

THE

# *Roundel*

VOL. 14, NO. 1

JAN.-FEB. 1962





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THIS MONTH'S COVER

Salvage saga in Nova Scotia (pages 2 and 3) proved how ingenuity and teamwork saved taxpayers' money. Here floatation gear is deflated on salvaged helicopter, in preparation for its evacuation to RCAF Stn. Greenwood.

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

# On The Break



As a prelude to 1962, our little red brick editorial office on Victoria Island underwent major surgery during the week between Christmas and New Year's. Reputed to have been the original orderly room (when Vic Island was the RCAF's only repair depot in the early 1920s), "our shack" emerged with its printers' ink-spattered walls painted in delightful two-tone green and its scuffed old battleship linoleum floor replaced by shiny vinyl tile.

While this transformation was taking place, of course, the atmosphere was not conducive to the deep creative thinking which characterizes this usually cloistered hall prior to deadline day. To tell the truth, we were kept hopping to stay a jump ahead of the brush-wielding, hammer-banging interior decorators. Our cartoonist didn't stretch his imagination very much in the accompanying drawing, and if this column isn't up to its normally brilliant literary standard, you now know the reason why.



FOUR years ago this issue, long-time readers may recall, Sgt. Shatterproof's swan song was printed on this page. To us it doesn't seem half that long ago since the old war dog, his eyes squinting back the tears and teeth firmly clenching his odoriferous pipe, stomped out of this office and into retirement. Never given to passing out compliments, the venerable sergeant observed in that valediction "our nine-year association has been a pleasant one and THE ROUNDEL, despite the rheumatic creaking of her seams, is at least still afloat. Long may she wallow on across the service seas."

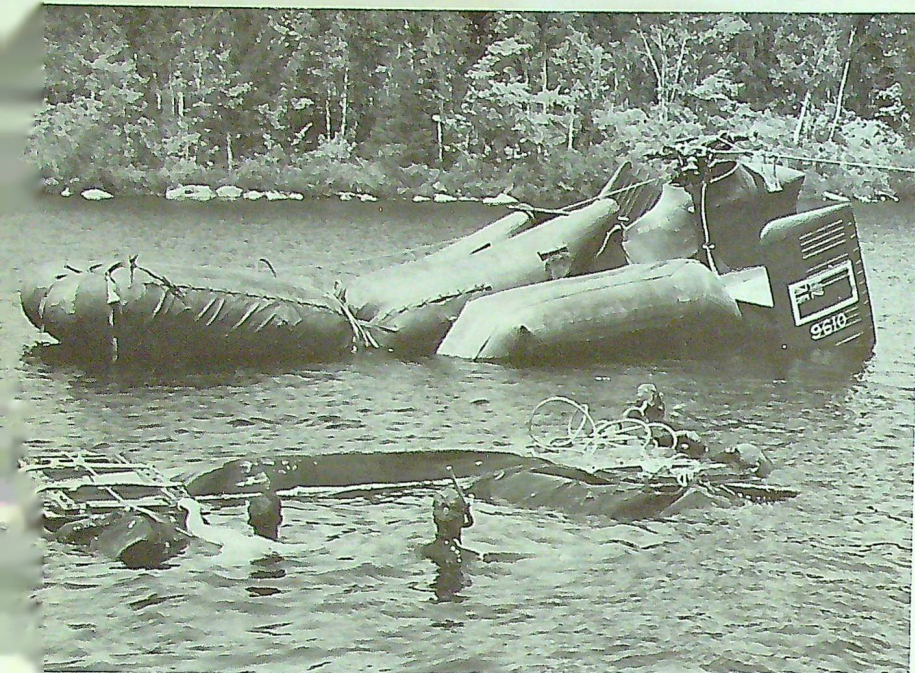
Well, his piously pessimistic prediction still holds true. Indeed, we are sailing into Volume 14 under a full head of steam, confidently anticipating much educational and entertaining material will be disseminated by this medium in 1962. Thanks to the support of a small but ever-changing group of contributors, our "manuscripts pending" file is in good shape.

For instance, in next month's issue will begin two new serials — one on the development and future of space research, and another of the ever-popular wartime squadron histories (No. 436). We have several more "policy pieces" in the mill and hope to keep you posted on the re-equipment programs coming to fruition this year. Next fall we intend to devote an entire issue to the commemoration of No. 1 Air Division's 10th anniversary in Europe. (A personal note of thanks here to all who made the initial planning trip for this project such an enjoyable one.)

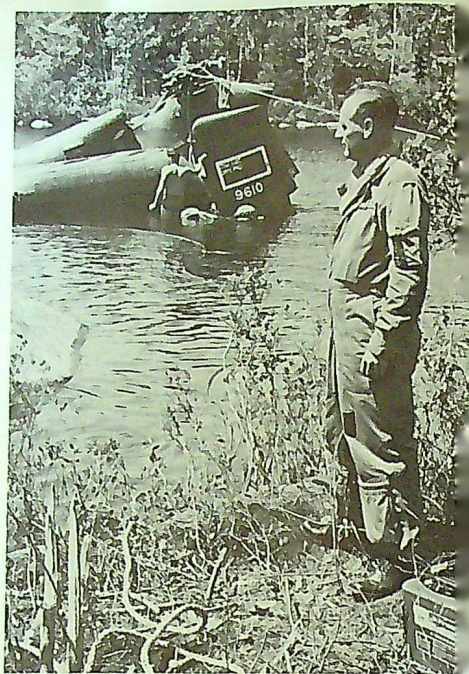
FINALLY, may we make our annual appeal for constructive criticism and voluntary contributions? Bearing in mind the wide range of activities in this rapidly-changing air force, please accept this as your invitation to let us know what specific topics you'd like to see covered in your service magazine this year.

*At Paton s/p*

Editor



SCUBA divers from Stn. Greenwood secured pontoons beneath sunken helicopter in Cloud Lake. Floatation assembly was then worked forward. Here the aft section has just emerged from the water.



F/L D. W. McCuaig, pilot of the downed 'copter, observes the salvage operation from shore.

## Salvage Saga

Photos by Station Greenwood Photo Section

### PART ONE: EMERGENCY LANDING

Helicopter 9610, a Vertol H21, airborne on a scheduled one hour test flight from Station Greenwood, was forced down 12 miles from base due to engine stoppage after an internal bearing failure. The captain, F/L D. W. McCuaig, was later commended for effecting a successful auto-rotation landing in Cloud Lake, the only likely spot in the rocky, bush-covered area. All on board escaped uninjured. A crew man, LAC T. A. Gosling, was also commended for assisting a non-swimmer to shore after the 'copter heeled over and started to sink in 19 feet of water

and mud. F/L McCuaig walked seven miles to the nearest telephone to advise base.

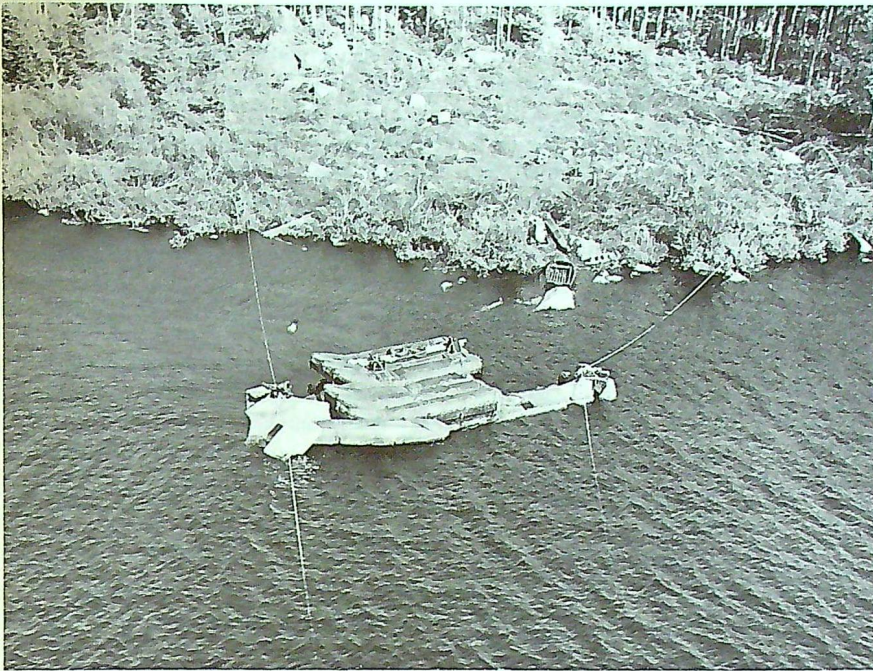
### PART TWO: IN THE LAKE

A salvage party, led by F/O C. A. Wilson and Sgt. K. Nichol from 6 RD Trenton (the unit responsible for aircraft salvage in Eastern Canada), arrived at Cloud Lake to attempt the recovery of 9610. Included in the group were an army engineer from Camp Gagetown, WO2 W. N. Granger, with inflatable bridge pontoons, and 16 airmen from Greenwood. Important members of the Greenwood group were some of

that station's SCUBA club (skin divers), led by Sgt. C. Parkinson. While the divers worked to float the 'copter, under most difficult conditions caused by swirling silt and algae, others carved an emergency heliport out of the bush. When 9610 was brought to the surface it was stripped of rotors, rotor-heads, transmission and engine in preparation for the final stage of the drama.

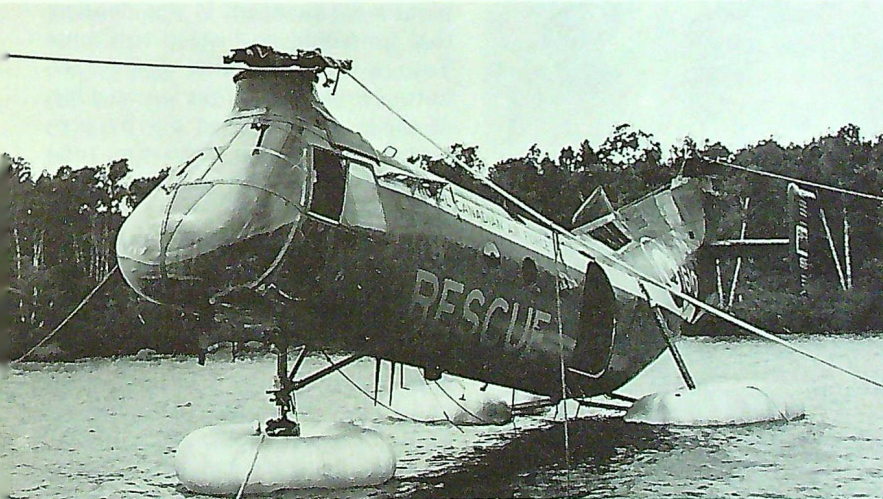
### PART THREE: AIRBORNE AGAIN

The fuselage of 9610 was twice airborne — slung under an H44 (a later version of the H21) — only to be quickly placed back in the water while 'copter pilots and salvage experts conferred. Finally 9610 was lifted from lake to shore, floats removed, and, swinging from the H44 brought back to Greenwood — successfully salvaged to fly another day.



The chopper is now half out of the water. Fore and aft guide lines ensure stability. The area top centre was cleared by crew for use as landing pad for lift aircraft.

The H21 floats free preparatory to removal of engine, transmissions, and all possible equipment, for weight reduction prior to being lifted to land.



Third attempt successfully lifted striped fuselage to cleared area. From there the 15-minute tow to home base was effected. ©

# MAROONED IN THE ICE

By DR. J. C. ARNELL

Scientific Advisor to the Chief of the Air Staff



OUTSIDE the wind reached a velocity of between 80 and 90 knots (hurricane strength) and visibility was down to zero. In US Army terminology it was a "phase 3 alert" which meant that everyone had to stay wherever they found themselves and live on emergency rations. For my colleagues and myself, staying put meant living in an ice tunnel 100 feet below the surface of the Greenland ice cap and hoping that the storm would abate before we ran out of provisions.

Four other Canadians and I had been invited to take part in an arctic research review organized by the Arctic Institute of North America for the US Navy. Late last fall we visited arctic research establishments all the way from Thule to an ice station drifting in the polar basin. But it was an unscheduled visit which proved to be the most interesting of the tour.

When our party of scientists arrived at Thule plans were made to fly us to US Army Camp Century, an installation buried in the Greenland icecap some 150 miles east of Thule. However, as the weather became unfavourable for the flight, plans were changed. It was decided that we would go instead to Camp Tuto, a small collection of Quonset huts near the edge of the icecap. One of the projects carried out by personnel from Camp Tuto was tunnelling into the cap to obtain data on its condition.

The tunnel we entered had been cut in from the face of the icecap and had at least 100 feet of solid ice above it. The weight of this ice was narrowing the tunnel about six inches a year. It was 1,100 feet long and 13 feet in height from ceiling to floor. Leading off the main tunnel towards the inside end were a number of auxiliary tunnels and large

rooms. Some of these had been used for storage and in three of them insulated buildings had been put up.

One auxiliary tunnel contained four huts in line, each of a different type of experimental construction. These had two or three rooms, depending on size, and were intended for sleeping. In a second, there were two buildings, one equipped with washing facilities and the other set up as a lounge and messhall with a completely-equipped kitchen. In yet a third tunnel there was a small hut with a diesel electric generator. This generator drew its fuel from a reservoir which had been cut out of the ice at the back end of this tunnel. The diesel oil had been pumped directly onto the ice and was lying in an open pool with a retaining wall of ice to keep it from flowing back through the tunnel. Arrangements were made to use the excess heat from the engine to heat the messing facilities and also to melt ice in a well which had been created in the ice behind the generator room. This well provided drinking water, cooking water and water for showers and plumbing. Waste water and sewage were dumped in a specially prepared room cut in the ice. Here it froze, as the temperature of the tunnel was constant at 17° F.

After touring all the facilities and having lunch in the ice-encased mess hall, the party emerged from the tunnel and in high spirits entered the bus for the short trip back to Camp Tuto. Joviality soon changed to an air of concern as the bus moved off into a blinding blizzard. The wind had risen from 20 to 50-60 knots and visibility in blowing snow was practically zero.

After crossing the second of two narrow metal strip bridges on the road from the tunnel, the bus stalled on a small rise. Several attempts to get it moving again were of no avail. As the storm was worsening by the minute, the officer in charge of the Camp Tuto detachment, who was in

the bus, ordered everybody to return to the tunnel. Because of the very poor visibility, one of the local men led the trek back and it was stressed that each man must not lose sight of the person immediately in front of him.

The wind was blowing with such force that it was impossible to stand up while crossing the first bridge.

As a result, on rounding the rear of the bus, each man had to get down and crawl on his stomach across this bridge. Once across, he was faced with the problem of standing up again on the icy road. The wind was blowing across the road with such force that it was necessary to lean into it at an angle of about 30°. This made walking extremely



After the storm, the author took these photos of, above, the marooned bus (tunnel mouth in background) and, below, Camp Tuto still well-blanketed in snow drifts.



difficult and quite hazardous. A number of men slipped and had great difficulty regaining their feet. One man was nearly blown off the edge of the road and down the ice face, but was caught in time by a companion. All members of the party were breathless and some close to exhaustion when they got back to the comparative safety of the tunnel.

The afternoon was spent quietly while the few local men, trapped with the party, assessed the situation. The US Army had a small stock of emergency rations in the tunnel for just such an event. These were unpacked and the cooks began planning what they would do to feed a group of about 35 people for an unknown period of time. Although a diesel generator had been installed in the tunnel to meet all the electrical needs of the community, a second generator situated just outside the tunnel had been used as the source of all power. When it became clear that the party would be marooned for some time, the inside generator was started to provide heat for the mess hall and the water system — this latter being of the greatest importance to the use of the plumbing facilities. It took most of the afternoon to put these facilities into operation. However, once this was done and the mess hall was heated to a normal living-room temperature, it became quite a comfortable place.

During the evening, it was found that although there were a number of beds in the huts, there were no blankets or bedding. In addition, there were insufficient beds for the number of people marooned. The beds fortunately had box springs and sleeping accommodation was provided by putting the mattresses from the beds on the floor between the box springs and sleeping four men in a room designed for two.

The storm increased in intensity and there was so much snow blow-

ing off the icecap that it was difficult, at times, to see clearly the generator house at the tunnel mouth.

The meals provided from the emergency ration were quite tasty; however, by the second afternoon, it was clear that additional rations would be needed. At this point, the young foreman of the construction gang which had built these huts produced from a secret hoard enough filet steaks to provide each member of the party with a large steak for dinner that night. We had entered the tunnel on a Thursday and by Friday night the emergency rations were exhausted. Again the young foreman came to the rescue and produced enough ground beef for a hamburger breakfast. This was eaten with soda crackers.

On Friday night the wind was

showing a slight change of direction towards the south, which was taken to be a good omen that the storm would be abating. By dawn on Saturday, the wind had dropped to about 15-20 knots and visibility had increased to a degree that Camp Tuto could just be seen in the distance. The officer in charge set out from the ice tunnel, walked down to the camp and began organizing rescue operations. During the morning Camp Tuto residents dug themselves out of monstrous snowdrifts and were able to pick up the party by using two Polecats (over-the-snow vehicles capable of carrying eight or nine men). As we left our ice haven we passed the old bus, now half full of snow, standing forlornly on the road a few hundred yards from the tunnel mouth. ☺

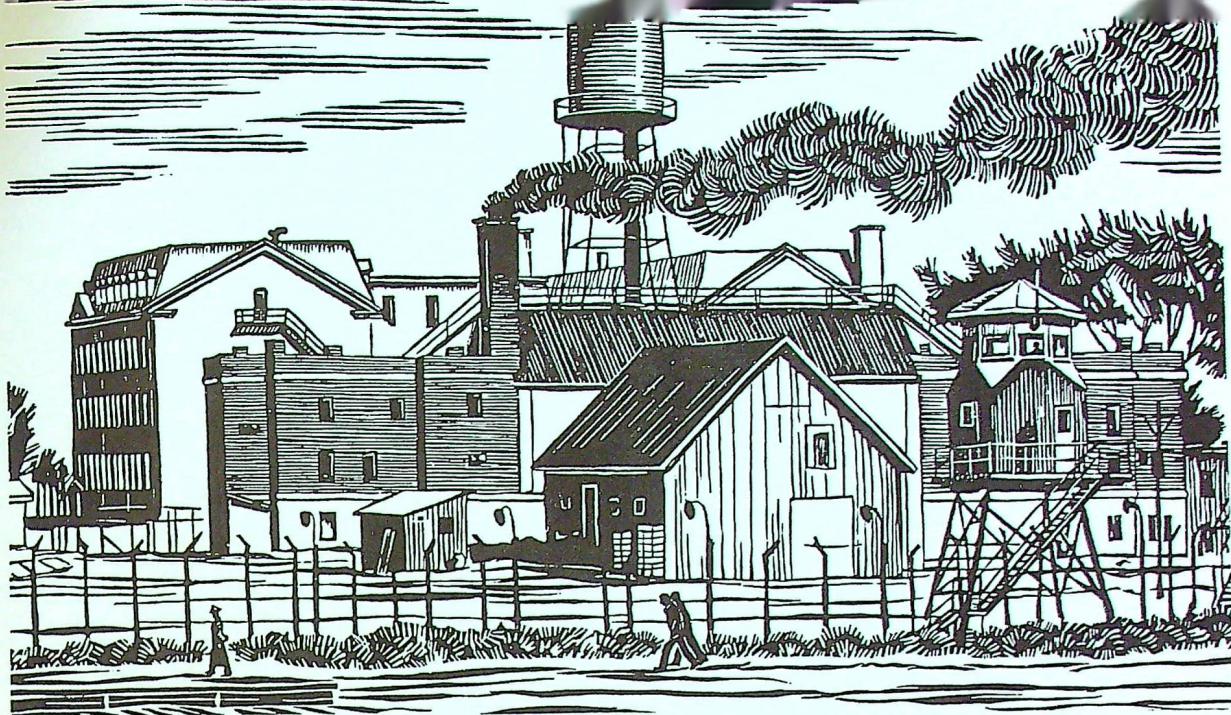
## ORIGIN OF THE RCAF ROUNDEL

In the opening weeks of the First World War an aircraft pilot flying over the lines could expect a volley of rifle fire from either friend or foe on the ground. In an attempt to secure safe passage for pilots flying over friendly lines, at least, the Union Jack in the form of a shield was painted on the underside of British aircraft. Even though authorities advocated a much more blown-up Union Jack later, the plan was dropped because at a distance the St. George's cross in the Union Jack was difficult to distinguish from the German Cross. The Royal Flying Corps then turned to their French allies for inspiration. The French had adopted a roundel based on the tricolor. The RFC and the RNAS took this roundel and reversed the colours, blue outermost with the centre red. This same roundel has been carried on British aircraft to this date.

On 30 November 1921, the Canadian Air Force was presented with the Blue Ensign of the Royal Air

Force to fly as their own. Lord Trenchard himself arranged the privilege. The other commonwealth countries also adopted this ensign. The RCAF retained this privilege at its formation on 1 April 1924. This lasted until 5 July 1940 when the RCAF was authorized to introduce the maple leaf into the roundel in place of the red centre. At this time the roundel on the ensign was so revised.

Aircraft flown by RCAF personnel, however, continued to wear the RAF roundel since their aircraft including those built in Canada all came through RAF channels. On 19 January 1946 the suggestion of A/V/M George V. Walsh was accepted officially and RCAF aircraft began to wear their own markings. This roundel is still worn today by aircraft of the RCAF, RCN Fleet Air Arm and Canadian Army. The roundel is a blue ring, surrounding a white area in the centre of which is the red maple leaf. ☺



A former agricultural school at Grande Ligne, Quebec, housed 500 German officer POWs.

## THE CAPTIVE YEARS

By FLIGHT LIEUTENANT W. J. LEMMEX

*(Here is a sequel to last year's popular ROUNDEL series of wartime escape and evasion stories by RCAF personnel. First published in No. 4 Wing's SCHWARZWALD FLIEGER, this recollection of a German POW in Canada is reprinted in abridged version with permission of the author. — Editor.)*

ON THE wind-whipped North Atlantic somewhere off Newfoundland high drama was being enacted on 16 October 1942. The German submarine U-353 was engaged in a running gun battle with a British destroyer. The U-353 lost. As the submarine slid beneath the waves for the last time its crew abandoned ship. Another group of German sailors would soon be on their way to Canada as prisoners-of-war (POWs).

Among the 39 survivors of the ill-fated U-353 was Oberleutnant Rolf Holz, who is today a successful bank director in Baden-Baden. On that epic day, however, he was but one of 6,000 German submariners who

were to end their service in captivity. Oberleutnant Holz's long period as a prisoner-of-war began when he was picked out of the stormy waters by the British destroyer which had sunk his "sub". On 20 October 1942 Herr Holz and his fellow mariners docked at Liverpool and were taken to a small British hotel, in the town of Shap, which served as a marshalling point for German POWs destined for Canada.

The following spring, April 1943, Oberleutnant Holz along with approximately 300 German officers and men from the three services (Wehrmacht, Kriegsmarine and Luftwaffe) arrived at Halifax under armed guard aboard an Allied merchant

ship. From there they were put aboard a heavily-guarded train bound for Internment Camp No. 44 at Grande Ligne, just south of St. Johns, Quebec. The POW camp at Grande Ligne consisted of two distinct and separate parts — one for the guards and staff and the other for the POWs. The POW area containing the living quarters was roughly 600 feet square. In this area were nine buildings, including several large permanent-type buildings and three small houses for senior German officers. In one of these houses lived General Schmidt, former commander of a Panzer Division who was captured in North Africa

along with the remnants of Rommel's Afrika Corps.

The entire domestic area was enclosed on all four sides by an "apron" fence. This consisted of two rows of fences six feet apart and topped by barbed wire. Along the inside perimeter some 20 feet back was the warning wire. Any POW seen between this wire and the apron fence was to be stopped by a bullet and if found alive was then asked questions. To the south of the domestic and working area was the "Yard" in which the prisoners were permitted to hold sport contests or simple exercises. This area was roughly 400 feet square and was also surrounded by an apron fence and warning wire. The Yard was connected to the main grounds by an elevated catwalk some 35 feet in length with stairs at both ends.

To prevent night escapes the entire area housing the POWs was illuminated with flood lights all along the outside fence facing inward. Of course, the inevitable trademark of a prison camp, the guard towers, were spaced at regular intervals

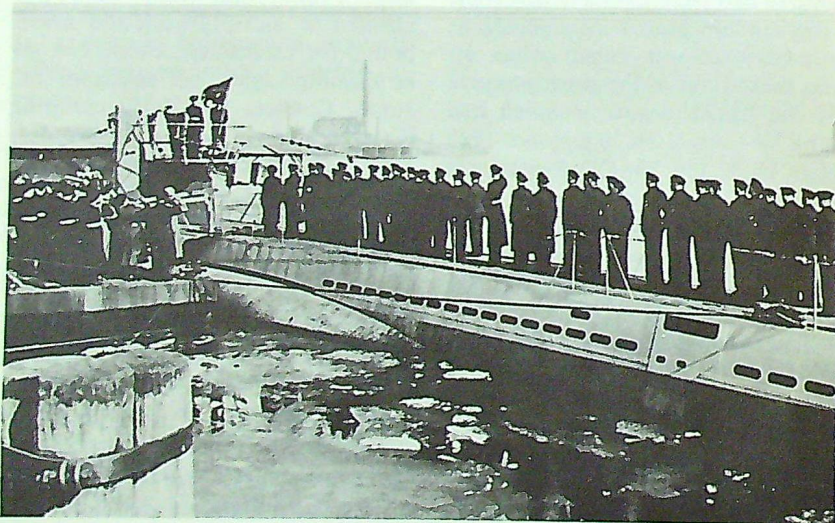
along the apron fence. Grande Ligne POW camp was rather unique in one respect from the others in Canada in that it was a former agricultural school. This, of course, explains why many of the buildings were of a permanent nature. Also, being a former agricultural school it naturally had its own piggery, cow and hay barn, dairy building and assorted sheds. The produce derived from these sources helped to feed the camp occupants.

The other side of the fence contained the quarters, messes, canteens, etc., of the guards and house-keeping staff. The guards and staff had their own camp parade ground and sports field separate from that of the POWs. The uniformed guards and staff at Grande Ligne, as with all other POW camps in Canada, were members of the Veterans' Guard of Canada. These were older men who voluntarily gave up homes and businesses to don the khaki uniform for the second time in their lives. In a POW camp the size of Grande Ligne there were approximately 350 to 400 guards and staff under the command of a colonel.

The German POWs in Canada were fortunate in having members of the Vets' Guard as their custodians. Most of them had seen action in the First World War and had sons or close relatives fighting in the Second World War. Most also realized that ill or harsh treatment could be accorded to POWs on both sides. The vast majority of them were not trigger-happy youngsters but rather a group of sensible, patient and fair-minded men. They could be tough and firm when faced with obstinate and unruly prisoners but they were willing to understand and help those who obeyed the rules of the camp. For those POWs who disobeyed rules, punishment was usually swift and to the point. The Canadian CO was empowered to impose disciplinary measures extending from loss of certain canteen privileges up to and including solitary confinement in the camp "cooler". But, normally, strong discipline was not required.

In December 1944 Herr Holz and some of the other prisoners were moved from the POW camp at Grande Ligne to a POW camp at

The U-353 at its commissioning ceremony at Flensburg, Germany, January 1942. Oberleutnant Rolf Holz (right) was one of the sub's 39 survivors nine months later.





Roll call for German POWs in "the Yard" at Grande Ligne.

Seebee, Alberta. Herr Holz still looks back on his trip from Quebec to Alberta with amazement. The transfer from one camp to another by train took four days and five nights and here, probably for the first time, the German officers and men realized the immensity of Canada. Lacking any escape routes and in a vast strange country, the German POW knew he had pretty well "had it."

It is a matter of historical record that of all the thousands of German POWs interned in Canada during the war only one, a Luftwaffe officer named Franz von Werra, escaped from Canada and made it back to Germany. While in Alberta, Herr Holz states that no escapes were attempted from his camp. Most of the German POWs settled down to a life of study and philosophically awaited the end of the war.

In the relative calm and peacefulness of Canada during the war the Canadian military authorities stressed a high degree of re-education in the arts and sciences for the German prisoners. The Allied governments

knew full well that if post-war Germany was to rise as a free, industrious and democratic nation the burden of rebuilding was to fall on young, intelligent and re-educated men. That such a policy was successful there can be no doubt today. Ex-Oberleutnant Holz stated that he is grateful to the Canadian military authorities and educational institutions which provided the German POWs with the opportunity for a very broad level of education.

Study time was designated each year from September to April. During these months each German POW was expected to attend 28 hours of formal instruction per week. Each man had a choice of studies, but all subjects were designed to broaden and strengthen the man's outlook through the pure arts and sciences. Some of the courses offered included English, French, Latin, Spanish, Mathematics, Chemistry, Common Law and World History. The instructors were recruited from the ranks of the POWs themselves and many of them were well equipped for the task. For example, Herr Holz

recalls that one instructor of English and Spanish was a former professor from Heidelberg University who had been captured as an officer in the Afrika Korps.

Whatever was lacking in the personal instruction field, such organizations as the YMCA and the University of Toronto provided in correspondence courses, text books and movies.

Herr Holz remembers that at both Grande Ligne and Seebee the large libraries were well stocked with the best books available; a large part of which was donated by the YMCA. Later, as the POWs became more involved in their studies they were allowed to receive and read books from Germany. Not all prisoners became inspired with advanced educational opportunities, but they were the exception and not the rule. Herr Holz recalls with a smile that one of his friends absolutely refused to become inundated with all this higher learning and attended lectures only because it was mandatory. Today, this individual is a wealthy merchant in Hamburg, which proves that



German POWs put their captive years to good use in the pursuit of higher learning... ..and relaxed in prison canteens such as this one at Grande Ligne.

formal education is not the absolute final answer. On the other hand, another friend of Herr Holz used his time to continue his study of Japanese and now he is the German Naval Attaché in Japan.

The period from April to September was better known as the sport season. Then the German POWs had the opportunity to learn or play soccer, tennis, basketball and other outdoor sports (within the confines of the barbed wire fence, of course).

The Canadian military authorities continually stressed constant activity for the POWs in order to counteract boredom and discontent. Even in the realm of messing the authorities knew that an adequate and balanced diet was needed if the prisoners were to cope with the heavy program of studies and sports. To this end, Holz remarked that "the normal fare was adequate but not overdone". Food was prepared in the camp kitchens by German POW cooks who, of course, knew the type of food and its preparation best suited for the German male.

Each POW at Grande Ligne was allowed 24 dollars a month to

purchase beer, cigarettes and candy in the prison canteen. One evening a week between the hours of 1800 and 1900 the POWs were granted beer-drinking privileges (five bottles per man was the maximum, with an extra five on his birthday). If a man wished he could save his ration for several weeks and then drink his fill on some special occasion. Homesickness and the longing for loved ones thus could be forgotten for at least one night a week.

Seebee, Alta., which lies approximately 30 miles from Banff on the main CPR line out of Calgary, was ideally located for a prison camp because of its relative isolation in the mountains. The camp itself was of wartime construction erected at the foot of "Old Baldy". The buildings were of the one-storey, tarpaper type which denoted much of the military construction during the war.

Seebee Camp was considered somewhat special by the military authorities in that it contained German officers and men who were still suspected as being overly enthusiastic towards the ideals of Nazism.

Life, in general, at Seebee was similar to that experienced by the POWs in Quebec. They were kept busy with their studies and correspondence courses from Toronto University, formed their own symphony orchestra and jazz band from instruments provided by the YMCA, and enjoyed their weekly ration of beer. On certain evenings the camp theatre presented Hollywood films and, as Ex-Oberleutnant Holz recalls, the favourites were usually the light musicals starring such notables as Fred Astaire and Ginger Rogers. Incidentally, these movies were also provided by the YMCA.

One interesting sidelight which Herr Holz remembers was the system of parole or "word of honour" which was employed by the commandant at Seebee. On Christmas Day and Good Friday the CO would withdraw all the guards from the towers and the scouts from the POW compound on the promise that no prisoner would attempt or even plot to escape. This absence of armed guards and watchful scouts gave the POWs a great sense of freedom in which to conduct their plays, concerts and other activities asso-

ciated with the German Holy Days. Herr Holz vows that the word of honour given by the senior German officer to the camp CO, on behalf of the men, was never once broken.

The end of the Second World War came in mid-1945 and to the thousands of Allied POWs in Germany the end of their captivity arrived immediately their camps were over-run by Allied land forces. Not so for the German POWs in Canada because the Allied authorities realized it would be most unwise to "liberate" and return to Germany a group of strong, healthy men who, for the most part, had been captured at the height of German military successes and knew not the first-hand taste of utter defeat in their country. As events turned out, it was over two years after war's end before Oberleutnant Holz and his group returned to Germany.

To combat the unrest, despair, and worry over their families in the summer and fall of 1945 the German POWs were allowed a bit more freedom of action. Even though they remained under guard in the camps,


small groups at Seebee were allowed to climb the slopes of "Old Baldy" for enjoyment and relaxation. Such outings, of course, were restricted to certain hours and always under the parole system. In the winter of 1945-46, when volunteers were sought amongst the Seebee POWs, 200 men offered to assist in the construction of a power dam near their camp. Their job consisted of cutting and felling trees and brush clearing along the Kananaskis River to make way for the lake which would form upon the completion of the power dam. For this employment Holz and his companions were each paid a dollar a day plus extra rations which were provided by the POW camp but paid for by the contractor. Herr Holz recalls that they would be picked up by a truck at 0800 and would be returned that evening at 1800 hrs.

Finally, in the summer of 1946, Oberleutnant Holz along with a draft of 800 German officers arrived in England aboard a ship from Canada. Holz recalls with amusement that all 800 officers stepped onto

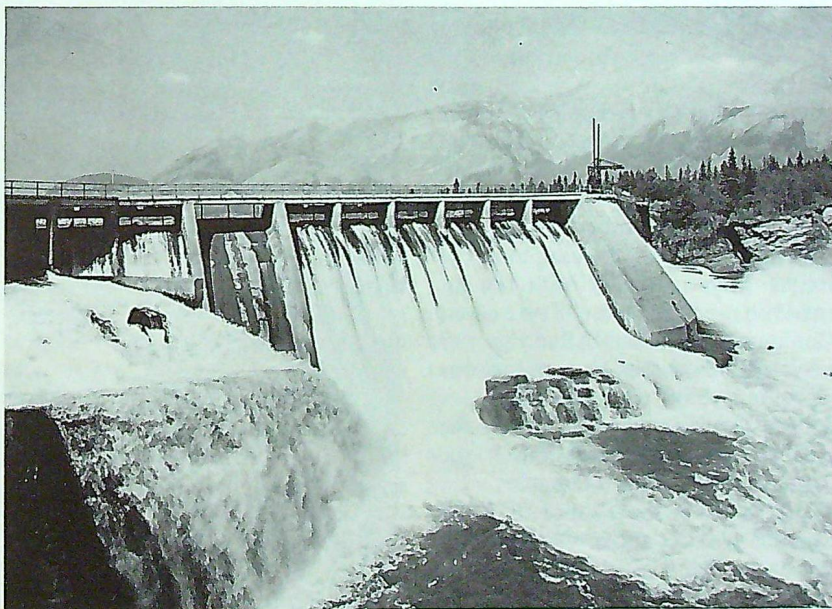
English soil in full uniform complete with war medals (new uniforms had been provided for them through the Red Cross prior to departure from Canada). Operation Sea Lion was finally fulfilled.

From dockside the POWs were taken to a camp in Sheffield where Holz was to spend another year of his life. During that year the German men listened to tape recordings and read the proceedings of the Nurnberg War Crimes trials, thereby gaining an insight into the principles and deeds of a political regime for which many of them had bravely fought. Additionally, they received lectures from former German generals who explained and traced the series of military defeats which led to the downfall of the Third Reich.

All the POWs had the opportunity in Canada to follow the progress of the war through the media of German language newspapers but all were in the dark as to reasons behind the scenes in wartime Germany. For example, the ill-fated attempt on Hitler's life by some officers of the German General Staff in July 1944 aroused great interest amongst the POWs. Herr Holz admits he knew through news reports at Grande Ligne of the bomb plot but was completely ignorant of the reasons surrounding the scheme. He said, "We had no idea of what was going on in Germany". At Sheffield most of his questions were answered.

But finally the great day arrived. On 4 September 1947, almost five years to the day since U-353 slid to a watery grave, Oberleutnant Holz was released from POW camp and returned home. Today he lives with his charming wife and two children in the beautiful Black Forest resort city of Baden-Baden, just ten miles from one of the RCAF's NATO bases. Last summer the family was invited to spend a vacation in England at the home of a couple whom Herr Holz had met there 15 years previously. 

German POWs assisted in clearing trees and bush along the shore of Lake Kananaskis, Alberta, in preparation for the construction of this power dam.



# MEALS FOR THE MESSES

By FLIGHT CADET D. A. McISAAC



F/L Betty Bell, officer commanding the School of Food Services, discusses the weekly menu with Sgt. J. Arsenault.

AS ON ALL RCAF stations, the noon-hour dinner break at Station Clinton sees a steady stream of personnel flowing through the portals of the various messes. However, there is one unit at this southwestern Ontario station which does not contribute to the stream. In the School of Food Services, located directly across from the airmen's mess at Clinton, personnel spend their meal hours consuming what they created during their working day.

Food Services training in the RCAF began in 1941 with the establishment of the School of Cookery in Guelph. After the war a system of on-the-job training was instituted but the expansion of RCAF facilities, brought on by the Korean conflict, necessitated the formation of a permanent school. Thus, in 1954, the School of Food Services was set up at Clinton with F/L Isabel McRae as the first officer commanding. Following her retire-

ment in 1955, S/L Laura Johnson became officer commanding. Initially, plans provided for a basic training course for cooks and food service attendants.

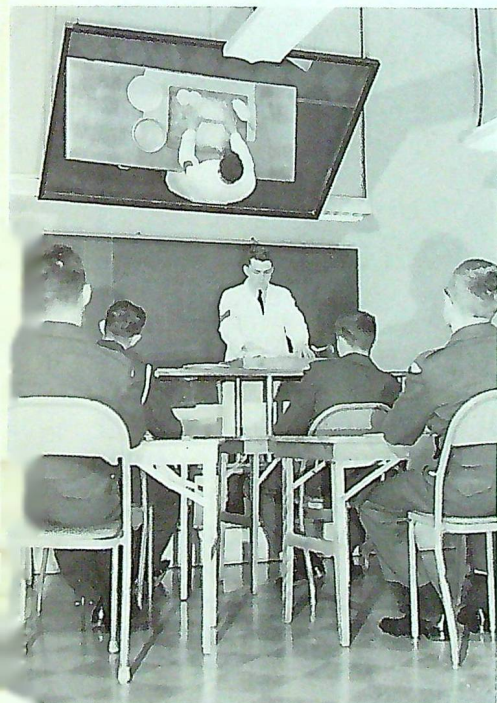
Today F/L Betty Bell is officer commanding. The position is unique in that F/L Bell is directly responsible to the commanding officer of the station, G/C J. G. Mathieson, MBE, for administration. It is possibly the only instance in the RCAF where a woman officer exercises the

powers and responsibilities of a delegated officer.

The school is operated in two phases—the first half of every course is the lecture phase when students attend classes and demonstrations and the second half is spent in the practical or operating phase. In charge of the theoretical phase is FS C. Ross. Flying Officer Patricia Wachowich, the school food services officer, is in charge of the operating phase. Under these two section heads are a total of about 15 other permanent staff members and instructors. Since its establishment, the school has graduated over 1,300 food service personnel in trades ranging from cook supervisors to flight attendants.

Training offered at the school includes the food service attendant basic course. The graduates of this course are responsible for assisting cooks in basic food preparation,

A mirror above Sgt. A. Halpin allows his students to watch the art of pastry rolling.



Students change shifts at the School of Food Services.

cleanliness of kitchen and dining areas and care of food supplies and equipment. The course lasts six weeks. The food service attendant supervisors' course is given to provide training in administrative and supervisory duties for non-commissioned officers. Like the basic course, the supervisors' course lasts six weeks.

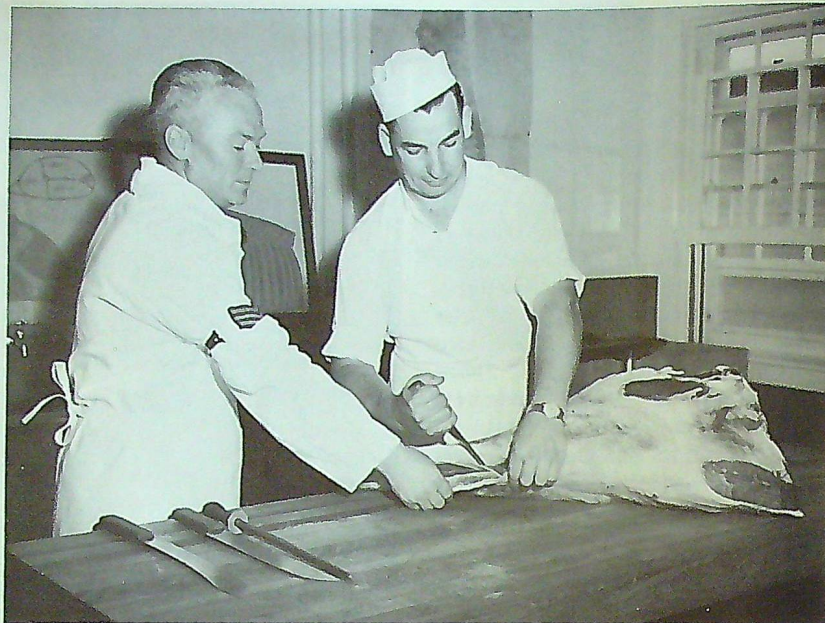
For personnel in the cooks' trade there are several courses offered. The cook basic course provides training in the elementary preparation of food including meat cutting, vegetable preparation, baking, cooking and serving all types of menu items. The advanced course aims at training cooks in advanced cookery techniques and in administrative practices needed to take charge of a shift or small kitchen. The cook supervisors' course provides training for senior NCOs in the overall operation of a station Food Services section. Training is also given to flight stewards, a selected group of cooks responsible for the prepara-

tion and service of meals from No. 412 and 426 Sqn. aircraft galleys. They spend three weeks in training at the school as the first phase of their course and then proceed to the squadrons where they receive operational training.

In 1955, as part of the RCAF's University Reserve Training Plan, the school opened its doors to second year university co-eds training for careers as food services officers. These female flight cadets are given a 16-week course in their second summer of training in which they

are shown every phase of meal preparation in the RCAF mess. They rotate from vegetable preparation to sauce-making and even to the housewife's task of pot-washing.

The school has all the equipment which may be found in the typical RCAF Food Services section. It has a complete kitchen which provides experience for students in gas, steam and electric cooking. It has a meat room with all the latest equipment for preparation of meats. There is a bake shop and even a dairy unit for making ice cream — an amenity seen only on an isolated station. To say that the training is extensive is an understatement. The school has, as an integral part of its establishment, a pleasant dining room where staff members and students can and do enjoy superbly prepared meals — which, after all, is the supreme test of their training. ©



Instructor Sgt. A. Bevan assists as Cpl. P. Davidson, a student in advanced cooking, slices a hip of beef.

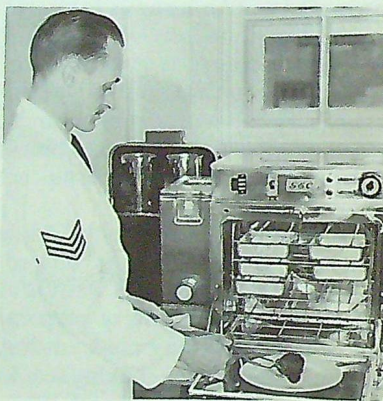
### STATISTICAL STORY

The Food Service Branch at RCAF Stn. Winnipeg serves approximately 3600 meals daily. Some of the food commodities consumed by the personnel at this unit during one month are:

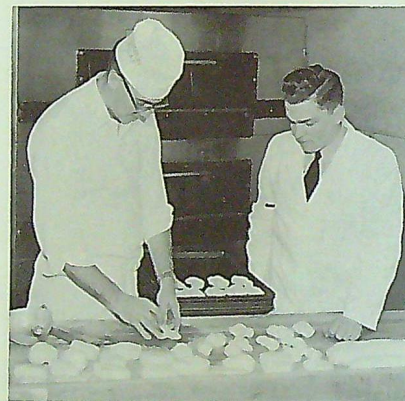
- 12 tons of Potatoes
- 2 tons of Butter
- 1 ½ tons of Bacon
- ½ ton of Cheese
- 2 ½ tons of Sugar
- 8 tons of Bread
- 12 tons of Vegetables
- 1,000 lbs. of Coffee
- 96,000 oz. Fruit Juices
- 5,000 gals. of Milk
- 52,000 Eggs
- 400 gals. of Ice Cream

In addition, the food services staff prepares approximately 110 flight lunches daily for the instructors and trainees. These are packaged in cardboard containers which are manufactured for easy handling by aircrew in flight.

Sgt. J. Middleton demonstrates cooking in a simulated aircraft galley.



Student LAC G. Fairey practices making rolls and buns under the watchful eye of Sgt. Halpin.



### DISASTER IN OUTER SPACE

An Associated Press dispatch tells of a gigantic disaster in outer space. A star about the size of our sun was leading an ordinary, uneventful life. Then, for reasons not now clear, it suddenly exploded. All nearby planets and all living things on them were cremated in seconds. The news was actually told by the brilliant light

from the explosion arriving at telescopes on this planet. There's no need to worry, though. The explosion happened 800 million years ago. It has taken the "light" that long to get here, even though it travelled steadily at the rate of 186,000 miles per second.

# 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.

## OVERWEIGHT AIRMEN

OBESITY is a growing threat, report medical authorities. Plump pilots have already felt the evil eye of RCAF medical officers and been told to reduce or else.

Two possibilities or alternate courses that will lead to reduced girth for gourmets are:

1. Attendance at the RCAF Survival School. One recent participant reported he lost six pounds in three days on a diet of ants, snails, lichen and iceworms.

2. Adherence to Suggested Diet, to wit:  
MONDAY

Breakfast: Weak tea  
Lunch: One bouillon in 1/2 cup of diluted water  
Dinner: One pigeon thigh, 3 oz. prune juice (gargle only).

### TUESDAY

Breakfast: Scraped crumbs from burned toast  
Lunch: One doughnut hole  
Dinner: Three grains of cornmeal, broiled.

### WEDNESDAY

Breakfast: Boiled-out stains of old tablecloth  
Lunch: One tail joint of sea horse  
Dinner: Three eyes from Irish potatoes (diced).

### THURSDAY

Breakfast: Two lobster antennae  
Lunch: Bellybutton of navel orange  
Dinner: Rotisserie-broiled guppy filet.

### FRIDAY

Breakfast: Four chopped banana seeds  
Lunch: Broiled butterfly liver  
Dinner: Jellied vertebrae a la centipede.

### SATURDAY

Breakfast: Shredded egg-shell skin  
Lunch: One-half dozen poppy seeds  
Dinner: Bee's knees and mosquito knuckles sauteed in vinegar.

### SUNDAY

Breakfast: Pickled hummingbird tongue  
Lunch: Prime rib of tadpole, aroma of empty custard pie plate  
Dinner: Tossed paprika and clover-leaf salad.

NOTE: A 7-oz. glass of steam may be consumed on alternate days to help in having something to blow off. Inclusion of this diet in THE ROUNDEL does not signify acceptance of it as SOP for overweight airmen. Follow the line of least resistance . . . and the shortest one around your middle. Eat well but wisely, and if you have to diet, follow the plan approved by your medical officer.

Adapted from Flight Safety Foundation Inc. Bulletin



Sgt. J. H. Layne of No. 426 (T) Sqn., Trenton, suggested a starter safety light for use on T33 aircraft which was adopted officially by the promulgation of EO 05-50C-6A/210.

Other award winners:

F/L D. J. Maloney  
F/L D. H. Hooper  
F/L R. T. Laking  
FS F. P. Poulin  
FS R. O. Bower  
FS F. Honey  
FS A. F. Gordon (2 awards)  
Sgt. R. C. Broderick  
Sgt. E. A. Tindall  
Sgt. C. Patafie (2 awards)  
Sgt. H. J. Hamnett  
Sgt. R. E. Braidner  
Cpl. S. Motomura  
Cpl. J. A. L. Lemire  
Cpl. R. A. Brown  
Cpl. D. MacPherson  
Cpl. H. R. White  
Cpl. R. G. Lambert  
Cpl. W. J. Field  
Cpl. A. S. Zerr  
Cpl. J. R. Beatty  
LAC E. H. Loerke  
LAC J. R. Langlois  
LAC P. E. Engler  
LAC A. Solway  
LAC N. F. Brown  
LAC A. Finke



A North Star crew deplanes at Kano, Nigeria, for overnight stopover.

Sgt. P. Leclair and LAC L. McLean examine native swords during a visit to Kano's market place.

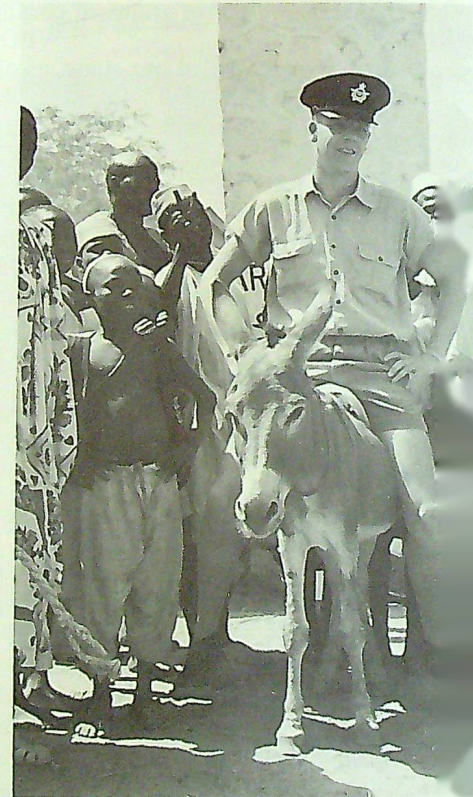


## OVERNIGHT

TO MANY Canadians shivering in winter's icy blasts, the RCAF air transport crews seem fortunate indeed. As a result of commitments to UN forces in the Congo, RCAF fliers get to visit tropical areas while most of their fellow countrymen endure the rigours of winter. One such tropical stopover is Kano where ATC aircrews spend overnight in Nigeria.


During the first and third weeks of each month a North Star passenger flight leaves RCAF Station Trenton bound for Leopoldville in the Con-

LAC D. Tebbut and F/L G. C. Jutras are checked out by a local official.



# IN NIGERIA

go. In addition, there are twice a week freight runs between the same two points. In every case the aircraft go from Trenton to Gander, Lajes, Marville, Pisa, Tripoli, Kano then on to Leopoldville.

The last stop on the 42-hour (flying time) trip between Trenton and Leopoldville is Kano where the fliers deplane for a crew rest. These pictures of the RCAF in Nigeria were taken by a Canadian soldier attached to No. 57 Signals Unit, Leopoldville. 



Colourful, but not likely to be adopted as standard RCAF uniform, is a Nigerian native dress modeled by F/L Jutras and admired by F/O G. Martin.

out on the local Kano transportation system.



F/O D. J. Wynne examines a basket in the market place of the ancient city of Kano.



*Wartime Mail Went Overseas on the..*

## RCAF'S FLYING FORTRESSES

By FLYING OFFICER H. A. HALLIDAY  
Air Historian Section

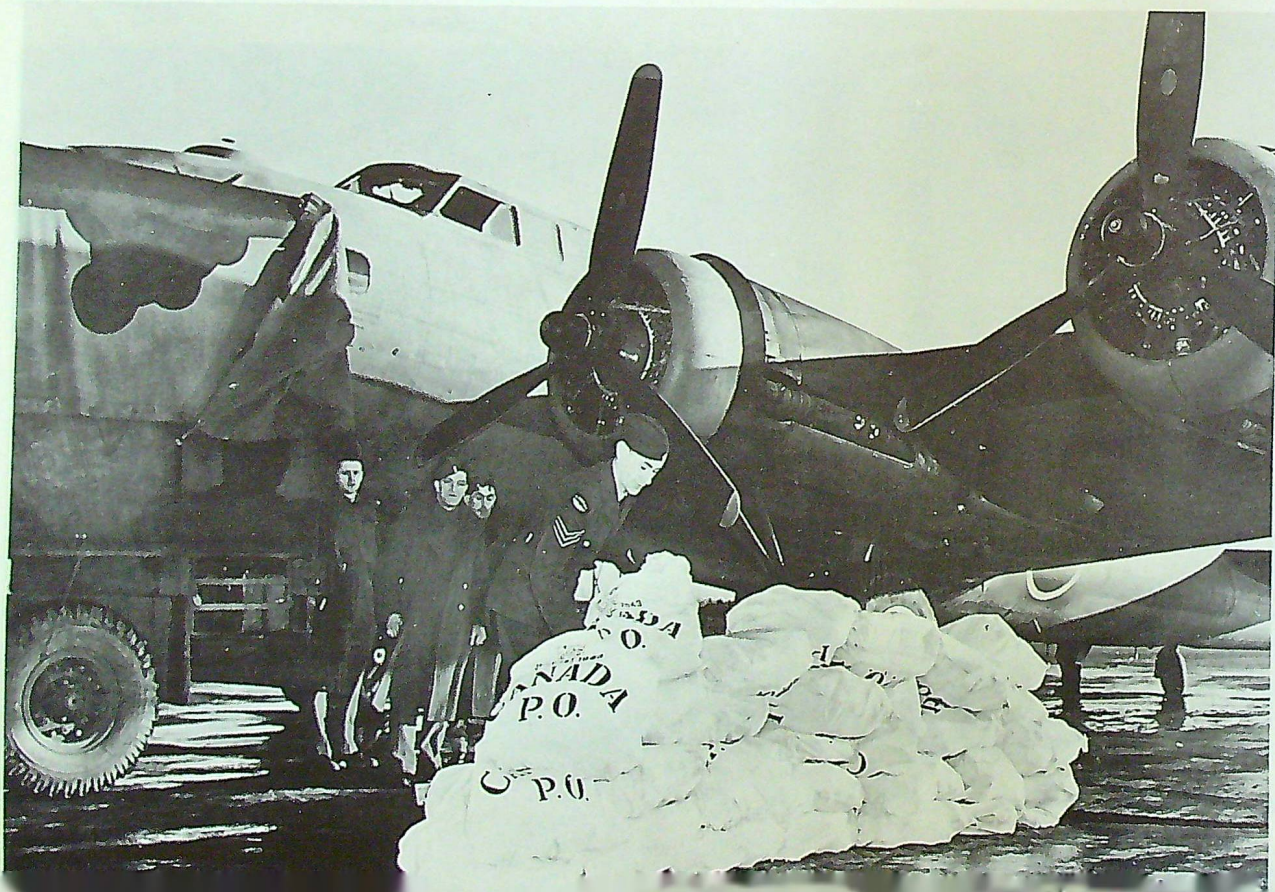
**D**URING the Second World War the RCAF operated more than 50 types of aircraft for a wide variety of purposes. By and large these aircraft, and the jobs they were called upon to do, received considerable publicity. There was one notable exception, however: the B-17 *Flying Fortress*, well known as a USAAF heavy bomber in the European theatre, was used by the RCAF for a little-publicized and quite mundane purpose.

In 1943 No. 168 (Heavy Transport) Squadron was formed at Station Rockcliffe for the express purpose of carrying mail to the troops overseas. This squadron was to assist TCA in mail-carrying duties after British Overseas Airways Corporation was diverted from this task. Originally it was intended to equip No. 168 with *Liberator* transports, but at that time demand exceeded the supply. As an interim measure, six *Flying Fortresses* were obtained

from the US Army Air Force. The first of these arrived at Rockcliffe on 4 December 1943, crews having been previously trained in the USA. The first *Fort* to proceed overseas left Rockcliffe on 15 December, piloted by W/C R. B. Middleton, AFC, the squadron's commanding officer.

The *Forts* went through a substantial transformation during the course of their career with No.168. They were stripped of all armament

Loading an RCAF *Flying Fort* for another "morale mission".





First flight left Rockcliffe 15 December 1943, was met in Europe by (l. to r.) Lt. Col. G. H. Lawrence, G/C J. Underwood, F/L R. Knowles (crew) and G/C H. L. Campbell.



and armour. The bomb bays had a floor installed and mail was awkwardly loaded and unloaded, bag by bag, through the dorsal position. The navigator's position was moved from the nose to behind the co-pilot so that the nose could be used for more mail. After that the wireless operator was moved forward from the crew rest area, aft of the bomb bay, to behind the pilot to make still more storage area. With the crewman or flight engineer sitting on the main spar, which divided the cockpit from the bomb bays, quarters were snug.

Having squeezed every bit of available space for load-carrying, the modifiers turned their efforts towards increasing performance. Beginning about July 1944 paint was stripped off and a fairing cone installed where the tail guns had been. On one of the aircraft the entire nose section was removed and replaced by a wood and fabric nose, longer and more streamlined, thus obtaining a general weight reduction.

The *Fort*s were secondhand machines and the squadron was perpetually aware of the fact. Excessive

oil consumption, foreign material in the engines, fires — all these manifested themselves and serviceability was usually only 50% and often less.

Nevertheless, the *Fortress'* design was sound and rugged, as was shown on the night of 23 January 1944. Since German fighters were still a threat over the Bay of Biscay, night crossings were necessary. On that night a squadron *Fort* was flying from Prestwick to Gibraltar. The crew consisted of F/O H. B. Hillcoat, P/O M. Rosenbaum, F/O F. B. Labrish, F/O C. A. Dickson and Cpl. A. DeMarco. The aircraft was cruising over the Bay at 5000 feet when suddenly there was a terrific explosion. The metal ring of the nose-gun port was torn loose and went flying backwards, carrying away the navigator's helmet and goggles, and imbedded itself in the partition behind. The *Fort* had collided almost head-on with a Coastal Command *Wellington*.

The *Fort* went out of control and Hillcoat fought to recover it, finally pulling up at 1200 feet. The aircraft was on the edge of a stall. One engine was gone and the props of the next

engine were bent forward so that they exerted no thrust. The other two propellers were also twisted and large chunks had been gouged out of the outer port engine. Hillcoat immediately ordered the mail and all loose equipment jettisoned. In four minutes everything had been dumped over the side.

Then began the long gruelling trip back to England. The airdials and loops were missing but Dickson was able to maintain contact with shore installations and to assist the navigator who had left his own badly-damaged section to navigate from the floor of the radio compartment. All held their breath as Hillcoat and Rosenbaum fought on for two hours, flying on instruments while the aircraft vibrated furiously, threatening to break up.

At last they made a successful landing at Predanak, Wales. Alighting they discovered bits and pieces of the *Wellington* imbedded in the wings and fuselage of the *Fort*. For their exploit Hillcoat, Rosenbaum, Labrish and Dickson were awarded the AFC and DeMarco the AFM.

Almost a year later the same aircraft again figured in a bit of high

drama. On 19 November 1944 F/L C. H. Ready took off from Stephenville, Newfoundland, bound for Lages in the Azores. The undercarriage refused to retract or come down again properly. The captain headed home to Rockcliffe, arriving around 0600 hrs. Since the mail was largely Christmas material, he refused to jettison the cargo and proceeded to circle the field to consume fuel. Finally, at 1145 he brought the big plane in. The wheels would not go down all the way and the fuselage cleared the ground by only six inches. The *Fort* made a nice three-point landing

and neither crew nor cargo were damaged. The *Fort* was slightly damaged but lived to fly again. F/L Ready received the King's Commendation.

Though they were rugged and did manage to deliver the mail, still they were old and unreliable and the only fatal accidents which the squadron suffered were with the B-17s. Nevertheless, the *Forts* proved invaluable. Between the time that BOAC suspended its mail operations and No. 168 commenced its flights, service mail developed an incredible back-

log. This the *Forts* and their crews removed. Each *Fort* had a mail bag painted on its fuselage for every transatlantic hop. Before No. 168 disbanded in 1946, its aircraft collected 240 of these little bags. They were known from Ottawa to Egypt, set a speed record from Vancouver to Ottawa (15 January 1945 — 305 m.p.h.), lugged millions of pounds of letters, flew milk to Germany and penicillin to Poland.

They were, in short, swords that were beaten into plowshares. No one regretted the transformation. ☺

## HAM SANDWICHES A LA FRANCAISE

France, the traditional home of fine food and the mecca for gourmets also serves an item surprisingly similar to a Canadian ham sandwich.

Here an RCAF officer and a French airman buy jambons from a food counter at the annual Metz fair. Both the Canadian and the Frenchman are stationed at the RCAF's Air Division H.Q. at Metz.



## MORE GEMS FROM THE ENGINEER'S DICTIONARY

**FUNDAMENTAL** — Sports day at the nut house.

**KNOTTING** — Nil.

**LACTOSE** — Result of walking into a power mower.

**LIABILITY** — Prerequisite of the successful con man.

**PAD LUBRICATION** — A beatnik's booze.

**OHM** — A domicile; e.g. "There's no place like ohm".

**SHOTGUN WEDDING** — A matter of wife or death.

**DRIVE-IN MOVIE** — Wall-to-wall carpeting.

**CURTAIL** — What a dog wags.

**CLAMMY** — A chowder.

**MISNOMER** — Mr. Nomer's daughter.

**NITRATE** — Cheaper when phoning long distance.

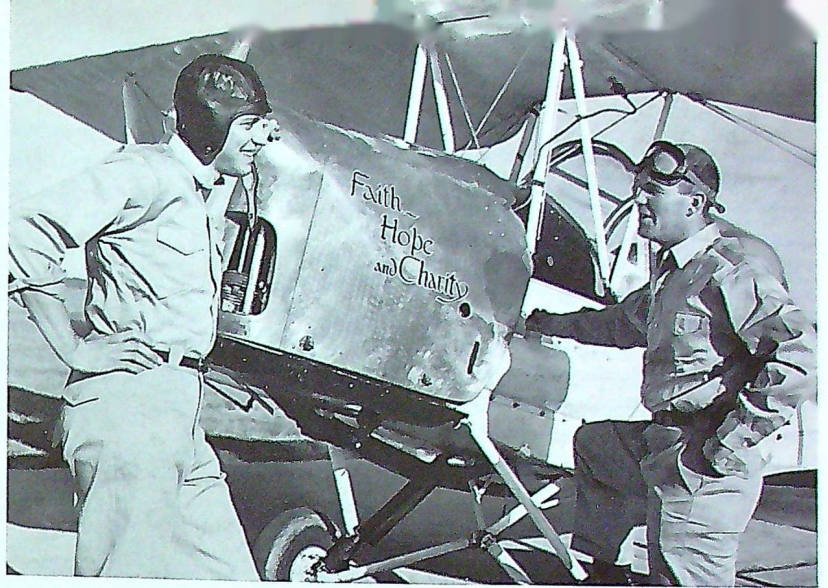
**BRANDISH** — A cereal bowl.

**DISINCLINE** — This slope.

**SPIRITLESS** — The booze is all gone.

Construction Engineering News

# TIGERING TO TIJUANA



By FLIGHT LIEUTENANTS B. KADONOFF and R. J. COCKBURN (posing above with their *Tiger Moth*).

As two aircrew members gainfully employed by the Central Experimental and Proving Establishment at Cold Lake F/L B. Kadonoff and I, F/L R. J. Cockburn, have spent many an aerial hour together thrashing through the ozone in the various types of aircraft on the unit establishment. On one very memorable occasion he was also my navigator, co-pilot, radio officer, wing man and fellow adventurer during a trip we made to Tijuana, Mexico, in our subsonic *Tiger Moth*.

One fine Saturday morning, following a health-crushing mess dinner the night before, we fired up our faithful *Tiger Moth* which we call Faith, Hope and Charity. The purring engine indicated some degree of faith, we had plenty of hope and the weather man was most charitable; we reached our first stop, Edmonton, in good weather.

We attempted to contact the municipal tower and much to our astonishment they heard us and we heard them, albeit two-square. Alas, it was the first and last time that radio communication was established with groundlings during the trip. On final approach at Edmonton we were faced with a *Taylorcraft* which

couldn't quite decide which way to turn after landing and executed a number of figure eights on the active. A cool 30 degree alteration on touchdown, some frantic ruddering, a slight brush with an obstruction flag and we were safely down.

Departure for Calgary was uneventful, as was the trip. Calgary tower came in O-squared so, after three circuits, we selected the wrong runway and set down. We decided to remain overnight at Calgary for crew rest and hazard the mountains first thing in the morning. The next day the weather was excellent. We got airborne and even though we were loaded (the aircraft that is, not us), we reached our ceiling of 10,000 feet and started our ride through the Rocks.

We made Cranbrook with only moderate turbulence and acceptable headwinds, then flew on to Spokane, Washington. While we cleared customs we attracted a fair amount of attention. This was a common occurrence throughout the trip, with the crowds getting larger as we proceeded south. The standard questions were, "What is it?" "How many horsepower?" "Is this really an airspeed indicator?" and "How

are those wheels in the snow up north?" After answering all questions with our customary discretion and tact we pressed on to our next destination, Pasco.

From Pasco, we headed for the Dalles, Oregon. Ten minutes short of our destination we ran out of daylight. The *Tiger* is a fine little aircraft but it is not equipped for night flying so we were very much relieved to see, in the distance, the runway lights of our destination. When our *Tiger* had been tucked away for the day we were driven into town by a couple from Portland who had just arrived in a *Tri-Pacer*. After a very fine dinner we returned to the airfield and bedded down in our sleeping bags in preparation for an early start the next day.

At 0700 hours we were airborne amidst early morning ground fog and set heading for Bend, Oregon. At Bend we found that being RCAF aircrew made us privileged characters. We wanted to make our next stop the USAF base of Klamath Falls but all aircraft operating into their field had to have two-way radio. This we didn't have but, since we were RCAF personnel, they gave us a clearance anyway so we chugged

around their circuit while Mach. two *Voodoos* scorched past.

At Klammath Falls we decided to stay the day and see the area. Quarters were obtained at the air base and transport into town was laid on courtesy the USAF. On returning to base we ran headlong into a squadron party. The next morning the squadron commander took us on a tour of their operations and then saw us off en route to Redding.

Ten minutes out of Klammath Falls we entered the Cascade mountain range and severe turbulence. We made reasonable groundspeed until we came abreast of Mount Shasta. The downflow west of the mountain caught us at 8,500 feet and full climbing power was needed to reduce our rate of descent to 1,000 feet per minute. Our groundspeed meanwhile had dropped to 10 mph and the only cars we passed on the highway below were parked. It was obvious that we would not make our destination, so we put down onto a gravel emergency strip at Mott which is cut into the side of Mount Shasta. It had taken us one hour and 45 minutes to come 60 miles.

Mott was deserted so we cancelled our flight plan through the state police and set off down the road for a five gallon can of car gas. Two hours later we were airborne en route to Redding. We were now into the lowlands of California and good weather prevailed. At Redding we learned the Federal Aviation Agency was organizing a search for us. The state police had failed to notify them of our stop at Mott.

We made Sacramento Sky Ranch by dark and bedded down for the night. The next day a short hop put us into San Carlos airport at San Francisco, where we stayed for four days. The trip down the coast to Los Angeles was casual and relaxed.

During our four-day stay in Los Angeles we used the Tiger Moth



"Faith, Hope and Charity" over rugged territory.

much as one would use a car. Because of the many airfields about and the distances between parts of the city, it was more convenient to fly to an airport and take a cab than to drive from one end of the city to the other. In this manner we visited Santa Monica, Orange County, Hoskins and a number of other small airfields in the L.A. area. Leaving Los Angeles we crossed the coastal range to the desert and set down at Quartz Hill, four miles from Palmdale. Here at the Lockheed section we got a good look through the first RCAF CF-104.

Next day we pushed across the desert to El Mirage, California's gliding centre. An interesting day was spent looking at the many glider types and speaking to Gus Brieglib, designer of the famous Brieglib gliders. We spent the night at Apple Valley, a desert resort area, 30 miles away. At Apple Valley Inn we lived it up a bit and, alas, a woman entered upon the scene. It was only with threats of exposure to the Cold Lake chapter of the Single Men's Union that one member of

the crew was lured back to the Tiger for the return to El Mirage the next day.

At El Mirage Kaddy took his first sailplane trip and soared about the desert for more than an hour. We set out for San Diego at noon, but part of the crew developed a severe case of heartburn passing Apple Valley and we were forced to land for the night. The next morning we set out early and after two hours flying received permission to land at San Diego International and were met by TV and newspapermen and old friend Bill Sved, a former Ryan Technical Representative at Cold Lake.

Bill took care of us for the next two days and with him we reached our objective — Mexico. At Tijuana we went to see the bull fights and Jai Alai games. This was the climax of the trip. We had come a long way to see Tijuana and now we had a long way to go to get home.

At this point the sad state of the Tiger's tires was becoming critical. Replacements were non-existent in this part of the country and time

would not allow shipment from Cold Lake. As a last resort cold patches were used to cover the now visible cords. Not only was this successful but it has been adopted, by us, as standard operating procedure. A leisurely return trip was made up the coast to Los Angeles, where we landed at El Monte and purchased another aircraft, a trim little *Taylorcraft*. The transaction took another day and meanwhile Kaddy, who, in addition to being a radio/navigator is also a light plane pilot, tippy-toed off with the Tiger to Apple Valley. We rendezvoused the next day at Taft, California, and continued on, in formation.

Our luck ran out during the return trip as we started to run into weather and poor flying conditions. Since there was a radio in the Taylorcraft I took the single set of maps and did the navigation. The visibility dropped to one mile in the hills and it was necessary to resort to road and railway crawling. Having his first taste of formation flying coupled with poor visibility and the fact that a pilot was doing the navigating Kaddy's first remarks on landing were always "O.K. smart guy, where are we?" On several occasions the airport manager was consulted for the answer.

At Spokane we ran into a snag.

The Taylorcraft's papers were not in order so it was necessary to leave it there and carry on in the Tiger. Once again Kaddy and I were a crew. We fired up our trusty Tiger and headed for home. We made an overnight stop at Bonner's Ferry, Idaho, and then crossed the border back into Canada, bounced our way through the mountains to Cranbrook, to Calgary, to Wetaskiwin and finally to Cold Lake. During the 22-day trip we had logged 56 flying hours and had flown approximately 2500 miles in 33 hops from Cold Lake's muskeg over mountains and valleys to Mexican deserts and back. All in all, it was quite a trip. ☉



The RCAF's four-man Bonn detachment members pause in front of the Australian Embassy where their offices are located. L. to r.: Sgt. J. MacFarlane, administrative clerk, S/L J. C. Uthhoff, engineering officer, W/C M. T. Friedl, detachment commander, and S/L T. Vanchuk, logistics officer.

## TECHNICAL LIAISON IN BONN

Adoption of the CF104/F104G aircraft by Canada and Germany for the re-equipping of their NATO-assigned forces opened still another avenue of co-operation between the RCAF and the German Air Force. Since January 1960 a four man RCAF detachment has been stationed in Bonn, maintaining direct liaison with its German counterparts.

The importance of the Bonn detachment is not in direct proportion to its size. While it is one of the smaller RCAF establishments in existence, nonetheless it is helping significantly in providing the technical and logistics bridge between the European and the Canadian CF104/F104G programs.

*(Each year the McKee Trophy is awarded to the person who does most to advance the cause of Canadian aviation. The latest winner, W/C W. G. Leach, who was given the award for his research in high altitude physiology, is the ninth RCAF officer to join the select ranks of those who are holders of the McKee Trophy . . . Editor.)*

## Story Behind The McKee Trophy

By FRANK H. ELLIS  
Reprint from WESTERN WINGS

SINCE Canadian H. A. "Doc" Oaks became the first recipient of the McKee Trophy in 1927, the annual award of the coveted prize has become well known to the thousands connected with aviation in Canada. Circumstances relating to the trophy's origin, however, are not so well known.

The McKee award grew out of an adventure launched in Canada by an American, James Dalzell McKee, who was born in 1885 at Pittsburgh, Pa., the son of a wealthy glass and steel manufacturer. McKee became interested in aviation during his service in the First World War as a flight cadet, and after the war in the U.S. Air Reserve.

This interest never waned and during his flying career McKee owned several different types and makes of aircraft, using them for pleasure and for his brokerage and investment business. His pleasure trips took him on regular vacations to areas in the wilds of northern Quebec and Ontario, where his friendship with Canadians increased through the years.

By 1926, long distance cross-country flying had reached high popularity throughout the United States among professional and amateur pilots alike, and it was that year that Dalzell McKee decided to have a whack at it himself.

Because trans-continental hops in the U.S. were not new, McKee decided to try Canada instead — a virgin field where no single aircraft had, up to that date, negotiated a trip from coast to coast, nonstop or otherwise.

To start with, McKee purchased a single engined, two-seater, Douglas seaplane similar to the "World Cruisers" which had been used by airmen of the U.S. Army Air Service during their 1924 world-girdling flight. Since the machine was float equipped, he planned to fly from Montreal to Vancouver via a northerly route in order to utilize the vast chain of lakes and water-courses which stretch across that part of Canada. The planned route across Quebec, Ontario, Manitoba and Saskatchewan followed old canoe trails along these waterways.

The Canadian government and RCAF officials gave complete sanction to his plans and, better still, offered to co-operate in whatever way they could. In appreciation of this encouragement McKee agreed to have RCAF S/L A. E. Godfrey (A/V/M ret.) accompany him and act as co-pilot and liaison officer. And so they teamed up to make Canadian air history.

The plane was readied at Pittsburgh, and then flown to Montreal where, on 11 Sept. 1926, at 3:05 p.m.



W/C W. G. Leach

### RCAF WINNERS OF THE McKEE TROPHY

1930	S/L J. H. Tudhope
1934	F/L E. G. Fullerton AFC
1946	G/C Z. L. Leigh OBE
1948	F/O R. B. West DFC, AFC
1952	W/C K. R. Greenaway
1954	W/C J. G. Wright DFC
1956	S/L R. T. Heaslip AFC
1957	W/C J. G. Showler AFC
1960	W/C W. G. Leach

McKee took off for the first leg of his journey, heading for Ottawa.

On 12 Sept. they continued from Ottawa towards Sudbury where they were to re-fuel. It was getting a little late in the year to expect ideal conditions for a trans-continental flight, as they soon discovered. About 100 miles out of Ottawa, a low cloud ceiling and heavy rain developed, hemming them in. With visibility quickly decreasing, they were forced to land on Lake Traverse in the Ontario wilderness, and were pinned down there for 24 hours until the storm abated.

Finally, on the 13th, news came through that McKee and Godfrey had arrived at Sudbury late in the afternoon. By the night of the 14th,



James Dalzell McKee

they were still in Ontario, but had reached Sioux Lookout after a short re-fuelling halt at Orient Bay. Their log entry for that day showed they were hitting their stride at last, with 610 miles behind them for one day's flying.

They crossed into Manitoba on the 15th, making Lac du Bonnet at dusk, after stops at Swan Lake and Malachi Lake on the way. Then, dirty weather engulfed them again, and they were obliged to delay. Flying conditions were not much better on the 16th, but they got away on the long stretch north, up Lake Winnipeg, touching first at Grand Rapids, then The Pas, turning west again, and swinging on to Prince Albert along the wide reaches of the North Saskatchewan before the end of the day.

By now the weather was improving, but a new difficulty confronted them after they reached Lake Wabaman, near Edmonton, on the 18th. When they set off on the 19th, they saw that the entire country to the west was enveloped in a vast smoke pall which rose to a height of well over 10,000 feet.

It came from the many forest fires burning in the mountain areas to the west, most of which were out of control. The dense and acrid haze lay over the country everywhere,

presenting a serious hazard towards keeping to an accurate course, as the airmen depended almost entirely on visual contact with the ground to find their way.

Flying over the Rockies under such conditions was risky business, but once they were through the Yellowhead Pass, things cleared up a little, although the danger of smashing into unseen peaks was ever present until Godfrey spotted the Fraser River, and was able to pinpoint their position. Because he had previously been stationed at the Vancouver RCAF base at Jericho Beach, he knew the B.C. terrain well from the air, and once he ascertained their position, no further difficulty arose.

Following downstream along the Fraser, they eventually came out to the open sea, swung back over the waters of English Bay, and landed near the Jericho Beach Air Station. Approximately 3,000 air miles, covered in nine days, lay behind them, their actual time in the air being logged at 35 hours, 8 minutes.

Three Canadian flight records had been established during this trans-

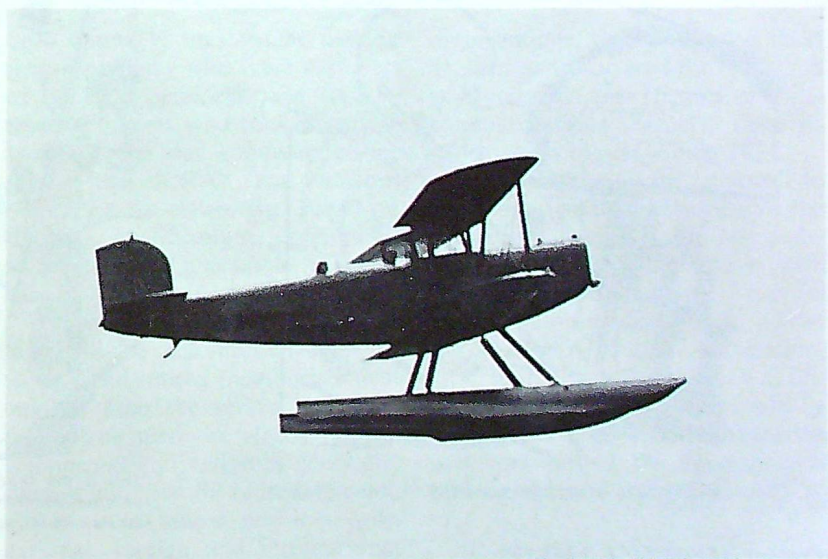
Canada venture: it was the only occasion on which a single aircraft had flown across the country from coast to coast; it was the first waterborne aircraft to do so; and most important, it was the first flight made across the Rockies non-stop in either direction, between Edmonton and Vancouver.

In spite of these accomplishments, the flight did not receive much publicity in the press, and the public at large knew little of it, nor do they today.

The comradeship and assistance extended to McKee at all of the Ontario Provincial Air Service and RCAF bases across Canada cemented his friendship with Canadians even more firmly. And in an effort to show his gratitude in a tangible way, McKee came up with the decision to set aside funds for the establishment of a permanent aviation trophy to be presented annually to Canadians, and he named it the Trans-Canada Trophy.

The magnificent, four-foot silver trophy was donated with his specific wish that it be used to stimulate flying in Canada. "It was to be con-

Douglas seaplane carried McKee and Godfrey across Canada in 1926.



ferred upon those whose efforts are judged to have contributed most substantially in the progress of Canadian aviation during the preceding year of its award."

At first only qualified pilots received the honour, but in the years since, the scope of the award has been considerably broadened, and now eligibility includes all within the range of aviation and all its aspects in Canada, with non-flying personnel as well.

A number of Canada's famous bush pilots were its earliest recipients, but the extent of its coverage can be judged by the 1940 award, when it was presented to include the entire maintenance staff of Trans-Canada Air Lines for their splendid, no-trouble air record of the year.

The five judges who select the worthy recipient each year are high officials of five separate aviation groups. One is a top officer of the RCAF, another represents the RCN's air warfare branch, the third is a



member of the Department of Transport, the fourth is an executive member of the Royal Canadian Fly-

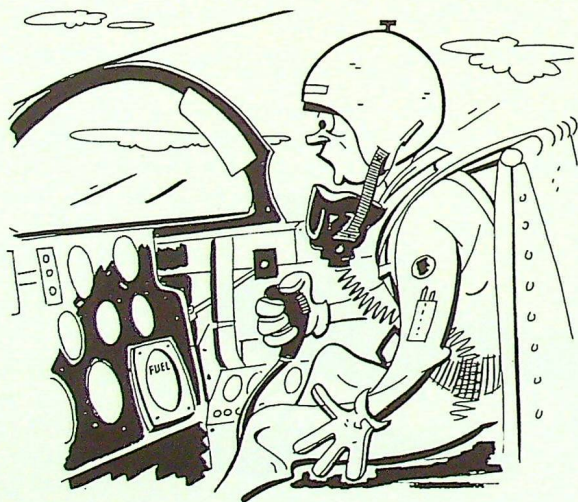
ing Clubs Association and the fifth is from the Air Industries and Transport Association. The award is, at present, the most coveted prize to be gained in Canadian aviation activities.

A tragic note now enters into this record. James Dalzell McKee did not live to enjoy the knowledge of how valued the award would become, nor did he live to see even the day of its first presentation.

Accompanied by another Pittsburgh airman, Lieut. Earl Hogan, McKee met with a fatal air accident in eastern Canada on 9 June 1927.

By national assent, the original title of the award, the Trans-Canada Trophy, has long since been discarded, although these words still appear on the base of the trophy. The award has become known as the McKee Trophy, a much better designation by which to perpetuate the memory of the American airman who made such a splendid gift available to Canada. ©

## Two Points of View

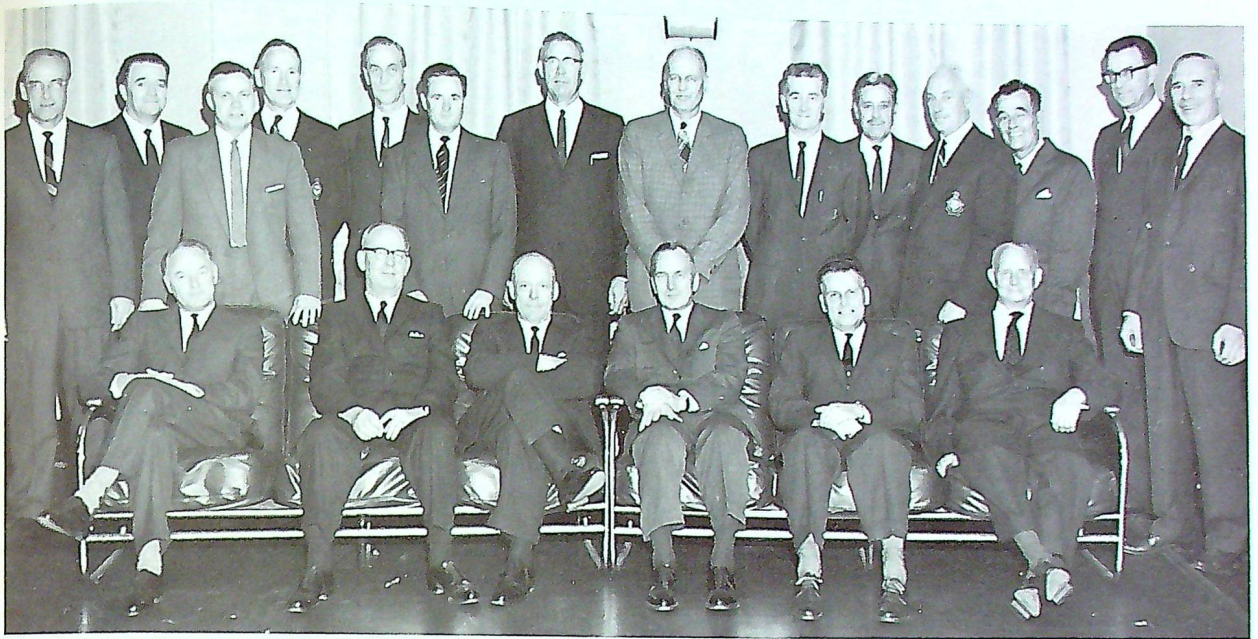


"Roger Old Dodger, how about a practice DF steer to base."

(Courtesy AEROSPACE SAFETY)



"This is the third time he's pulled this practice bit; why can't he admit he's lost and declare an emergency. The last time he flamed out on the runway."



Seated (l. to r.): A/V/M W. A. Orr, G/C D. H. Gwinn (ret.), A/C E. C. Poole, A/V/M H. B. Godwin (ret.), A/V/M R. E. McBurney (ret.), G/C C. B. Limbrick (ret.). Standing (l. to r.): S/L E. W. Smith (ret.), G/C J. G. Mathieson, W/C B. G. Miller, G/C E. J. Gauthier, F/L J. W. Newbigging, W/C W. C. MacLean, S/L J. G. Foster (ret.), W/C J. W. McCalla (ret.), S/L F. J. Rapp (ret.), F/L H. B. Robinson (ret.), F/L H. W. Hayes (ret.), W/C H. R. Trepanier, S/L B. L. Robinson, and S/L W. Harris.

## TELECOM OLDTIMERS' CLUB FORMED

A REUNION of telecom officers (including the old original signals officers) who had completed a minimum of 25 years regular service in the RCAF, and those telecom officers on the retired list, was held in Ottawa recently. Twenty officers were present (see above), while an additional 12 who were keenly interested but unable to attend because of business were there in spirit. The group attending the reunion represented an approximate total of 450 years of telecom experience.

At this first reunion it was decided that a fraternal and social organization would be formed on a permanent basis, would meet at least

once annually, and would include telecom officers who have completed 20 years service in the RCAF, telecom officers who (on an annual basis) are one year from compulsory release age (CRA), and telecom officers on the retired list. Based on the above qualifications, a preliminary check shows a possible membership of 175 by end of 1962.

Advantage of such an organization will be the mutual gain to serving and retired members. It will tend to keep the service members better informed of electronic developments and activities generally, since a number of retired telecom officers hold senior positions with national, foreign and international

organizations. One of the first tasks decided and chartered for the group is to compile the History of Telecommunications (Signals) since its inception in the RCAF in 1934.

This, then, is a "call to arms" to all prospective members meeting the above qualifications who are desirous of affiliating themselves with this telecom organization. Tech/Tel officers so interested are to advise the chairman of the organization, G/C E. J. Gauthier, AFHQ, CTel/ATPC. CANAIRCOMMENTARY will be used as one of the media to keep the members posted on developments and activities of the group. ©



# RCAF ASSOCIATION

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

## NATIONAL EXECUTIVE COUNCIL NOTES

**T**HE National Executive Council held its annual meeting in Ottawa in November with National President L. N. Baldock, of Windsor, presiding. Chairmen of all standing and special committees presented detailed reports, highlights of which appear below:

### **Change in NEC Composition:**

The report of the Special Committee on Re-organization of Council, presented by chairman A. J. T. Boyd, was approved in principle with the authorization that it be circulated to Wings and Groups for study and consideration. Recommendations from the Group meetings are to be forwarded to the special committee, then a final draft is to be prepared

for consideration by the National Executive Council at their next meeting. If approved, it will go forward to the next regular general meeting of the Association in resolution form.

**Bon Voyage** — Regardless of the mode of transportation used in transporting members of the RCAF and their dependents overseas, the RCAF Association will continue its present Bon Voyage program with the same financial arrangements.

**1963 National Convention** — Bids for the 1963 National Convention were received from 802 (Vancouver) Wing and 412 (Windsor) Wing. Council recommended that the invitation from the Vancouver

Wing be given favourable consideration.

**Aviation Education** — A committee, under the chairmanship of Mr. G. E. Penfold, has been appointed to explore the possibilities of sponsorship by the Association of such a program.

**Communist Ideology** — The chairman of this special committee, G/C S. Sznuk, was authorized to write to the provincial departments of education and the heads of all Canadian universities asking their co-operation in this matter.

**Employment of Public Relations Advisor** — The Council recommended that steps be taken to investigate the possibility of engaging a free lance public relations man on a part-time basis.

NEC members were guests at Air Materiel Command Hqts. last November. Back row (l. to r.): F/L R. B. de Pencier, A. MacLellan, R. White, L. Schedlin, G. Penfold, R. Watson, G. Cattiny, G. Esdale, W. Caverly, A. E. Neily, A. J. T. Boyd. Front row (l. to r.): A/C V. S. J. Millard, S. Sznuk, A/V/M F. G. Wait, Miss E. Rowand, A/V/M C. L. Annis, L. N. Baldock, Miss M. O'Grady, J. A. Cooper, Miss E. Halliday, Miss O. McBride, Miss C. Fortune, G/C S. G. Cowan.





No. 424 (Cornwall) Wing inspection by A/V/M F. G. Wait, accompanied by parade adjutant G. Dumais and (back row) Mayor N. Kaneb, Legion representative L. Hurrell and Wing President M. M. Kastner.



300 ex-airwomen attended WD reunion in Toronto organized by this committee from Nos. 437 and 442 Wings (l. to r.): Mrs. E. Traill, Mrs. D. Buell, Mrs. A. McGowan, Mrs. A. Blair, Mrs. N. Berry and Miss K. Kennedy.

Members of Council were guests of Air Vice-Marshal C. L. Annis, AOC, Air Materiel Command, for luncheon. They were fascinated with their briefing, in particular the operation of the large computer.

Addressing the NEC during a business session, Defence Minister D. S. Harkness stressed the importance of a public understanding of the defence objectives of Canada and the Western Alliances.

While alluding to the impact of science and technology on defence forces generally, he pointed out that the RCAF is going through a period of change and is introducing a number of new aircraft and other highly technical and automatic equipment, such as SAGE. He made specific reference to the value of the CF-101 in the air defence of North America and to the conversion and training programs for this aircraft and the CF-104. During the changeover to these faster and more complex aircraft, the RCAF is maintaining its operational effectiveness and efficiency at the high level that all of us have come to expect of the Air Force, the minister said.

The Chief of the Air Staff, Air Marshal Hugh Campbell, gave a brief outline of world conditions

affecting the posture of the RCAF and brought the members of Council up-to-date on current RCAF programs and equipment.

On the evening of the same day the CAS and his officers entertained members of Council at a mess dinner. On this occasion Mr. L. N. Baldock was guest speaker. He reiterated that the main task of the Association is "to promote the maintenance of an efficient and effective Air Force for the defence of our country" and stressed that well-informed RCAFA members from coast to coast can do much to affect

public opinion in the field of aviation and military defence policies.

### MEMBERSHIP CAMPAIGN

The 15 Wings listed below have qualified for the Wing pennant and individual Merit Awards in the membership campaign, having achieved an overall increase in their Wing membership of 20% or more.

- 428 (Peterborough) Wing
- 603 (Yorkton)
- 411 (Chatham)
- 443 Rideau, Smiths Falls
- 500 (Winnipeg)
- 312 (La Tuque)

Some of the delegates and guests at dinner during a recent Maritime Group Executive meeting in St. John's, Nfld.




800 (Victoria)  
427 (London)  
410 (Ottawa)  
316 (Saguenay) Port Alfred  
412 (Windsor)  
419 (Oakville)  
701 (Calgary)  
702 (Lethbridge)  
103 (Sydney)

While the overall results were somewhat disappointing, Membership Chairman G. E. Penfold has asked all Wings to continue their efforts in securing new members until the end of the fiscal year, 31 March 62. It is hoped that the results at that time will show considerable improvement.

### TRACY CARTOON FOLIO

A folio of cartoons and drawings, recalling amusing situations and re-introducing some of the whimsical characters created by the late Warrent Officer Ray Tracy, has been published by the RCAF Association.

Wing members may purchase through their Wing, members-at-large by contacting National Office, 424 Metcalfe Street, Ottawa. Copies will be available to members of the regular force through their units.

The price is \$1.00 per folio of 12 cartoons. 

### CHANGE IN FISCAL YEAR

The fiscal year of the Royal Canadian Air Force Association has been changed from 1 April — 31 March to 1 August — 31 July. In order to accomplish this changeover all Wings will on 1 April, 1962 collect renewal dues from Wing members for a period of sixteen months 1 April 1962 to 31 July 1963. The renewal dues for this 16-month period will be \$4.00.

For complete details consult your Wing.

## FIRST AIRMAIL FLIGHT TO LABRADOR RECALLED

Association member Dennan B. Cooke, formerly of No. 315 (Roberval) Wing and now a civilian employee at an AC & W Sqn. in Labrador, has been digging into the aviation history of that area and has forwarded the following account. It was written by Capt. W. R. Landis, USAF, a companion of Cooke's on several research expeditions.

It was on 4 March 1922 when Major F. Sidney Cotton, penetrating further north than any airman before him, landed his *Martynside* mail-plane on the ice of Cartwright Harbor. His success in reaching Cartwright had been one considered as impossible by the Air Ministry in those days. He had broken the winter isolation of Labrador and became a pioneer of winter flying.

Almost completely cut off during the winter months, the villagers of Cartwright had previously been delighted to get one or two mails from the outside world by the laborious dogsled route which wound its way along trails, through dense woods and over frozen lakes from Quebec almost 800 miles away "as the crow flies" but perhaps half again as far by land.

The historic flight started from Botwood, Newfoundland, only 35 miles from where the modern Gander Air Base was to flourish some 20 years later. Taking with him a mechanic, J. R. Stannard, and a trapper named Hart, Major Cotton left Botwood at 10:15 am on 3 March 1922 and landed at St. Anthony on the northern tip of Newfoundland 2½ hours later. On landing near the Grenfell Mission Hospital there, a slight mishap caused part of the brass on one of the plane's skids to be torn away but there was no way of repairing it.

Undaunted, Major Cotton took off again about four hours later and it was reported he almost crashed on the takeoff run, perhaps due to the damaged skid.

Fifty minutes after leaving St. Anthony and crossing the historic Strait of Belle Isle which had been first sailed on by Lief Ericson in the year 1000 and later explored by Jacques Cartier in the 16th Century, Major Cotton was the first airman to reach the coast of Labrador. Flying northward along the coast, he ran into a blinding snowstorm with visibility of only a half a mile. He found it necessary to fly just on top of the ice surface with coastal cliffs towering above him off of his left wing. The snow froze to his goggles and, one story reports, "he was compelled to remove them, baring his face to the lash of the storm".

Using only a hand drawn map which had been made for him by a Doctor John Grieve who had spent some time on the Labrador coast, Major Cotton continued to fly along the questionable route.

As he approached Battle Harbor, the furthest point north in Labrador in touch with civilization by wireless, the radio station operator in that tiny settlement was suddenly startled by strange sounds coming from his equipment. Not knowing that his receiver was apparently picking up noise caused by the magnetos of the open-cockpit airplane, the frightened operator rushed out of his building to get safely away from what he thought might be possible disaster.

At 5:15 pm Major Cotton brought the plane in for a landing at Battle Harbor and repairs were made to the damaged skid with some pieces of galvanized iron. After relating

his experiences to the settlers, Major Cotton attempted to take off again but was unable to because of his heavy load and the soft snow. It was decided it would be necessary to leave Mr. Hart behind. The take-off was successful but Major Cotton had to return to Battle Harbor because a blizzard was raging toward him on his flight line to Cartwright.

The following day, after the blizzard subsided, Major Cotton and his mechanic tried again. They made their takeoff in the ten below zero weather and finally arrived at Cartwright at 3:45 pm. The whole population of Cartwright turned out to see the strange machine. They were frightened and Cotton reported that "the people could not be induced to come near the machine, much less touch it". Curiosity finally did overcome their fears and the settlers received mail and papers dating from January 14th to February 27th,

the latter being only a week old.

Major Cotton stayed several days with the manager of the Hudson's Bay Company Store, waiting for better weather. Meanwhile, the people of Battle Harbor and Newfoundland worried whether or not he had made it to Cartwright. Some considered the thought that he might have tried to go even further north to the settlement of Rigolet near Hamilton Inlet which provides a waterway inland to the present airport at Goose Bay. The only word the people of Newfoundland received was published in a St. John's newspaper telling that a wireless message from Battle Harbor stated Major Cotton had not returned from Cartwright and that the weather was stormy.

On 12 March 1922 Major Cotton, carrying his mechanic Stannard, mail and a quantity of furs, departed Cartwright at 10:00 am. During

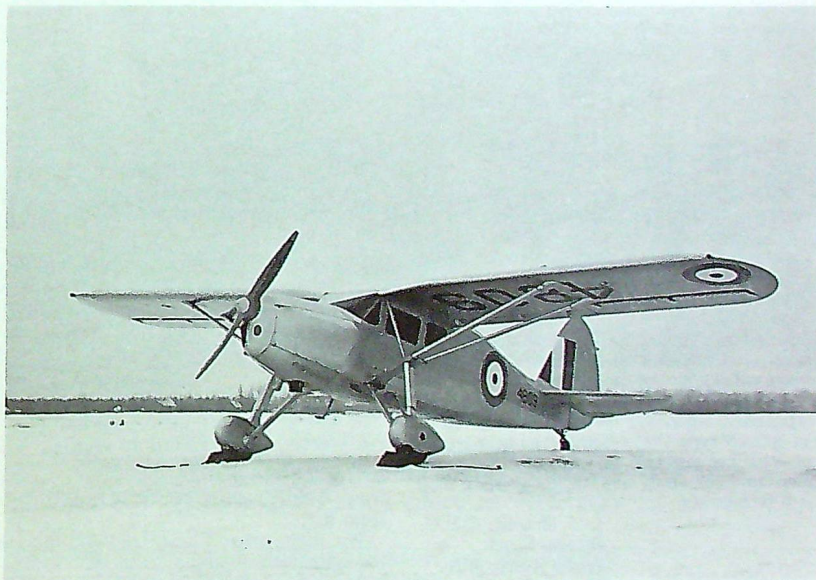
his return flight, his air speed indicator and oil gauge froze in the extreme cold. There was nothing he could do but keep on flying despite the loss of these critical instruments. He passed over Battle Harbor and arrived at St. Anthony just before noon. After a short stop he continued on to Botwood and then a third hop took him to St. John's that evening. He chalked up an average speed of an amazing 120 mph for the return flight.

The newspapers hailed his flight as a "Wonderful Aerial Achievement" and commented that it seemed almost incredible that letters written on Sunday in Cartwright, more than 500 miles away, would be delivered in St. John's on Monday. "Major Cotton", one paper commented, "demonstrated winter flying was not only practicable but was perfectly easy of accomplishment".

## THE FIRST ARGUS

Mention the name *Argus* and chances are that people will think of the four-engined goliath that is the pride of Maritime Air Command and a comparative newcomer to the RCAF. It is a historical fact, however, that the RCAF acquired its first *Argus* aircraft on 17 January 1940.

The first *Argus*, a product of the Fairchild Aircraft Company, was a four passenger general purpose aeroplane. The RCAF acquired two of these aircraft in 1940 when an American citizen and a staff member of *READER'S DIGEST* magazine each donated an *Argus* to the RCAF. The aircraft were initially used by No. 12 Communications Squadron, based at Rockcliffe, then later at the same unit the aircraft were used for refresher training.



When one of the aircraft was involved in an accident in 1942 it was used to provide spare parts for the

second *Argus*. At the end of the Second World War the remaining *Argus* was returned to civilian duties.

## Letters to the Editor

### CORRECTION NOTED

Dear Sir:

An error appeared in your otherwise excellent article on "Search and Rescue's New Look" (Nov. 61). The Marine Coordinators were incorrectly assigned to search areas and should read as follows:

Maritime Air Command

Capt. D. B. Stampton

Air Transport Command

Capt. H. D. G. Bould

5 Air Division

Capt. J. C. Barbour

It would be appreciated if the above correction could be made in some future issue of *ROUNDEL*.

G/C C. W. Burgess,  
MACHQ, Halifax, N.S.

### ROCKCLIFFE RECORD

Dear Sir:

RCAF Stn Rockcliffe is interested in creating, for permanent display, a pictorial history of the station.

We would like the help of any *ROUNDEL* readers who can loan the station snapshots, negatives or newspaper clippings dealing with a historical, newsworthy, or amusing event or person connected with Rockcliffe.

Anyone sending us material is asked to give as many details as possible about the events or persons. All material sent to this station will be returned within seven days.

W/C D. C. S. Macdonald,  
Commanding Officer,  
RCAF Stn Rockcliffe, Ont.

### PROVINCIAL PINPOINT

Dear Sir:

With reference to the article under the heading "RCAF Station Beausejour" (Oct. 61), you name some American-manned units of the Pinetree System to be taken over by the RCAF during the next two years. Amongst these you mention Saskatoon Mountain, B.C. I do not know who your navigator was, as Saskatoon Mountain is in Alberta, and he must have certainly been off-course when he struck this one.

I enjoy your stories in *THE ROUNDEL*, especially whenever I come across some ex-RCAF type that I knew during my time of wartime service, and would always be glad to hear from any of those that may still be serving.

L. J. Bowen, C.L.U.  
Bowen Block,  
Peace River, Alta.

### THANK YOU, C.A.P.

Dear Sir:

Just read through the latest issue of *THE ROUNDEL* and wish you to know that we feel it is an outstanding publication, both in

makeup and content. The reproduction is equally commendable.

Our entire staff reads each issue, after which it is retained in our national headquarters aerospace library.

Please convey my congratulations to your staff.

Lt. Col. J. H. Friedmann, USAF,  
Chief, Office of Information,  
Civil Air Patrol HQ.,  
Ellington AFB, Texas.

### MANNING DAZE

Dear Sir:

The 16th annual dinner of No. 1 Manning Depot Ex-Officers Association was held at the Royal Canadian Military Institute in Toronto on 10 Nov. 61.

At the first meeting it was decided a suitable memorial should be erected at the Canadian National Exhibition building where so many started their air force careers. With the concurrence of CNE authorities, a subscription fund was started by this association and as a result this bronze



tablet was erected at the main entrance to the Coliseum. It should be of interest to those who passed through that portal during their ab-initio training days.

T. G. M. Davidson,  
President, No. 1 M.D.  
Ex-Officers Assn.,  
304 Bridgeland Ave.,  
Toronto 19, Ont.

### 4 FTTU BELONGS TO ATC

Dear Sir:

For many years I have read with disdain the criticisms of insignificant errors which have cropped up in your publication from time to time. Such crank letters must be tolerated.

However, I must now rise in battle against the flagrant misuse of the printed word to mislead the reader. Such unadulterated mistruth as appears in your Jul-Aug 61

issue cannot go uncontested. I refer, of course, to the paragraphs under "Training" on page 12 — the inference that instruction of air and ground crews on the *Yukon*, *Cosmopolitan*, and *Albatross* is carried out under the organization and control of Training Command.

May I set the record straight? The training to which you refer is the responsibility of 4 Field Technical Training Unit, a unit of Air Transport Command. The "cadres of operational maintenance personnel" were selected for the task by ATC.

Incidentally, 4 FTTU is also responsible for technical training on the C119, *North Star*, *Dakota* (pilots only) and H34 helicopters. In all, the unit is capable of conducting 45 different courses and handles approximately 1400 students annually.

F/L J. G. McKenna,  
4 FTTU, RCAF Stn. Trenton.

### TRI-SERVICE COMMITTEE

Dear Sir:

The article on the CJATC Rivers (Oct. 61) was excellent. However, it very insidiously stated that the schools at the CJATC are guided by the Land/Air Warfare Committee at AFHQ.

In fact, the Land/Air Warfare Committee is Tri-Service and is located at NDHQ.

F/L B. Lumley,  
436 (T) Sqn.,  
RCAF Stn. Downsview, Ont.

## SUNDAY CLOSING

From time to time in Canada there is agitation either for or against Sunday closing of various types of shops. Our friends in Great Britain have no such problem. They have laws to deal with each situation. Here are a few, as reported in the *CHICAGO TRIBUNE*:

Fish and chips may be sold freely on Sundays, except in fish and chips shops. Cream may be sold, but not in a tin unless it is clotted cream, which is saleable whether in a tin or not. Fodder for donkeys is legal, provided it is sold at a hotel or stable. Hairdressers may not ply their trade on Sundays, but the mentally weak may legally summon hairdressers to their homes on that day. Spectators who watch Sunday sports outside their parish can be fined, but inside the parish they are safe, unless of course they are watching bull-baiting.

## *International Sunset Retreat Ceremony*



(NORAD PHOTO)

Typifying the unification of forces that make up the North American Air Defence Command are these RCAF pipers and drummer working with USAF air policemen in rendering evening honors to the American and Canadian flags. The Retreat Ceremony took place at NORAD Hqts., Colorado Springs, Colo.

The Rockcliffe Pipe Band was a feature attraction on the annual "Cavalcade of Music" program, played to a packed audience by the NORAD Command Pops Concert Band under the direction of Major M. Azzolina.

*Roger Duhamel*

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

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ROYAL CANADIAN AIR FORCE