command	Oct.
Recording Biggest Non-Nuclear Explosion	Oct.
National Defence Medical Centre	Nov.
Sure and Swift	Nov.
RCAF Assists in War on Forest Fires	Nov.
Biggest Igloo in the Arctic	Dec.
North of 74	Dec.

## HISTORY

Intruder (No. 418 Sqn.)	
Last Three of Five Parts	Jan.-Feb., Mar., Apr.
Canada's National Aviation Museum	Jan.-Feb.
No. 162 Sqn.	
Receives Recognition	Mar.
What's the Score?	
What Is It?	Apr.
When Was It?	Oct.
The CBC is 25 Years Old	Dec.

## HUMOUR

What Happens to the Bee When BMEWS Comes?	Mar.
A Trip by North Star	Mar.
Recollections of an Original Airwoman	May
Getting Over Over 40	Sept.
One Solution to the Surplus CF-100 Problem	Oct.

## PEOPLE

"A Day With" Series	
Met Observer	Jan.-Feb.
Foreman of Works	May
The Red Knight	Sept.
Escape and Evasion Series:	
For You the War is Over	Mar.
It Was a Long Walk Home	May
Tigers in the Tunnel	Sept.
Trail of the Comet	Nov.
The Day I Was Buried Alive	Dec.
Airwomen on Active Service	Mar.
"Inasmuch . . ."	May
Home on the Waves	Sept.
Gone With the Wind	Oct.
Do-it-Yourself Flying Machine	Nov.
Vancouver's Dawn Patrol	Nov.
Airwomen's Anniversary	
Round-up	Dec.
Au Revoir to Dockside	
Bon Voyage Parties	Dec.

## POLICY

Airmen's Promotion Policy	Apr.
From Pillage to Pensions	Nov.

## SPECIAL ISSUES

Air Defence Command	
10th Anniversary Edition	June
The RCAF 1960-61	Jul.-Aug.
Review of roles and responsibilities	

## SPORTS

For Curlers Only	Jan.-Feb.
Take Me Out to the Ball Park	May
Grey Cup (Europe) 1961	Nov.
Anchors Away	Nov.
Trans-Atlantic Swim	Nov.

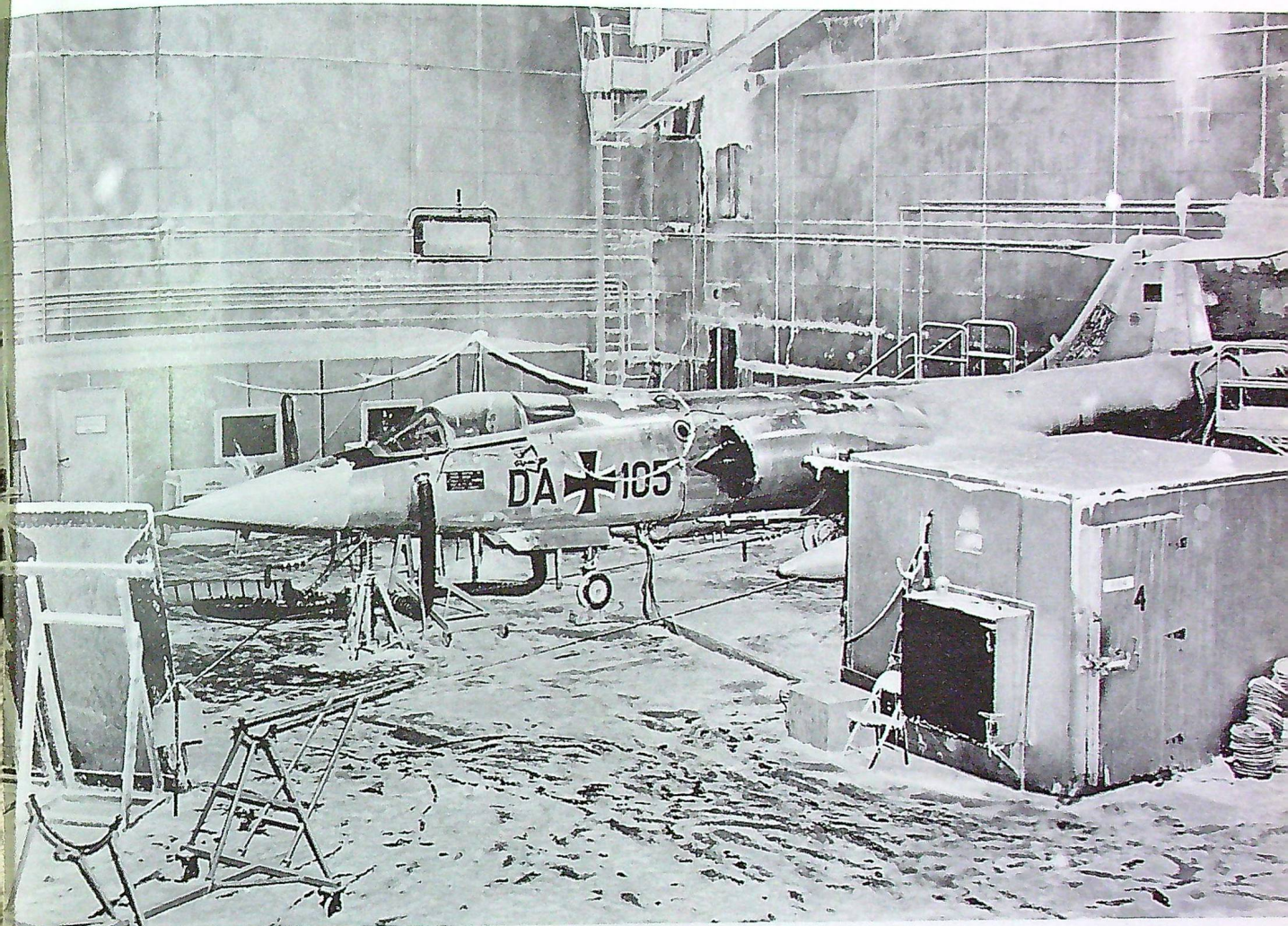
## STATIONS OF THE RCAF

Sea Island	Jan.-Feb.
Trenton (Two Parts)	Apr., May
Rockcliffe	Sept.
CJATC Rivers	Oct.

## TRAINING

Safe Driving in the RCAF	Jan.-Feb.
Accidents Are Seldom Accidental	May
Tri-Service Pilot Training	Dec.

## *Starfighter in Deep Freeze*



An F-104G *Starfighter* produced by the Lockheed Company for the German Air Force gets cold treatment in the USAF Climatic Laboratory Hangar at Eglin Air Force Base, Florida. Two months of tests just concluded established serviceability of *Starfighter's* systems at temperatures ranging from plus 120 degrees to minus 65 degrees Fahrenheit. The air force climatic hangar can duplicate rain and humidity conditions found virtually anywhere in the world. These trials were a cosmopolitan undertaking since they were conducted for the Germans, by RCAF personnel, assisted by USAF representatives. Later, cold weather trials by the German Air Force will be undertaken at RCAF Station Cold Lake and at Churchill.

*Roger Duhamel*

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